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APPENDIX CONFIDENTIAL

History of Eighth Air Force

1 JULY - 31 DECEMBER 1943

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APPENDIX

HISTORY OF EIGHTH AIR FORCE

1 July - 31 December 1948

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GENERAL ORDERS
NUMBER 47

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas
1 December 1948

	SECTION
REDESIGNATION OF 11TH BOMBARDMENT GROUP, HEAVY	I
ACTIVATION OF 11TH BOMBARDMENT GROUP, HEAVY	II
ATTACHMENT OF UNITS	III
ADDITIONAL INSTRUCTIONS	IV

SECTION I

REDESIGNATION OF 11TH BOMBARDMENT GROUP, HEAVY.--1. Effective 1 December 1948, the following units are redesignated 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 following units are activated 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 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.

SECTION III

ATTACHMENT OF UNITS.--1. Effective 1 December 1948 the 11th Bombardment Group, Heavy, is attached to the 7th Bombardment Wing, Heavy.

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SECTION IV

ADDITIONAL INSTRUCTIONS.—1. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-80.

2. Authority: General Order Number 78, Headquarters Strategic Air Command, dated 30 November 1948.

BY COMMAND OF MAJOR GENERAL RAMEY:

OFFICIAL:

JOHN A ROBERTS JR
Colonel, USAF
Actg Chief of Staff

LUCIEN FRYE
Capt, USAF
Asst Adj Gen

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2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, D.C.
10 - ODC, Movement Control Unit, SAC
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#2

HEADQUARTERS EIGHTH AIR FORCE
FORT WORTH, TEXAS

CPT 370.5 (7 Dec 48) 7 December 1948

SUBJECT: Movement Orders, 1st Strategic Support Unit

TO: Commanding Officer
7th Bombardment Wing, Heavy
Carswell Air Force Base
Fort Worth, Texas

1. It is desired that you take the necessary action to move the unit listed below, at current strength of approximately fifty-four officers and 353 enlisted men, to station indicated, at earliest practicable date, but not later than 21 December 1948:

UNIT	FROM	TO
1st Strategic Support Unit	Carswell AF Base, Fort Worth, Texas	Biggs AF Base, El Paso, Texas

2. This is a PERMANENT change of station.

3. Unit remains assigned to Eighth Air Force.

4. Movement will be by military aircraft, rail, and/or privately owned conveyance. Unit aircraft will be used to maximum extent.

5. Unit will move with organization equipment on hand and/or held in storage as authorized by appropriate T/O&E.

6. EDCMR: Date of arrival of unit headquarters at new station.

7. Other details of this movement will be in accordance with the appropriate provisions of AFR 75-20.

8. Authority: Letter, Strategic Air Command, SAC 370.5, (30 Nov 48), subject: "Movement Orders, 1st Strategic Support Unit,"

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dated 30 November 1948.

BY COMMAND OF MAJOR GENERAL RAMEY:

LEXIE FRYE
Capt, USAF
Ass't Adj Gen

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10 - CG, San Antonio Air Materiel Area, Kelly AF Base, Kelly Field, Tex
5 - CG, Fourth Army, Fort Sam Houston, Tex
10 - CO, Biggs AF Base, El Paso, Tex
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
5 - CO, 1st Strategic Support Unit, Carswell AF Base, Fort Worth, Tex
5 - CPT, Manpower Section, Eighth Air Force, Fort Worth, Tex

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#3

GO 83

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:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Middletown Air Materiel Area, Olmsted AF Base, Middletown, Pa
5 - CG, Warner Robins Air Materiel Area, Robins AF Base, Robins Field, Ga
5 - Office, Chief of Engineers, Wash 25, DC
5 - Division Engineer, Southwestern Division, Dallas, Tex
5 - Division Engineer, New England Division, Boston, Mass
5 - Division Engineer, South Atlantic Division, Atlanta, Ga
5 - Chief of Transportation (Movements Br), Wash 25, DC
2 - Office, Chief of Ordnance, Wash 25, DC
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC

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GO 79

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:

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
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
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
10 - ODC, Movement Control Unit, SAC

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#5

HEADQUARTERS EIGHTH AIR FORCE
FORT WORTH, TEXAS

CPT 370.5 (7 Dec 48) 7 December 1948

SUBJECT: Movement Orders, 2d Aviation Squadron

TO: Commanding Officer
7th Bombardment Wing, Heavy
Carswell Air Force Base
Fort Worth, Texas

1. It is desired that you take the necessary action to move the unit listed below, at current strength of approximately three officers and ninety-four enlisted men, to station indicated, at earliest practicable date, but not later than 21 December 1948:

UNIT	FROM	TO
*2d Aviation Squadron	Carswell AF Base, Fort Worth, Texas	Chatham AF Base, Savannah, Georgia

*Negro enlisted personnel.

2. This is a PERMANENT change of station.

3. Advance detachments are authorized.

4. Unit remains assigned to Eighth Air Force. Unit is attached to the 307th Bombardment Wing, Medium, pending transfer of command jurisdiction of Chatham Air Force Base to the Eighth Air Force.

5. Movement will be made by rail, and/or military aircraft. Maximum use will be made of rail transportation. Travel by privately owned conveyance is authorized for those not required to accompany troops.

6. Unit will move with organization equipment as authorized by appropriate T/O&E.

7. Other details of this movement will be in accordance with the appropriate provisions of AFR 75-20.

8. EDCMR: Date of arrival of unit headquarters at new station.

9. Authority: Letter, Strategic Air Command, SAC 370.5, (30 Nov 48), subject: "Movement Orders, 2d Aviation Squadron,"

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dated 30 November 1948.

BY COMMAND OF MAJOR GENERAL RAMEY:

LEXIE FRYE
Capt, USAF
Ass't Adj Gen

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5 - CG, Third Army, Fort McPherson, Ga
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
10 - CG, Tactical Air Command, Langley AF Base, Langley Field, Va.
10 - CG, San Antonio, Air Materiel Area, Kelly AF Base, Kelly Field, Tex
5 - CG, Warner Robins, Air Materiel Area, Robins AF Base, Robins Field, Ga
10 - CG, 307th Bomb Wing, Medium, MacDill AF Base, MacDill Field, Fla
10 - CO, Chatham AF Base, Savannah, Ga
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
5 - CO, 2d Aviation Squadron, Carswell AF Base, Fort Worth, Tex
5 - CPT, Manpower Section, Eighth Air Force, Fort Worth, Tex

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#6

R E S T R I C T E D

GENERAL ORDERS
NUMBER 35

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas
27 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 units listed below, organized under Table of Distribution (Special) and/or PAL authorization, are discontinued:

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 the instructions when issued.

SECTION II

REDESIGNATION AND REORGANIZATION OF BOMBARDMENT GROUPS, MEDIUM.--1. The units listed below are redesignated effective 2 July 1948. Effective 0001, 1 August 1948, the units at present stations are reorganized in accordance with Tables of Organization and Equipment indicated:

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SECTION II (cont'd)

1. (cont'd)

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 colm 6)	24 (each)	49
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, and further assigned to the Eighth Air Force, effective 1 August 1948, are activated as indicated:

Colm 1	Colm 2	Colm 3 Auth'd Strength		Colm 4
Unit	T/O&E	OFF	EM	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 Group 43, 509	1-7012 24 Mar 48 (1 x colm 6)	8 (each)	16	Maintenance and Supply Group 43, 509
Maintenance Squadron, 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

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SECTION III (cont'd)

1. (cont'd)

Colm 1	Colm 2	Colm 3 Auth'd Strength OFF WO EM	Colm 4
Unit	T/O&E		Assignment
Hq & Hq Squadron Air Base Group 43, 509	1-8012 24 Mar 48 (1 x colm 6)	21 76 (each)	Air Base Group 43, 509
Communications Sq, Bombardment, Medium 43, 509	1-8013 24 Mar 48 (1 x colm 6)	8 81 (each)	Air Base Group 43, 509
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 6)	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

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SECTION III (cont'd)

1. (cont'd)

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 activation of the headquarters or headquarters and headquarters squadron of such wings or groups.

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 & Hq Squadron, 43d Bombardment Wing, Medium	Davis-Monthan Air Force Base, Tucson, Arizona
Hq & 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

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SECTION IV (cont'd)

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. 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 Strategic Air Command, Attention: Unit Control Branch, A-3 Division. Five copies will be forwarded to this headquarters, Attention: Manpower Branch, A-5 Office.

2. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

3. Initial and final morning reports and rosters will be prepared in accordance with provisions of AR 345-400 and letter Strategic Air Command, SAC 320 (9 June 48), subject: "Administrative Procedures for Effecting Replacement of T/D-M/L Wings by T/O&E Wings", dated 9 June 48.

4. Authority: General Orders #34, Hq Strategic Air Command, dated 16 July 1948.

BY COMMAND OF MAJOR GENERAL RAMEY:

OFFICIAL:

ROBERT W BURNS
Brigadier General, USAF
Chief of Staff

John E Hall

JOHN E HALL
Maj, AGD
Ass't Adj Gen

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GO#35, Hq Eighth Air Force Ft Worth Texas 27 July 1948 (cont'd)

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RESTRICTED

GENERAL ORDERS
NUMBER 38

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas
1 August 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 units listed below organized under Table of Distribution (Special) and/or PAL authorization are discontinued:

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 units listed below are reorganized 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

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SECTION II (cont'd)

1. (cont'd)

Present Designation	New Designation	T/O&E	Auth Strength OFF	EM
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

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, and further assigned to the Eighth Air Force are activated at Carswell Air Force Base, 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, 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

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SECTION III (cont'd)

1. (cont'd)

Colm 1	Colm 2	Colm 3 Auth'd Strength OFF	EM	Colm 4
Unit	T/C&E			Assignment
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 22-½ and add 1 lt (SSN 2110) colms 5 and 9 on line 22-½	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
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

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SECTION III (cont'd)

1. (cont'd)

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:

Station	AF Activity
Carswell Air Force Base	AF Staging Area
	AF Separation Point
	AF Assembly Station

SECTION V

ADDITIONAL INSTRUCTIONS.--1. 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 Strategic Air Command, Attention: Unit Control Branch, A-3 Division, Washington 20, D.C. Five copies will be forwarded to this Headquarters, Attention: Manpower Br, A-5 Office.

2. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

3. Initial and final morning reports and rosters will be prepared in accordance with provisions of AR 345-400 and letter, Strategic Air Command, 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

4. Authority: General Orders #40, Hq Strategic Air Command, dated 29 July 1948.

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GO#38, Hq Eighth Air Force Ft Worth Tex 1 Aug 48 (cont'd)

BY COMMAND OF MAJOR GENERAL RILEY:

OFFICIAL:

ROBERT W BURNS
Brigadier General, USAF
Chief of Staff

JOHN E HALL
Maj, AGD
Ass't Adj Gen

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plus

30 - Chief of Staff, USAF (Attn: Publications Div, Air Adj Gen) Wash, 25,D.C.
5 - The Adjutant General, (Attn: AGAO-I), Wash, 25, D.C.
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
5 - CG, Fourth Army, Fort Sam Houston, Texas
5 - CG, San Antonio Air Materiel Area, Kelly AF Base, San Antonio, Tex
2 - Director, Organization and Training Division, GSUSA, Wash, 25, D.C.
2 - Chief of Transportation (Movements Division), Wash, 25, D.C.
2 - Chief, Historical Division, Special Staff, USA, Wash, 25, D.C.
2 - Director of Logistics, GSUSA (Attn: Movements Br) Wash, 25, D.C.
10 - Unit Control Br, A-3 Div, SAC

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#8

R E S T R I C T E D

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DESTROY ALL OTHERS

GENERAL ORDERS
NUMBER 34

CORRECTED COPY
DESTROY ALL OTHERS

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas
19 July 1948

	SECTION
ACTIVATION OF AIR REFUELING SQUADRONS, MEDIUM	I
ADDITIONAL INSTRUCTIONS	II
ANNOUNCEMENT OF DEPUTY TO THE CHIEF OF STAFF	III

SECTION I

ACTIVATION OF THE 43D AND 509TH AIR REFUELING SQUADRONS, MEDIUM.--1. The following units, having been assigned to the Eighth Air Force, are activated with station assignment as indicated, effective 0001, this date:

Colm 1	Colm 2	Colm 3 Authorized Strength		Colm 4
Unit	T/O & E	OFF	EM	Station
43d Air Refueling Squadron, Medium	1-1114 23 June 48 (1 x colm 6)	132	315	Davis-Monthan Air Force Base, Tucson, Arizona
509th Air Refueling Squadron, Medium	1-1114 23 June 48 (1 x colm 6)	132	315	Walker Air Force Base, Roswell, New Mexico

a. Concurrently with activation the units listed below are assigned to their respective groups as indicated:

Unit	Group Assignment
43d Air Refueling Squadron, Medium	43d Bombardment Group
509th Air Refueling Squadron, Medium	509th Bombardment Group

b. 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.

c. Equipment is authorized in accordance with appropriate column of T/O&E cited

SECTION II

ADDITIONAL INSTRUCTIONS.--1. Initial morning reports and rosters will be prepared in accordance with provisions of AR 345-400 and current instructions issued by Headquarters Strategic Air Command.

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SECTION II (cont'd)

ADDITIONAL INSTRUCTIONS (cont'd)

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 the Commanding General, Strategic Air Command (Attention: Unit Control Branch, A-3 Division), Washington 20, D.C. Five copies will be forwarded to this Headquarters (Attention: Manpower Branch, A-5 Office).

3. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

4. Authority: General Orders #33, Headquarters Strategic Air Command, dated 12 July 1948.

SECTION III

ANNOUNCEMENT OF DEPUTY TO THE CHIEF OF STAFF. Lieutenant Colonel JOHN A ROBERTS JR, A033914, United States Air Force, is in addition to his other duties, designated a deputy to the Chief of Staff, this headquarters, for the following activities:

Plans
Statistical Control
Comptroller

BY COMMAND OF MAJOR GENERAL RAMEY:

OFFICIAL:

ROBERT W PURNS
Brigadier General, USAF
Chief of Staff

John E. Hall

JOHN E HALL
Maj, AGD
Ass't Adj Gen

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plus
30 - Chief of Staff, USAF (Attn: Publications Div, Air Adj Gen) Wash 25, D.C.
5 - The Adjutant General (Attn: AGAO-I), Wash, 25, D.C.
5 - CG, Fourth Army, Fort Sam Houston, Texas
5 - CG, Sixth Army, Presidio of San Francisco, Calif.
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
5 - CG, San Antonio Air Materiel Area, Kelly AF Base, San Antonio, Tex.
2 - Director, Organization and Training Division (GSUSA), Wash, 25, D.C.
2 - Chief of Transportation, Movements Division, Wash, 25, D.C.
2 - Chief, Historical Divison, Special Staff, USA, Wash, 25, D.C.
2 - Director of Logistics, GSUSA (Attn: Movements Branch) Wash, 25, D.C.
10 - Unit Control Branch, A-3 Division, SAC

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#9

GENERAL ORDERS

NUMBER 28

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas
22 June 1948

1. The following units having been designated and assigned Eighth Air Force, are organized and further assigned stations indicated, effective 0001, 1 July 1948:

UNIT	STATION
276th AF Base Unit (Base Service)	Campbell Air Force Base Camp Campbell, Kentucky
278th 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 the 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 communications.

4. Appropriate allotments will be obligated in accordance with WD Circular 143, 1947, as amended.

5. Authority: SAC GO 25, 14 June 1948.

BY COMMAND OF MAJOR GENERAL RAMEY:

OFFICIAL:

FREDERICK C THAYER, JR
1st Lt, USAF
Asst. Adj. Gen.

T. J. DuBOSE
Colonel, USAF
Chief of Staff

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#10

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Field A-5
Washington 20, D. C.

4 November 1946

SAC 322

SUBJECT: Mission of the Eighth Air Force.

TO: Commanding General, Eighth Air Force, Ft. Worth Army Air Field, Ft. Worth, Texas.

1. This mission supersedes that directed by letter, this Headquarters, 21 August 1946.

2. The Eighth Air Force will:

a. Assume command of and administer such units and installations as may be assigned thereto, including the administration of military justice to all personnel subject to military law.

b. Man, train and equip, in accordance with priorities established by this Headquarters, such tactical units and their associated services as are designated; maintain these units in a state of training and indoctrination with the latest available equipment necessary to permit immediate long range offensive bombardment, reconnaissance, photographic, mapping, sea search, anti-submarine patrol and long range fighter and fighter escort operations in any part of the world, either independently, or in cooperation with land and naval forces.

c. Train units, crews and individuals for maintenance of the combat efficiency of strategic combat units assigned to separate theater commands to include long range bombardment, reconnaissance, photographic, mapping, sea search, anti-submarine patrol and long range fighter and fighter escort, based upon requirements furnished by the Commanding General, Strategic Air Command.

d. Assist the Manhattan District in aerial experimentation in connection with development of the Atomic Bomb and act as a liaison agency between Strategic Air Command and the Manhattan District.

e. Conduct such Universal Military Training as may be directed by the Commanding General, Strategic Air Command.

f. Support the Air Reserve and National Guard programs in accordance with instructions issued by this Headquarters.

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Ltr, CG 8th Air Force, Ft. Worth, Texas, subj: Missionof 8th Air Force dtd 4 November 46.

g. Perform such special missions and assignments as the Commanding General, Strategic Air Command may direct.

h. The secret classification of this document refers only to paragraph 2d.

BY COMMAND OF GENERAL KENNEY:

ARNO H. LUEHMAN
Colonel, G. S. C.
Acting Chief of Staff

A CERTIFIED TRUE COPY:

John E. Hall

JOHN E. HALL
Major, USAF
Adjutant General

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#11

Representatives attending Press Conference 7,8, and 9 October 1948.

TEXAS

Sam S. Wood
Editor, News Tribune
Waco, Texas

T. E. Johnson
Editor, Amarillo Times
Amarillo, Texas

William Erlandson
News-Express
San Antonio, Texas

William Barnard
Associated Press
Dallas, Texas

Harvey Scandrett
Associated Press
Dallas, Texas

G. E. Haddaway
Southern Flight
Dallas, Texas

Tom Ashley
Southern Flight
Dallas, Texas

Robert Wear
Fort Worth Star-Telegram
Fort Worth, Texas

Carl Freund
Fort Worth Press
Fort Worth, Texas

C. L. Douglas
Fort Worth, Press
Fort Worth, Texas

Helen Christman
International News Service
Dallas, Texas

Jud Dixon
United Press-Fort Worth Press
Fort Worth, Texas

Pete Oliver
Fort Worth Chamber of Commerce
Fort Worth, Texas

Felix R. McKnight
Dallas News
Dallas, Texas

Keith Fuller
Dallas News
Dallas, Texas

John Skinner
Radio Station KXOL
Fort Worth, Texas

John Cruse
Radio Station KXOL
Fort Worth, Texas

Walter Humphrey
Fort Worth Press
Fort Worth, Texas

Tom Whalen
Radio Station WBAP
Fort Worth, Texas

Grace Halsell
Fort Worth Star-Telegram
Fort Worth, Texas

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BOSTON

Jim Mahoney - Cambridge Chronicle Sun
Ed Power - Summerville Journal Press
Al Hughes - Christian Science Monitor
Arthur A. Riley - (Eglin Field)
Bob Sibley - Traveler (Eglin Field)

NEW YORK

Ed Talbert - Herald Tribune (Eglin Field)
Ed Bauman - Aviation Columnist (Eglin Field)
John Stuart - Times (Eglin Field)
Dick Kirschbaum - Newark Evening News (Eglin Field)
John Bott - Post
Charles McHarry - Daily News
R. F. Cranston - Photo, Daily News
Charles Egger - World Telegram
Robert Mountsier - Sun
Jay Odell - Star

PHILADELPHIA

John McCullough - Inquirer

MEMPHIS

Bob Gray - Commercial Appeal

NEW ORLEANS

Bender Scarpero - Item

WASHINGTON (D.C.)

Alex Ormsbee - Daily News (Eglin Field)
Gene Thomis - Daily News (Eglin Field)
Jim Strebig - Associated Press
Charlie Corddry - United Press
Kendall Hoyt - Letter to Airmen (Eglin Field)
James Haggerty - Aviation Daily
Robert Holtz - Aviation Week
Marshall Andrews - Post

CLEVELAND

Ralph G. Platt - News
James D. Hartshorme - Palin Dealer
W. L. Russell - Pitsburg Press

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DETROIT

Bob Ball - News
Siler Freeman - Times
Budd Lynch - Radio Station CKLW

CHICAGO

Wayne Thomas - Tribune
Maurice Riley - Sun-Times

INDIANAPOLIS

Gene Dawson - Indianapolis News
Paul N. Mames -Indianapolis Star

OMAHA

Emmett Curry - World-Herald

DENVER

Fred Baker - Post

LOS ANGELES

Marvin Miles - Times

SAN DIEGO

Irvin Reynolds - Union-Tribune
Fred Hamlin - Journal

LONDON

Charles W. Cain - 7 Meriden Court, Chelsea Manor Road,
London, Southwest 3

John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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Press Book

Convair B-36

PRESS CONFERENCE
and
FLIGHT DEMONSTRATION

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For your convenience today -- and for your reference in the future -- this press book includes talks scheduled today, background information, and photographs. All material is for immediate release.

However, first-person stories on flights in B-36s are to be held for release in newspapers of Sunday, October 10, 1948.

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B-36 PRESS BOOK

C o n t e n t s

I. Schedule for Strategic Air Command B-36 Press Tour, October 8, 1948

II. Missions
- A. Mission of the Strategic Air Command
- B. Mission of the Eighth Air Force
- C. Mission of the Seventh Bombardment Wing (VH)

III. Today's Talks
- A. Statement by Gen. George C. Kenney, Commanding General of the Strategic Air Command
- B. Talk by Maj. Gen. Roger M. Ramey, Commanding General of the Eighth Air Force
- C. Statement by Col. Alan D. Clark, Commanding Officer of the Seventh Bombardment Wing (VH)
- D. Talk on General and Flight Characteristics of the B-36, by Maj. John D. Bartlett
- E. Talk on Operation of a B-36 Wing, by Lt. Col. Howard F. Hugos
- F. Talk on B-36 Supply and Maintenance, by Lt. Col. William A. Delahay
- G. Remarks by LaMotte T. Cohu, Convair President and General Manager
- H. Remarks by Maj. Stephen P. Dillon, Deputy Chief of Fort Worth Procurement Field Office of Air Material Command
- I. Talk on Engineering Features of the B-36, by J. W. Larson, Assistant Chief Engineer of Convair's Fort Worth Division

IV. Background Material
- A. Convair B-36 Bomber Facts and Figures
- B. B-36 Specification and Performance Data

V. Photographs and Brief Biographies
- A. Gen. George C. Kenney
- B. Maj. Gen. Roger M. Ramey (with Brig. Gen. Robert W. Burns)
- C. Col. Alan D. Clark
- D. LaMotte T. Cohu
- E. B-36 flight photograph

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SCHEDULE FOR STRATEGIC AIR COMMAND B-36 PRESS CONFERENCE AND FLIGHT DEMONSTRATION, FORT WORTH, TEXAS, OCTOBER 7-9, 1948

October 7 (Thursday)

4:00 - 6:00 p.m.	Press representatives arrive at Carswell Air Force Base in Strategic Air Command planes Go to Texas Hotel in buses upon arrival Register and receive badges and schedules
5:00 - 10:00 p.m.	Writers are invited to visit Convair suite (1328) in Texas Hotel for cocktails at any time during the evening (Press representatives are expected to make their own dinner arrangements.)

October 8 (Friday)

7:00 a.m.	Call each room (hotel operator)
7:45 a.m.	Breakfast in Longhorn Room of Texas Hotel
8:30 a.m.	Leave Texas Hotel in buses for Operations and Training Briefing Room at Carswell
8:55 a.m.	Introductions by Col. Alan D. Clark, Commanding Officer of the Seventh Bombardment Wing
9:00 a.m.	Remarks by Gen. George C. Kenney, Commanding General of the Strategic Air Command
9:05 a.m.	Remarks by Maj. Gen. Roger M. Ramey, Commanding General of the Eighth Air Force
9:15 a.m.	Talk on general and flight characteristics of the B-36 by Maj. John D. Bartlett, officer in charge of B-36 transition training for the Seventh Bombardment Wing
9:25 a.m.	Talk on operation of a B-36 wing, as compared to a B-29 wing, by Lt. Col. Howard F. Hugos, Operations and Training Officer of the Seventh Bombardment Wing
9:35 a.m.	Talk on B-36 supply and maintenance by Lt. Col. William A. Delahay, Supply and Maintenance Officer of the Seventh Bombardment Wing
9:45 a.m.	Preflight briefing of press representatives, including assignments to airplanes and signing of flight releases, by Maj. Finlay F. Ross, Jr., Operations Officer of the Seventh Bombardment Wing
9:55 a.m.	Pass out press material
10:00 a.m.	Question-and-answer period
10:20 a.m.	Write and file stories in press room adjacent to briefing room
12:15 p.m.	Leave for Convair plant cafeteria (west section) in buses
12:35 p.m.	Lunch in Convair cafeteria

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1:10 p.m.	Introductions by Emmett A. McCabe, Director of Public Relations for Convair
1:15 p.m.	Welcoming remarks by La Motte T. Cohu, Convair President and General Manager
1:20 p.m.	Remarks by Major Stephen P. Dillon, Assistant Chief of Fort Worth Procurement Field Office, Air Material Command
1:25 p.m.	Talk on engineering features of B-36 by J. W. Larson, Assistant Chief Engineer of Convair's Fort Worth Division
1:35 p.m.	Brief explanation of B-36 production flow -- as preface to plant tour -- by D. J. Clew, Chief Industrial Engineer of Convair's Fort Worth Division
1:40 p.m.	Question-and-answer period
2:00 p.m.	Plant tour, in groups of 15 with Convair staff members as guides
2:45 p.m.	Leave Convair in buses, going across airfield to GCA truck on unused Carswell runway
3:00 p.m.	B-36 flight demonstration by Convair crew
3:20 p.m.	Board buses and go to assigned B-36s
3:30 p.m.	Press representatives board B-36s (12 to 15 writers per plane, with 6-man B-36 crew) and fit parachutes
4:00 p.m.	Takeoff
5:00 p.m.	Land
5:15 p.m.	Unload
5:20 p.m.	Leave in buses for press room (Longhorn Room) in Texas Hotel
5:45 p.m.	Write and file stories
7:30 p.m.	Leave Texas Hotel in buses for a barbecue at Amon Carter's Shady Oak Farm
12:00 midnight	Leave barbecue for Texas Hotel in buses

<u>October 9 (Saturday)</u>

7:00 a.m.	Call each room (hotel operator)
7:45 a.m.	Breakfast in Longhorn Room of Texas Hotel
8:30 a.m.	Check out of hotel
9:00 a.m.	Leave Texas Hotel in buses for plane-loading area at Carswell
9:30 a.m.	Load press representatives into proper Strategic Air Command transports
9:45 a.m.	Takeoff

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MISSION OF THE STRATEGIC AIR COMMAND

The Strategic Air Command was activated March 21, 1946, upon the concept that it would be a global striking force prepared to conduct long-range operations in any part of the world at any time. The goal desired was a simplified organization containing a number of self-sufficient strategic-striking units.

The Chief of Staff, United States Air Force, has listed the mission of Strategic Air Command as follows:

1. To conduct long-range operations in any part of the world at any time, either independently or in cooperation with land and sea forces.

2. To conduct long-range reconnaissance over land or sea, either independently or in cooperation with land or sea forces.

3. To provide combat units capable of intense and sustained combat operations in all parts of the world.

4. To perform sea-search and anti-submarine operations on a global scale.

5. To train units and personnel for the maintenance of Strategic Air Command forces in all parts of the world.

6. To perform special missions as the Chief of Staff, United States Air Force, directs.

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MISSION OF THE EIGHTH AIR FORCE

The Eighth Air Force, as a unit of the Strategic Air Command, is assigned the mission of being prepared to conduct long-range offensive bombardment anywhere in the world, using the most modern equipment and weapons, including the atom bomb. This mission requires being 100 percent manned, trained, and equipped.

As a long-range striking force, it is charged with the ability to maintain limited operations anywhere in the world on 10 days notice.

MISSION OF THE SEVENTH BOMBARDMENT WING (VH)

1. 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, photography, mapping photography, sea search, anti-submarine patrol, either independently or in cooperation with land and naval forces.

2. To support National Guard and Air Reserve training units located on the station with such personnel, equipment, and supplies as are available, without detracting from the accomplishment of the primary mission.

3. To train the first Air Transport Unit to provide air transportation for special weapons, technical equipment, and scientific personnel concerned herewith, as well as provide transportation support for the Eighth Air Force and other tactical units of the Strategic Air Command, in conjunction with their assigned mission.

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STATEMENT BY GEN. GEORGE C. KENNEY

We can compare the B-36 to a new tool in industry. When a big industrial concern runs up against a particular problem which it cannot solve by using any of the machinery it has, the company engineers design and build a new machine. That's what the Air Force and Consolidated Vultee have done so far as the B-36 is concerned. It's not the answer to every airman's prayer, and was never intended to be. I don't think there will ever be any single aircraft that will be the answer to all our prayers.

The B-36 was designed to carry a bigger bomb load a greater distance than any aircraft in existence. It does that. We know it will carry a 10,000-pound bomb load over 8,000 miles because it has already done it for us. We believe it can carry a 10,000-pound bomb load on a combat mission of at least 10,000 miles. All our experience with the B-36 to date assures us it will.

Right now the B-36 is filling a very definite need in the Strategic Air Command and doing it adequately.

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TALK BY MAJ. GEN. ROGER M. RAMEY

Thank you, Colonel Clark. ...General Kenney... Ladies and gentlemen of the Aviation Writers' Association, I am happy to see you again here in Fort Worth. It has been 16 months to the day since your first visit to the Eighth Air Force and times have changed a great deal since then.

Sixteen months ago I promised you that we would someday become the first B-36 air force in the world. That day has arrived for Colonel Clark's Seventh Bomb Wing here at Carswell Air Force Base. Three weeks ago, on Air Force Day, most of this country saw the proof of it. They saw the B-36 and heard its throaty roar as it swept low over nearly every large city in the United States.

In speaking to you 16 months ago, I called world peace a nebulous thing. Today, I'm not sure the dictionary has an adjective which would even faintly describe the state of world peace. At any rate, it's a comforting thought to realize that the B-36 and other recently-developed planes are on the flight line instead of the drawing board.

Our strength at the present does not depend as it did in wartime on the numbers of aircraft and weapons we have available. Instead, it is based on technical development...a much firmer foundation on which to build.

To develop technically, we must keep designing new aircraft. A modern air force is one whose first-line equipment averages no older than four and a half years, but it is also an air force that is being furnished with the latest and the best in new equipment. The last year of operations

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in World War II saw the B-29 introduced to combat as the heavy, long-range bomber of the air arm.

Today, more than four years later, the B-29 has been eclipsed in range, size, and capability by the B-36. Instead of being our heavy bomber, the B-29 is now classed as a medium bomber, and it's pushing that operational ceiling of four and a half years.

The analogy has been used a score of times, but it is just as true now as the first time it was stated: An Air Force whose equipment is worn out or is definitely inferior in type to that which it may meet in combat is an obsolete Air Force -- as certain to be defeated as a second-best hand in poker.

The advent of the B-36 airplane with its range of over 8,000 miles, the Boeing B-50 with its range of about 6,000 miles, and the possibility of refueling with the B-29 for ranges up to 8,000 miles -- coupled with the polar concept and the use of atomic explosives -- certainly brings strategic aviation into the picture with an emphasis and a potentiality that cannot be ignored.

We are just beginning to develop the talents of the B-36. As with all new airplanes, the B-36 presents new supply and maintenance difficulties. We are solving these problems as they come up, bearing in mind the old crew chief's maxim: "The bigger the plane, the bigger the job."

We know the B-36 opens a new field in strategic and tactical uses. In the past we have been able only to theorize; now we are in a position to put those theories to practical test. As a part of Strategic Air Command, we in the Eighth Air Force are charged with training and

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maintaining an alert, extremely mobile, long-range striking force. The possession of the B-36 will make it possible for us to operate with our own maintenance and supply anywhere in the world against a possible aggressor.

I have said very little to you about the polar concept and the role it plays in our plans for strategic defense. I have done so intentionally, for perhaps no other one group in this country is as familiar as you are with the teaching that the shortest distance between the majority of the nations of the world is across the North Pole. As you know, this polar concept offers lines of strategy never before used or even thought of -- as it is completely at variance with the lessons we learned in the geography of our school days.

In these days of atomic weapons, a must to any nation is advance notice of attack; for one well-planned attack with atomic bombs could virtually ring down the curtain on any nation's hope for victory -- and that includes this country with its formerly invulnerable industrial might. Our centers of production, our sinews of war, are no longer secure behind an impenetrable two-ocean barrier.

It must be something less than pleasant for any possible aggressor nation to know that an airplane exists with enough range to ignore direct-line approaches on its territory over known courses. With the B-36, the Air Force can deliver telling blows by following courses that avoid established defenses and expected zones of approach. Any possible enemy must take this new factor into its reckoning by devising and setting up the almost impossible and certainly impractical and costly entire perimeter warning net.

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But the same element of warning applies as well to this country. More than 11 years ago (on June 18, 1937, to be exact) a certain pilot named Valeri Chkalov took off at an airdrome in a suburb of his nation's capital and steered his 11-ton plane northward on a flight to the United States across the North Pole.

I won't name the country they flew from, but Commander Chkalov, copilot Baidukov, and the navigator (now air Lieutenant General) Belyakov battled their way across the Pole and landed at an airfield at Vancouver, Washington. Their uninterrupted flight time: 63 hours and 20 minutes.

No, we do not have a monopoly on the idea of the polar concept. What we do have is the means to exploit it -- the B-36, and other super-long-range aircraft. However, this advantage will not be ours for long if we attempt to rest on our laurels. Aviation skill in design, building, and flying cannot be produced by waving a wand. It takes hard work, money, and foresight.

And now, I'll apply the teachings of the old preacher who warned his students that no converts are to be made after the first 10 minutes, by quitting well within my allotted time.

I want to say again that all of us are pleased you could be here in Fort Worth for this B-36 press party. We'll do our best to make your stay an interesting and profitable one.

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STATEMENT BY COLONEL ALAN D. CLARK

(Together with data on the first B-36-equipped bomber wing in existence)

"The switch from B-29s to B-36s is proving to be a relatively simple matter, particularly for pilots, navigators, and bombardiers, in spite of the fact that the latter is the largest bomber ever built," Colonel Alan D. Clark, commanding the Seventh Bombardment Wing, stated today as transition training of B-36 crews went steadily ahead in Fort Worth. He was addressing approximately 75 aviation writers who had converged on Carswell Air Force Base, Fort Worth, for press demonstration flights in B-36s.

A bemedaled senior pilot and a veteran of the Pacific air war, Clark remarked after his first flight in a B-36 that the new bomber "is easier to handle than a B-29 or even lighter ships, and is more comfortable for crewmembers because of the increased room."

Operating out of Carswell Air Force Base at Fort Worth, the Seventh Bomb Wing is now flying eighteen of the far-ranging bombers. This makes the Seventh the first B-36-equipped bomber wing in existence. (A B-36 bomber wing in the Air Force's 70-group program consists of three squadrons, each assigned six bombers.)

Almost without exception, Carswell pilots, many of whom have amassed thousands of hours in four-engine bombers, have expressed amazement at the ease with which the big B-36s respond to the controls.

The initial group of pilots and flight engineers at Carswell was checked out by a Convair flight crew consisting of Arthur S. Witchell, Jr., pilot, and Fiske Hanley and J. D. McEachern, flight engineers. Under the

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general direction of Gus S. Green, chief of flight at the Fort Worth plant, Convair's part in the transition-flying program calls for the company to give about 15 hours of flight familiarization to each of five Carswell crews. These Carswell crews, in turn, headed by Major John D. Bartlett, are checking out other Seventh Bomb Wing personnel.

Nine crews at Carswell have already been selected and are well on the way toward being completely checked out.

The B-36s at Carswell have made 61 flights to date and have logged a total of 531 hours in the air.

As the B-36s are delivered to the Seventh Bomb Wing, the B-29s formerly assigned to it are being transferred to other bases.

The Seventh is one of four bomber wings in the Eighth Air Force. Commanded by atom-bomb-wise Major General Roger M. Ramey and headquartered at Carswell , the Eighth Air Force is a part of the Strategic Air Command.

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GENERAL AND FLIGHT CHARACTERISTICS OF THE B-36

(TALK BY MAJOR JOHN D. BARTLETT)

Early in 1941 the Army Air Forces requested bids for the construction of a bomber that would carry 10,000 pounds of bombs 10,000 miles. When Consolidated Vultee Aircraft Corporation undertook construction of such a mammoth airplane, it was faced with endless, complicated problems. One of the most serious was how to keep the weight bogey down. Many innovations were necessary.

A rule of thumb used by aircraft designers and engineers is that one pound of airplane weight requires nearly a pound of fuel and oil to maintain the plane's design maximum range. Consider, for example, a weight comparison of several aircraft types. If one pound of weight were added to a B-24, it would require .34 pounds of fuel to maintain its range. Each additional pound of weight for the B-29 requires .42 pounds of fuel. The B-36 requires .82 pounds of fuel for each added pound of weight to hold its range requirements. Therefore, not many pounds could be added over the design weight bogey without detrimental effect on airplane performance. Strict weight control was exercised from the project engineer down to the newest draftsman.

An outstanding example of good engineering and excellent weight control is an electric motor which had to be developed to drive a hydraulic pump. Advanced engineering principles and the use of new materials resulted in a 16-hp motor which weighs only 22 pounds, or 1.37 pounds/hp. Several years ago the best aircraft electric motors weighed approximately

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10 pounds/hp.

Other weight saving was accomplished by use of magnesium alloy. This metal weighs only two-thirds as much as aluminum. Use of 8,000 pounds results in a 1900-pound saving. Another metal used in great quantities is, of course, aluminum. A special artificial aging process is used, which increases its strength 40%.

Electrical energy is produced by three alternators producing a system current of 400-cycle, 208-volt alternating current. Largest of the plane's 300 electric motors is the hydraulic pump motor referred to before; the smallest is a 1/50th hp motor that opens and closes the carburetor air filter door.

The hydraulic system operates at a pressure of 3,000 pounds per square inch. It is used only for operation of gear and brakes. A high-pressure system such as this eliminates much "plumbing."

The experimental model, the XB-36, was originally equipped with large single landing gear measuring 110 inches in diameter. Tests and analyses showed that another gear would have to be devised to give more footprint area so that the plane could operate from other than special airstrips. The four 56-inch, high-pressure tires on each gear very adequately handle all loads. The gear change resulted in a 2,600-pound weight saving. With the present truck-type gear, the B-36 can operate from any base in the world that accommodates B-29's.

Use of two superchargers on each engine, together with pressurized cabins, enables the B-36 to attain a ceiling of 40,000 feet.

The 163-foot-long, 47-foot-high B-36 has a wingspan of 230 feet and a maximum speed of over 300 mph. The wing tanks hold 21,116 gallons of

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gasoline and 1,200 gallons of oil - more than the average motorist uses in 20 years. To consume this gasoline, a motorist would have to drive around the world 16 times; and he would have enough left to tour Texas.

The four-section bomb bay is 85 feet long and has a volume of 12,300 cubic feet - a space equal to that of four railroad freight cars.

The B-36 carries a regular crew of fifteen. An 85-foot-long magnesium tunnel connects the pressurized forward and aft crew compartments, transportation being provided by a four-wheel scooter.

The wing, with an area of 4,772 square feet, incorporates an NACA laminar flow airfoil. The plane's tail surfaces cover an area of 978 square feet; its vertical tail surfaces, 542 square feet; and its six flaps, 519 square feet.

During cruising, straight flight can be maintained with three non-operative engines on one side.

Although a regular crew of fifteen is assigned to the B-36, the control system is so designed that one pilot can easily manouver the huge bomber. The pilot controls trailing edge tabs instead of the actual surfaces. Normal "feel" is given the controls by the use of springs. A total of 7,660 feet - nearly a mile and a half - of control cables is installed in the airplane.

Mounted on the wing's trailing edge, the engines weigh approximately 6,500 pounds apiece, for a total of 39,000 pounds - or 19½ tons.

The fundamental factor which influenced the selection of the B-36 pusher-type engine was the desire to preserve a smooth airflow over the wing. Nacelle location in the aft portion of the wing also reduces the

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external nacelle drag, with a corresponding increase in range using the same fuel and weight. Directional stability of the plane likewise is improved by use of a pusher-type nacelles.

The reversible-pitch propellers act as a braking force in ground handling the B-36 by changing prop blade angles in their hub sockets from a positive to a negative angle. This results in a backward thrust and helps shorten the craft's landing run.

The total area of the fuselage skin is 5,635 square feet, equal to that required for 101 average single garage doors. The bomber has a volume of 17,724 cubic feet, equal in size to more than 10 average living rooms.

The pressurized forward and aft cabin space, totaling 3,924 cubic feet, constitutes the largest volume of pressurized space in any bomber yet built.

If the heat energy (a total of 4,920,000 BTU's per hour) that is produced by the six engines could be applied for heating purposes, a 600-room hotel could be kept very comfortable in zero weather.

Now to give you an insight into what must be accomplished prior to and during a B-36 flight. The more job of "pulling through" the propellers offers a challenge to imaginations. As you will see on the line this afternoon, some crews use aero-stands while others have devised Rube-Goldberg devices to handle the job. After all ideas have been presented, we will adopt the best method and standardize procedures. This will likewise apply to <u>all</u> operating procedures. Even after the airplane has been called "on status" by the crew chief and the crew arrives at the plane, an hour or two is required to make all pre-flight inspections and start the six engines.

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From a pilot's point of view, the B-36 is very easy to handle in all respects. Taxiing is eased by use of a steerable nose-wheel, with care being exercised to make large diameter turns to eliminate the scrubbing effect on the four-wheel gear trucks - which happens when too sharp a turn is executed. We make all final high power checks after clearing the line. This is a safety precaution to preserve airplane parts and, possibly, even lives where men are working so far above the ground. After all checks are completed, the engineer reads off his takeoff configuration and is checked by the pilot; likewise, the pilot reads aloud his final check list and is checked by both co-pilot and engineer. After all, such a valuable airplane is worthy of much care.

Full power is applied, and through the early stages of the takeoff the ship is guided by use of the nosewheel steering device. Rudder control becomes effective at about 60 mph, indicated; and the pilot's attention may then be concentrated on the controls, as in any conventional aircraft. You will notice that the B-36 attitude in climb seems to be much steeper than that of any other war plane. This is merely due to the construction of the bomber, but it is a problem to educate pilots to this new "feel" during transition training.

A pilot need not manhandle the plane, as the servo-assist controls give him positive and natural reactions. All power adjustments are handled by the flight engineer, the most important man on the craft. After the B-36 you are in is stabilized at altitude this afternoon, have the pilot demonstrate to you how easy it is to make a bank by using merely the strength of two fingers on the wheel.

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Very important, too, are the scanners in the aft compartment. During wartime they are, of course, gunners; but their peacetime training is concentrated on a thorough knowledge of the planes in which they fly. They give the engineer and pilot a constant running account of gear and flap condition as well as any abnormal indications of any engine.

Once in the air, the B-36 is no different from a modern version of World War II bombers. Crews who have had experience to some degree on long missions appreciate the roominess and consideration given them for their comfort.

The only unique problem presented by the B-36 during transition training is getting pilots used to their lofty position on landing. If you look out of your fourth-floor hotel room, you will then know the relative appearance of the runway to the pilot at time of landing. Most trainees are a little reluctant to start their flare-out so soon.

On landing, and after the nosewheel is on the runway, the propellers can be reversed and the bomber stopped within a few thousand feet with very little brake. By reversing various combinations of propellers, a pilot can taxi to the line without the use of brakes until the final complete stop.

The mission complete and the airplane secured, the pilot and engineer complete reports of any malfunctions so that other squadrons can share in the knowledge of a new plane as yet not completely shaken down.

It is my experience with the B-36 that our problems are far fewer, considering the fact that it is a brand new type, than they were in 1942 and 1943 with other bombers.

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OPERATION OF A B-36 WING

(TALK BY LT. COL. HOWARD F. HUGOS)

In the B-36 we have an airplane that has combined the latest features of research and developments made by scientists in many fields. Much of the equipment and many of the accessories are necessarily complicated, requiring highly trained personnel not only to maintain but to fly this airplane. It is the job of the Seventh Bomb Wing to train the crewmembers in all phases of operation of the aircraft and its equipment, and the hundreds of new gadgets that make the B-36 fly.

A B-36 group consists of three squadrons, each squadron being assigned six aircraft--making a total of 18 B-36's per group. This may be compared to 30 aircraft assigned to a B-29 group.

The Seventh Wing was alerted early in 1947 to receive the first B-36's off the production line, which required a great deal of preparation. We were directed to train as expeditiously as possible the necessary crews for maintaining and flying the B-36. We began ground school training immediately -- approximately one year before the first airplane was actually delivered to us.

The first B-36 was delivered to the Seventh Wing on June 26, 1948. New aircraft are normally flight and static tested by the Air Materiel Command for many months before being accepted and turned over to the tactical units. This was not true of the B-36. In order to accelerate the B-36 program, the aircraft were assigned immediately to the Seventh Bomb Wing, and simultaneously the Air Materiel Command began conducting tests for modifications.

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In the very near future the B-36B, a new and improved B-36, will be rolling across the field. It incorporates a great many improvements and modifications. It will have new and re-designed equipment, which we have already been training our personnel to operate and maintain.

To enable our crews to complete successfully any mission they may be called upon to perform, we must duplicate in practice the type of mission the crews would fly under actual combat conditions. This means training a great number of specialists to the highest degree possible. The present crew of the B-36 consists of 15 members, each man a specialist in his particular job and also trained with a knowledge of the duties of other crewmembers.

The composition of the B-36 crew is as follows: four navigator-radar-bombardiers, each capable of performing duties of the others, yet designated for a particular job on any one mission; three pilots; two flight engineers; two radio operators; and four gunners. It is obvious that there is some duplication of crewmembers, such as the assignment of three pilots when only two pilots will be at the controls at any one time. This is also true of the flight engineers and radio operators. These additional people are provided simply to relieve the primary crewmembers during long missions that will average 40 hours or more.

The check-out requirements for crews are large in scope. Before qualifying as a first pilot, the following requirements must be met: at least 1,000 hours of four engine time, 600 hours of which are in the B-29; a minimum of 50 hours of observer and trainee time in the B-36, during which the trainee pilot must demonstrate proficiency in day and

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night landings, instrument flying, emergency procedures and satisfactorily complete a thorough ground school course on the B-36 aircraft and equipment. The check-out requirements of other B-36 crew members are as thorough and comprehensive. The training is geared to the exceptionally long time the crews will remain in the air. Each crew will be required to perform a specified number of maximum long-range missions, bombing accurately - both visually and by radar - before being considered proficient.

To date we have made 61 flights in the B-36, for a total of 531:40 hours.

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SUPPLY AND MAINTENANCE OF A B-36 WING

(TALK BY LT. COL. WILLIAM A. DELAHAY)

Approximately fifteen months ago when the decision was made that the Seventh Bomb Wing would receive B-36s, steps were taken to train and qualify personnel in the maintenance of an airplane which presents a bigger maintenance job than anything the Air Force has yet undertaken. After sending personnel to factory schools and conducting a training program within the wing for fifteen months, we are still relatively inexperienced with the B-36, and new problems and difficulties develop daily. I will touch briefly on some of the problems that are confronting us at present.

Carswell Air Force Base was originally built for B-25s; consequently, there is inadequate ramp space for parking and no hangars at all that will accommodate the B-36. Parking has become a major problem, and the ramp is pretty crowded, sometimes necessitating moving as many as three airplanes in order to get one out to fly. Due to the congested conditions we are also unable to run the airplanes up on the ramp for fear of blowing someone off who happens to be working on another airplane.

The equipment, jacks, maintenance stands, hoists, clotracs, refueling units, and so forth presently in use were for the most part designed for the B-17 and B-24s and were readily modified satisfactorily for use with the B-29. With the B-36, however, all our present equipment has been outgrown. Up until the time of the delivery of the B-36 aircraft, no one knew just what type of equipment would be necessary or satisfactory to do the job.

Consequently, at the present time, suitable equipment still is not available for the airplane. For example, refueling units which have been

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adequate for aircraft in the past, leave a lot to be desired for use with the B-36. Approximately six units are required to refuel one airplane. Getting the hose up on the wing for servicing is a problem.

At present, we have no jacks suitable for jacking the B-36 when it is necessary to pull a retraction test or put the airplane on jacks for any reason. We are dependent on the factory for the loan of their jacks; hence, loss of time and efficiency. Also, due to the height of the B-36 wing, we do not yet have a crane that will lift an engine high enough to accomplish an engine change, and here again we are dependent on borrowing from Convair.

The B-36 is designed to carry a bomb considerably larger than the bombs used in the last war, and suitable equipment to lift and load the bomb into the airplane has not yet been developed. Maintenance stands are a major problem because of the size of the aircraft. The only maintenance stands available at present are some Navy stands purchased through War Surplus and stands we have fabricated locally.

At present over 50 percent of the spare parts required have not been on procurement. When the initial purchase of spare parts for the B-36 was made, there was no possible way for the Air Force to know just what parts and supplies would be needed. Because of limited appropriations and a desire to prevent having big stocks of supplies that might never be needed, procurement was to be based on actual consumption. Consequently, in many cases, parts that are needed are not on procurement, and it is necessary that they be procured after receipt of a requisition from this station, causing a considerable delay in receiving supplies.

The B-36 was delivered directly to a tactical unit rather than, as with most new aircraft, going to Wright Field for exhaustive service tests

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for a year before being received by a tactical unit. As a result, some material failures and weaknesses have developed in the airplane that would normally have been corrected at a "Mod" center before a tactical unit receives the aircraft. These modifications are corrected, for the most part, by Convair; nevertheless, the airplane is tied up on the ground for approximately three weeks. The B-36 aircraft also presents problems with which we have had no previous experience, such as an AC electrical system instead of a conventional DC system, and magnesium instead of aluminum, and a larger pusher-type engine instead of a conventional tractor type. Considerable more time is required for the inspection of the B-36 and changing of parts than on previous aircraft. For example, where eight hours was sufficient time to change engines on the B-17 and B-24 class aircraft, it is estimated that with our present equipment and personnel, minimum time for an engine change on the B-36s will be several days.

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REMARKS BY LA MOTTE T. COHU

Before the United States can have an Air Force in being, it must have aircraft in production. At Carswell Air Force Base you are seeing a part, and an important part, of the nation's overall air power.

At Convair's Fort Worth division you are seeing a significant segment of the aircraft industry's actual and potential manufacturing capacity.

I believe a few of the figures concerning the physical components will suffice to illustrate its size.

The assembly building is 4,000 feet long. Its area more than equals that of eight city blocks.

The plant and grounds cover more than 400 acres. Of this area, more than eight and one-half million square feet is paved working space -- or sufficient pavement for a four-lane highway between Fort Worth and Dallas.

Refrigerators for the cooling system have a capacity twice that of all the household refrigerators of Fort Worth and Dallas combined.

The Fort Worth plant, like the B-36, is built on a large scale. But more important than the physical components are its people.

Working on the B-36 is a manufacturing team of about 13,500 men and women. Of this group about 9,400 are in the factory, about 600 in engineering, and the remainder in the indirect departments.

That this present organization is competent and responsible is indicated by the records it is making in production and in those twin measurements of employee reliability: absenteeism and turnover.

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Absenteeism is now only 3.4 percent as compared to a wartime average of about 7 percent, and turnover is down to 3.5 percent compared to the war years of 7 to 8 percent.

This is also an experienced production team, with five-year service awards totaling over 4,000.

Such a group of people as this assures that quality is being built into the B-36. This same group will provide a strong nucleus for rapid expansion if the need for a vastly accelerated production arises.

During your visit in Fort Worth you are inspecting at close range vital parts of both an air force in being and airplanes in production.

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REMARKS BY MAJOR STEPHEN P. DILLON

Upon the establishment of a military requirement, the Air Materiel Command, acting as the procuring agency for the Air Force, is given the job of developing and procuring through the aid of the aviation industry an aircraft capable of meeting those requirements. You have all had the opportunity of hearing the remarks of very well qualified observers on the utilization of the B-36. It would perhaps be interesting for me to review for you this afternoon the reasons that the B-36 was originated and brought into being.

The B-36 originated from a requirement of World War II, where it was foreseen that the possible loss of bases close enough to the European continent and the Asiatic homeland made it essential to have bombardment type aircraft with ranges of 10,000 miles. Our ability to maintain bases in the British Isles and North Africa and the rapid deterioration of the Japanese war efforts in the South Pacific made it possible for us to utilize the shorter range aircraft then in production in continuing the air war efforts.

The immediate need, therefore, for the development and production of the B-36 was temporarily postponed, and the production and engineering capacity that would have been used to develop and produce the B-36 was utilized in producing the aircraft then available which, under the existing military situation, were capable of doing the job. The B-36 program was therefore not pressed with all of the vigor and all of the ability available in this country.

Following the termination of World War II, with the changes that occurred in the international situation in our relations with other world

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powers, it became evident that a military requirement for an aircraft such as the B-36 did exist, and the development and production of this aircraft was undertaken with increased emphasis by your government.

Today the B-36 is in the hands of the Strategic Air Command, being groomed as an operational weapon. All of the major problems encountered in the development of this aircraft have been solved. Some minor problems are still to be solved, but they will be in due time. The B-36 today is capable of accomplishing the task for which it was developed.

In closing -- it is important to recognize that there are aircraft in the mind's eye of the aircraft industry that can exceed the performance capabilities of the B-36. That situation will always exist as long as we have a healthy aviation industry. One of these bombers could possibly be a modified version of this same aircraft. It is most important to point out, however, that the B-36 is the only aircraft in production in this country which is capable of striking at ranges above 6,000 miles without the aid of air-to-air refueling.

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ENGINEERING FEATURES OF THE B-36

(TALK BY J. W. LARSON)

About six years ago Convair began preliminary design on an airplane that would carry 10,000 pounds of bombs 5,000 miles and return, making a total range of 10,000 miles. Based on the horsepower of the engines we had then and the materials available for construction, it was necessary to design as aerodynamically efficient an airplane as we could in order to achieve this 10,000-mile range. By that, we mean that the B-36 had to carry as much useful load for as little airplane structure as possible, and it had to carry the weight a greater distance, burning as little fuel as possible.

To accomplish these ends, we investigated a large amount of structural theory and expended a lot of energy in the development and testing of materials, in addition to conducting an extensive wind tunnel testing program. To achieve this aerodynamic efficiency, we went to pusher power plants, which left the airfoil free of the spiralling effect of propeller wash and also permitted more efficient cooling air intake. By cooling the engines in this manner, we were able to make a substantial reduction in what we call internal drag.

The fuselage was made long and slender to balance the weight of the engines and also to permit a smaller frontal area in proportion to the weight to be carried. The maximum L/D attained was 21, which is better than that of any other bomber except the Flying Wing, and it is within 95 percent of the Flying Wing's maximum L/D. On the B-36 airplane, however, we still retain the versatility of a large fuselage, enabling us to carry

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bomb loads ranging from 10,000 pounds up to over 72,000 pounds.

A particular feature of pusher power plants that developed on our test stand might be of interest. The test stand engine caught fire and burned the power plant and engine to the degree that the engine mount tubes became red hot and permitted the engine to sag. The engine probably would have burned off and dropped clear had the fire not been extinguished. Because of the pusher configuration, with the air blast through the wing, the structural portion of the wing and the fuel tank regions were undamaged. It is our conclusion that a power plant fire caused by enemy action could burn itself out without critically endangering the airplane.

Maximum gross weight of the current B-36B airplane is 326,000 pounds with a structural load factor of 2. The ratio of the gross weight takeoff to the landing weight with all fuel, bombs, and ammunition expended, to the best of our knowledge, is higher than that of any other airplane flying. It can therefore be seen that this high L/D ratio, coupled with its weight-carrying capabilities, establishes the B-36 as very efficient for long-range bombing, or even cargo carrying.

Realistic figures based on flight test data show that with a maximum gross weight, after allowances for fuel, warm-up, takeoff and climb, the B-36B will carry 10,000 pounds of bombs 10,000 miles as intended. A test airplane has made three long-range flights to date -- one at a range of over 8,000 miles with an average speed of 223 mph. From these flight data, maximum capacities just mentioned were established. It should be noted here that a long-range aircraft must fly its maximum range at a conservative speed. As the ranges required are reduced, considerably higher average speeds are obtainable. If this airplane flies

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half its maximum range, it can fly that range at an average speed approximately 100 miles faster than that for maximum range.

Last Monday a DC-6 made a transcontinental flight from Los Angeles to Jacksonville, Florida. A B-36 flying approximately half range can fly that course at the same speed, continue on to New York, and return to Los Angeles without refueling.

The high speed of the airplane has measured up to predictions; however,. for security reasons, figures cannot be quoted here. It has excellent takeoff performance, even better than predicted. Landing runs shorter than takeoff can be accomplished by means of brakes alone. With the addition of reversible pitch propellers, extremely short landings are possible. Runways now designed to accommodate tire pressures of the B-29 are all adequate for the B-36 airplane with the four-wheel truck-type main landing gears.

The altitude capabilities of the airplane are considerably better than predicted, and its best performance is at high altitude. This is made possible by a two-speed engine cooling fan, a reasonable low wing loading, and a 400-cycle alternating current electrical system. As many of you may know, alternating current permits the use of induction motors which do not have commutators and brushes. Standard commutator type motors depend on the high insulating quality of air for satisfactory operation, so that when this type of motor is taken to altitude where the air is extremely rare, severe arching occurs between the brushes of the commutator to the degree that motors have such a short operating life that continuous operation at altitude is difficult. With the induction-

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type motors used in this airplane, the armatures induce their own current without direct contact, similar to a transformer, so that the arcing problem is completely eliminated. For these reasons, it is probable that the airplane can operate continuously at very high altitudes.

The development of the B-36B, equipped with more powerful engines, has further increased the usefulness of the bomber. The horsepower of the Pratt and Whitney R-4360-41 engines has been raised from 3,000 to 3,500, making a total of 2,100 horsepower per airplane. This airplane can carry any of the Grand Slam bombs from the 12,000-pounder to the 42,000-pounder. These bombs, developed near the end of the war, are designed to penetrate heavy reinforced concrete structures before detonating. Some flight testing has been done with these Grand Slam bombs. A recent bombing mission was made to the Gulf in which 72 1,000-pound dummy bombs were successfully carried.

In order to provide still more fuel capacity for a number of alternate conditions, large self-sealing bomb bay fuel cells have been developed. These cells, which increase the variety of alternate loading conditions, can be dropped from the fuselage during flight, if necessary. The first few of these fuel cells have been delivered and may be seen during the factory tour.

Another development of interest, which we believe will increase the military utility of this airplane, is worthy of note. Cargo trucks have been designed to fit into the bomb bays and to be hoisted into position with bomb-hoisting equipment. Each cargo truck is capable of carrying 14,000 pounds of freight and a total of six can be carried in each airplane. Should greater space be desired, there is a total of

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3,000 cubic feet available within the bomb bays, which could be made usable by a number of methods, either by the construction of large containers completely filling the bays or by merely slinging the cargo load on platforms supported to heavy arches in the roof.

If it were necessary in an emergency to carry troops, the bomb bay space could be double-decked, and if the troops are willing to tolerate New York subway conditions, over 200 soldiers could be carried. In fact, it would be impossible to overload the airplane with people.

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THE CONVAIR B-36 BOMBER--FACTS AND FIGURES

The 139-ton B-36 in production at the Fort Worth plant of Consolidated Vultee Aircraft Corporation is the world's largest bomber. It can carry 10,000 pounds of bombs 10,000 miles, or a maximum bomb load of 72,000 pounds for a shorter range.

The United States Air Force has ordered 95 of these far-ranging bombers for its peacetime strategic airmada in order to intensify the nation's striking power. The Seventh Bombardment Wing of the Strategic Air Command's Eighth Air Force recently received its eighteenth B-36, becoming the world's first B-36-equipped bomber wing (three six-plane squadrons).

Six Engines

The B-36A is powered by six pusher-type engines--28-cylinder Pratt and Whitney Wasp Majors--each developing 3,000 horsepower. The B-36B has six 3,500-horsepower engines. They drive 19-foot-diameter, reversible-pitch Curtiss propellers, which act as a braking force during the plane's landing run.

These three-bladed, hollow-steel props have a built-in thermal anti-icing system for high-altitude flights. Leading edges of the bomber's wing and tail are double-skinned to permit the flow of heated air for anti-icing. Heated air also defrosts the pilots' and bombardier's enclosures and the several sighting blisters.

Huge Wing

Wingspan of the aerial giant is 230 feet, length 163 feet, and height nearly 47 feet. Service ceiling is 40,000 feet, and maximum speed

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"over 300 mph."

The central portion of the 230-foot wing, which is mounted slightly forward of the midpoint of the fuselage, is seven and a half feet thick--high enough to permit installation of a catwalk so that crewmembers can climb into the wing for access to the nacelles during flight. The six wing tanks hold 21,116 gallons of gasoline and 1,200 gallons of oil.

Interesting Performance Data

Earlier this year, under simulated combat conditions, a B-36 flew a test mission of approximately 6,000 miles at an average speed of more than 300 miles an hour. The B-36 is believed to be the first airplane ever to fly nonstop at this speed for this distance.

On another test mission, a B-36 dropped into the Gulf of Mexico a 72,000-pound load of dummy bombs--believed to be the heaviest load of bombs ever carried by one airplane.

On still another test flight this summer, a B-36 took off at a gross weight exceeding 300,000 pounds--believed to be the heaviest load ever lifted by plane.

Four-Wheel Main Landing Gears

All B-36 bombers have four-wheel main landing gears and a steerable dual-wheel nose gear. These eight 56-inch main wheels distribute the B-36's weight over a comparatively large area and thus enable the bomber to utilize a considerable number of airfields in this country.

Unlike the experimental XB-36, production-model bombers are coming off assembly lines with bubble-type canopies--for increased visibility, extra cockpit comfort, and improved flight deck arrangement.

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85-Foot-Long Tunnel

Crew consists of fifteen men, including four relief members. They use a four-wheel scooter, operating on rails and running through an 85-foot-long pressurized tunnel, to travel back and forth between the pressurized forward and aft crew compartments. They lie down on the scooter and pull themselves along by means of an overhead cable.

Ingenious Control System

This new global bomber, in spite of its size, is controlled through physical efforts of the pilot. The mammoth control surfaces--almost as large in area as the entire wing of a B-24 Liberator bomber--are operated without any power boost by spring tabs attached to the trailing edge of the control surfaces. The pilot operates only these tabs, which in turn move the control surfaces by aerodynamic forces.

An experimental transport version of the B-36, designated XC-99, is now undergoing flight tests at Convair's San Diego plant. It will haul 400 troops or 100,000 pounds of cargo.

Development History

Convair made preliminary studies for the 10,000-mile B-36 bomber early in 1941, and a few months later received a contract to develop and build two experimental models. In 1942 the XB-36 project was transferred from Convair's San Diego plant to its Fort Worth division, world's largest integrated aircraft plant, shortly after this mile-long bomber factory was erected and began producing B-24 Liberators. The XB-36 was first flown on August 8, 1946. The first production-model B-36 was flown August 28, 1947.

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Believe-It-Or-Not-Features

Translating B-36 facts into commonly known comparisons: its six engines develop as much horsepower as five locomotives; its wing tanks hold enough fuel to drive an automobile around the world 16 times; volume of the B-36 bomber (nearly 18,000 cubic feet) approximates the volume of three average five-room houses; more than 27 miles of wiring are required in the B-36's electrical system.

Other Convair Planes

Consolidated Vultee, designer and builder of the B-36, during the war produced over 33,000 military aircraft. Besides these long-range B-36 bombers, the company is now building or flight testing the following: XC-99, world's largest land plane; L-13s, multi-purpose folding-wing liaison planes; Stinson Voyagers and Flying Station Wagons, four-place personal planes; Convair-Liners, pressurized medium-range transports; XP5Y-1, patrol flying boat; XF-92 fighter; and other aircraft of a restricted nature.

Convair has delivered to the Air Force the jet-propelled XB-46, one of the world's fastest bombers.

A letter of intent authorizing Convair to begin building 29 Northrop B-49 flying wing jet bombers was signed by representatives of both companies on October 4, 1948.

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CONVAIR B-36 BOMBER

SPECIFICATION AND PERFORMANCE DATA

Type	Long-range bomber
Gross weight	278,000 pounds
Length	163 feet
Wingspan	230 feet
Height	46 feet 7 inches
Engines	6 Pratt and Whitney; pusher-type; 3,000 hp in B-36A, 3,500 hp in B-36B
Maximum speed	Over 300 mph
Service ceiling	40,000 feet
Range	10,000 miles with 10,000 pounds of bombs
Takeoff distance	5,000 feet over 50-foot obstacle
Design bomb load	10,000 pounds for 10,000 miles
Maximum bomb load	72,000 pounds
Crew	15, including 4-man relief crew
Fuel capacity	21,116 gallons
Oil capacity	1,200 gallons
Landing Gear	Tricycle (dual-wheel nose gear, 4-wheel truck main gear)
Propellers	6 Curtiss electric reversible-pitch, 3-bladed, 19-foot diameter

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GENERAL GEORGE C. KENNEY

General George C. Kenney, commanding general of the Strategic Air Command, was a pilot in World War I and chief of the Pacific Air Command in World War II.

At the completion of World War I, Kenney was a captain with two German planes to his credit and the Distinguished Service Cross and the Silver Star.

Between the wars, Kenney's military schooling included the Air Corps' Engineering School, Tactical School, Command and General Staff. School, and Army War College.

In March of 1942, he was promoted to major general. July saw him assume command of the Allied Air Forces in the Southwest Pacific. The Japanese were in complete control of the air, being opposed by less than 10 serviceable B-17s and a handful of fighters.

During the three years he conducted the successful air war against the Japanese, he became commanding general of the Far East Air Forces and then commanding general of the Pacific Air Command. He added a third star in September 1942 and a fourth star in March 1945.

From January 1946 to October 1946, General Kenney served as senior United States military representative on the Military Staff Committee of the United Nations.

General Kenney's next assignment--head of the Air University at Maxwell Air Force Base, Alabama--will bring him to the heart of the policy level and the job of indoctrinating senior and junior Air Force officers with the concept of long-range strategic bombing.

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MAJOR GENERAL ROGER M. RAMEY

Major General Roger M. Ramey, head of the Eighth Air Force, graduated from West Point in 1928. He completed his flying training in 1929.

General Ramey served in various capacities with pursuit units at Selfridge, Randolph, and Wheeler Fields until 1940, when he became commanding officer of a bombardment squadron at Hickam Field.

In the months following Pearl Harbor, Ramey assumed command of the Fifth Bomber Command.

Responsible for directing bombing attacks at the Japanese in New Guinea, Raboul, and the Japanese mainland, Ramey received the Distinguished Service Medal for these operations.

General Ramey was later placed in charge of Task Force 1.5, the Air Force portion of the combined Army-Navy atom bomb tests.

On November 1, 1946, the Eighth Air Force was reactivated in Fort Worth, with General Ramey as chief of staff. In January 1947, he assumed full command.

General Ramey is one of the acknowledged authorities on very heavy bombardment in the United States Air Force. His command is composed of five bomb wings and two fighter wings.

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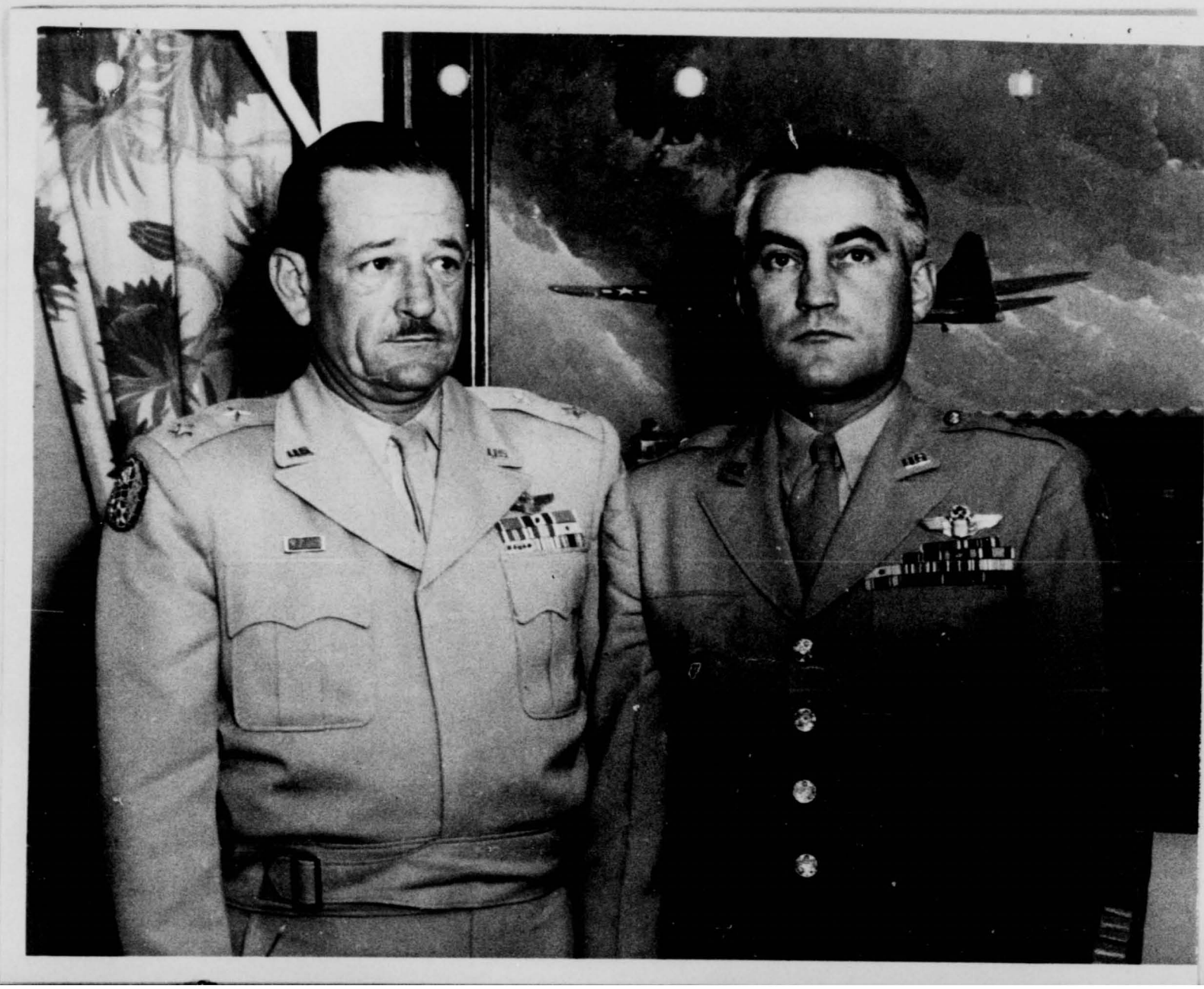

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COLONEL ALAN D. CLARK

Colonel Alan D. Clark, 35, commanding officer of the Seventh Bombardment Wing at Carswell Air Force Base, Fort Worth, Texas, was graduated from West Point in 1937. Completing his flying training in 1938, he was first stationed at Langley Field, Virginia, where the tactical development of the B-17 was pioneered. From 1939, when Clark participated in a good-will flight of seven B-17s throughout South America, to July 1943, he spent several tours of duty in the Antilles from Cuba to Dutch Guiana.

In July of 1943, he was promoted to colonel and assigned to the 58th Bombardment Wing. This was the first unit organized to develop, train, and take into combat the B-29 aircraft.

Colonel Clark took command of the 444th Bomb Group in China and participated in the first B-29 raid on Japan on June 15, 1944. In July 1945 Clark was assigned as chief of operations of the 58th Wing, on Tinian in the Marianas.

In January 1946 he was the A-3 officer of Task Group 1.5, the Air Force Unit participating in the test of the atom bomb. He later became chief of staff to Brigadier General Roger M. Ramey.

When the 58th Bombardment Wing was deactivated and reorganized as Headquarters, Eighth Air Force, he came to Fort Worth as assistant chief of staff, A-4, of the Eighth Air Force.

On August 1, 1947, Colonel Clark assumed command of the Seventh Bomb Wing and Carswell Air Force Base.

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LA MOTTE T. COHU

La Motte T. Cohu, veteran aircraft manufacturer and airline executive, was elected president and general manager of Consolidated Vultee Aircraft Corporation on June 4, 1948, and at the same time became a member of Convair's board of directors.

Cohu came to Convair from Trans World Airline, where he had been president since April, 1947. He had been a TWA board member since 1933. He went to TWA from Northrop Aircraft, Inc., at Hawthorne, Calif., where he had served as board chairman and general manager since 1939.

Cohu formed Air Investors, Inc., in 1928, and organized Interstate Airlines, now a part of Eastern Air Lines. He became a director of Aviation Corporation in 1930 and served as president of Aviation Corporation, American Airways (now American Airlines), and American Aircraft and Engine Company during 1931 and 1932. He was director of Air Associates from 1930 to 1933, and a director of North American Aviation, Transcontinental Air Transport, and Eastern Air Transport in 1933 and 1934.

Born in New York City in 1895, Cohu was graduated from Princeton University in 1917. He served as an ensign, U.S.N.R.F., during the first World War.

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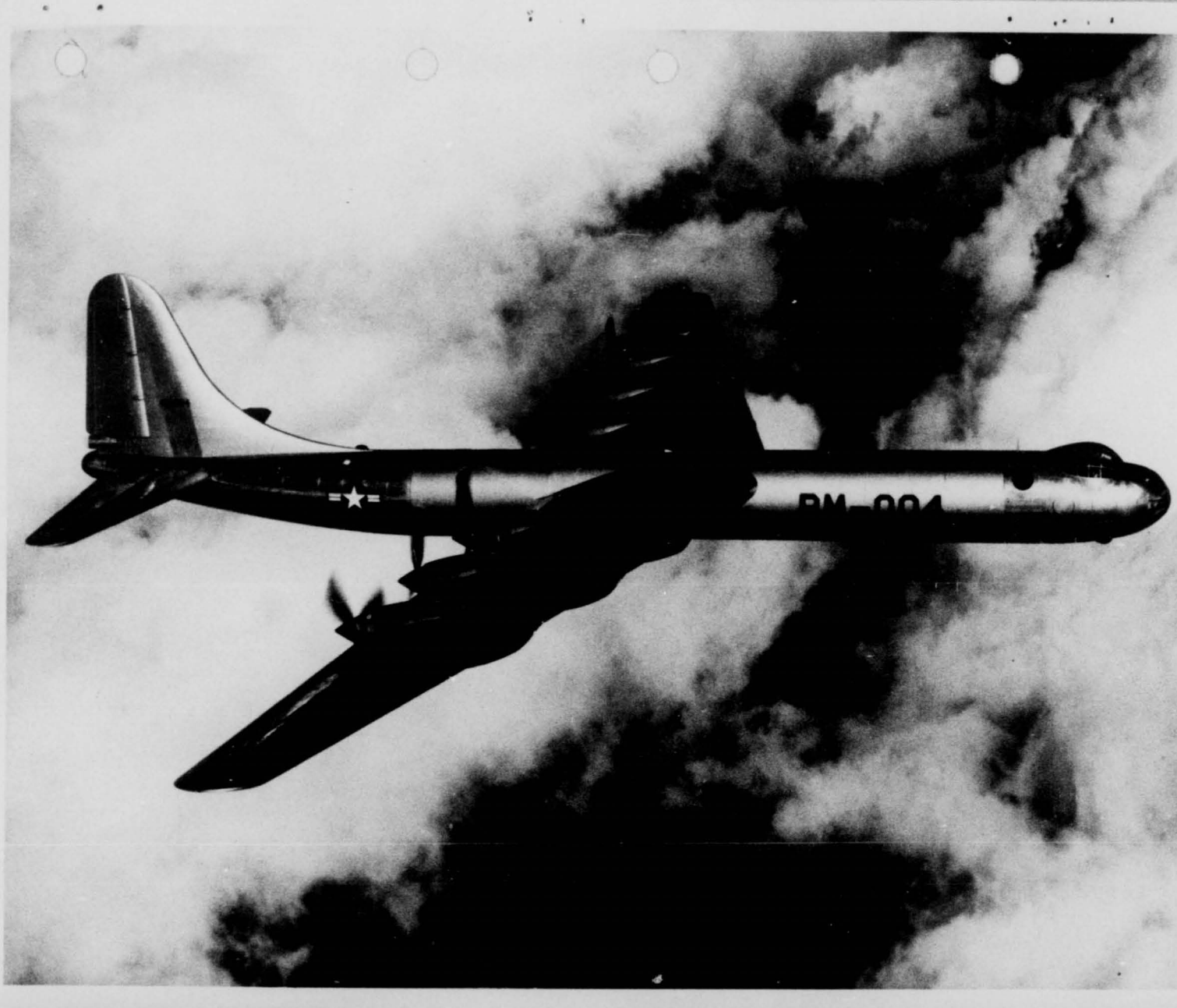

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#13

10 December 1948

SUBJECT: Supervisory Staff Visit and Temporary Duty at Otis Air Force Base, Falmouth, Massachusetts

TO: Chief of Staff
Headquarters, 8th Air Force
Fort Worth, Texas

1. The undersigned arrived at Otis Air Force Base, Falmouth, Mass. on 30 October 1948 at about 1800 hours. Arrangements were made for billeting and reporting for duty for the following morning.

(a) Upon arrival at Headquarters the next day, I assumed the duties of Adjutant, Otis Air Force Base. At this time the Headquarters, 33rd Fighter Wing was not to be activated until 16 November. The situation at the time was divided between Walker Air Force Base and Otis Air Force Base. Personnel were enroute, airplanes were being ferried, and the keeping of records of all personnel was found to be in an unsatisfactory condition. The undersigned organized a casual company to accept all personnel arriving at the base. An accurate strength report was obtained in this manner and reports were forwarded to Walker Air Force Base and Headquarters, 8th Air Force in compliance with existing instructions.

2. A survey of buildings at Otis Air Force Base was made by the undersigned and it was determined that Building 3110 would be utilized as Wing Headquarters upon activation of the wing. On 16 November the Wing was activated per General Order No. 1 and Colonel Atkinson assumed command. The Headquarters was located in Building 3110 and took up the normal functions of a headquarters.

(a) On 18 November the Sergeant-Major and personnel records along with the A-1 Section arrived; and processing and assignment of newly arrived personnel from Shepherd Field and Lackland Field was begun; the other organizations of the Fighter Wing such as Air Base Group and Maintenance & Supply Group were organized.

(b) Due to congestion and interference in the performance of duties, it was decided that Building 3110 was very inadequate for a Wing Headquarters; therefore, Wing Headquarters was then moved into Building 3000. This building, although too small to accommodate the entire Wing, is well laid out for the convenience of the Command Section. There are several other buildings in the immediate vicinity which will be utilized to complete office facilities for the entire Wing Headquarters.

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(c) In the organizing of the headquarters, the undersigned was greatly assisted by Lieutenant Umphreys of the 509th Bomb Wing and Captain Westwood of the 27th Fighter Wing; both units under our command.

3. Allocation and occupancy of buildings has been made or, in some cases, awaits rehabilitation prior to occupancy. The rehabilitation program is advancing rapidly, priority having been given to barracks, offices, orderly rooms, supply rooms and day rooms; in the aforementioned order. Barracks are complete and exceptionally good internal conditions exist.

4. The Wing Message Center is operating but efficient service is hampered by assignment of untrained airmen. At present this section is undergoing a vigorous on the job training program.

(a) A Central File section has been established and work orders submitted to the Air Installations Office for shelves to be constructed in lieu of filing cabinets which are not available at the present time. Regulation files now on hand are being screened to determine what necessary requisitions should be submitted in order that all units of the Wing may have the necessary pertinent files.

(b) Publications of Base Regulations, Staff memorandas, and Base Daily Bulletins have been commenced. Otis Air Force Base blank forms are being prepared and issued as the need arises.

(c) Special Orders, for the time being, are issued only at Wing level, but by the first of the year it is hoped that the groups will issue orders on all matters authorized by current directives.

(d) Messing facilities are at present inadequate for the number of personnel presently assigned. At this time there is only one mess operating, of which the capacity is 600. It is expected that a second mess will be opened and operating during the week of 13 December to 17 December.

1 Prior to my arrival at this station, the supply and transportation problems to include commissary and mess were organized and in operation due to the coordination and supervision of Major Williams and Major Symington and enlisted men of Headquarters, 8th Air Force and officers and enlisted personnel of the 33rd Fighter Wing. This personnel from Otis Air Force Base, although very inexperienced along these lines of assigned jobs through instructions received prior to Major Williams and Major Symington's departure, have aided greatly in the carrying on of the organization of this headquarters.

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SUBJECT: Supervisory Staff Visit and Temporary Duty at Otis AFB

(e) Post Exchange service, including barber shop, cafeteria and dry cleaning are available to a limited extent.

(f) Special Service activities are at present confined to the operation of the Base Theatre.

(g) Wing Boards, as required by current directives are being set up as needed. The largr number of basic airmen assigned to the Wing has necessitated an extremely vigorous on the job training program which went into effect immediately upon assignment of these airmen and it is understoon that this will continue until such time as these individuals become qualified in their assigned duties.

5. It must be understood that no office furniture or equipment now present at Otis Air Force Base is Air Corps property. It is all property of the Army Headquarters, Camp Edwards, and is on a loan basis only.

6. Although many key personnel are needed, it is felt that the personnel assigned to various jobs of which they have had little or no experience, are doing a very fine job and are a credit to any organization.

7. The notification of transfer of the 33rd Fighter Wing to the jurisdiction of the First Air Force leave the subject for clarification as to whether or not regulations published by the undersigned are still applicable.

8. The joint staff of the 33rd Fighter Wing and representatives of Headquarters, 1st Air Force met on 9 December for the purpose of a survey and estimate of what assistance was needed and could be rendered.

9. Captain Valentine, the 33rd Fighter Group Adjutant has assumed the duties of Wing Adjutant and the undersigned was relieved effective 9 December 1948.

JOHN E. HALL
Major AGD (USAF)
Asst. Adjutant General
Hqs., 8th Air Force

A CERTIFIED TRUE COPY

John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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#14

HEADQUARTERS
EIGHTH AIR FORCE

TEST - SAFEGUARDING MILITARY INFORMATION

The following numbered statements are either true or false. Indicate your opinion by placing a check mark in the appropriate space. (References shown after each question refer to paragraphs in AR 380-5 unless otherwise indicated).

	TRUE	FALSE	
1.	( )	( )	Classified military information includes military information which requires grading to indicate the degree of precaution necessary for its safeguarding. (3e)
2.	( )	( )	The safeguarding of classified military information is the responsibility of military personnel only. (15)
3.	( )	( )	Authorities will review classified matter annually and down grade it as conditions are warranted. (16d)
4.	( )	( )	Classified data may be discussed publicly, provided no reference is made to the source. (21c)
5.	( )	( )	Secret documents, when transmitted, will be inclosed in double sealed envelopes, both marked secret. (26b(1)
6.	( )	( )	Where officially designated courier service is not available, secret documents may be transmitted by registered mail service, if the service is completely within national control. (26b(4))
7.	( )	( )	Registered restricted documents will be transmitted in the same manner as secret documents. (28a)
8.	( )	( )	All holders of classified documents will make a daily inspection to insure that all classified documents are properly stored and safeguarded. (31c)
9.	( )	( )	AR 380-5 is the basic directive governing the safeguarding of military information.
10.	( )	( )	Custodians will keep a complete inventory of registered documents and will make an accurate return therefor to the proper office of record on 30 June and 31 December of each year. (43a)
11.	( )	( )	Whenever a registered document is issued for temporary use to another person in the same headquarters, the custodian will require a written receipt. (44c)
12.	( )	( )	Commanding officers will appoint top secret control officers to receive and maintain a register of all top secret matters. (27b)
13.	( )	( )	Each registered document will be marked "Registered Document" on the front cover. (37)
14.	( )	( )	Where the pages of classified books or pamphlets are securely and permanently fastened together, it is necessary to mark appropriate classification on cover only. (24a(1))

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	TRUE	FALSE	
15.	( )	( )	Marking with proper classification at top and bottom of first page only is necessary for documents not firmly or securely fastened together. (24a(2))
16.	( )	( )	The highest grade cryptographic system available will be used for the transmission of secret messages. (27)
17.	( )	( )	The name of each person who knows the combination of safes and three combination locked filing cabinets containing classified information, together with their home addresses and telephone numbers, must be pasted on the inside of each safe and on the side of the top drawer of each filing cabinet. (8th AF Staff Memo 205-2)
18.	( )	( )	The date the combination was changed will be pasted on the inside of the door of each safe and on the inside of the top drawer of each three combination file cabinet. (8th AF Staff Memo 205-2)
19.	( )	( )	The combination of each safe and each three combination file cabinet will be changed at least every six months. (8th AF Staff Memo 205-2)
20.	( )	( )	Carbon paper used in the preparation of confidential documents will be properly destroyed by the person responsible for their production immediately after they have served their purpose. (33a(2))
21.	( )	( )	The commanding officer of each installation or facility in a command or air force will appoint a provost marshal, who will advise him on security matters and who will be charged with the enforcement of AR 380-5 and related regulations. (AFR 125-6 par 3)
22.	( )	( )	The coding and decoding of all messages will be performed under the supervision of a commissioned officer. (49)
23.	( )	( )	In paraphrasing messages, it is necessary to paraphrase only the beginning and ending of the message. (55)
24.	( )	( )	The delegation of authority to release classified military information from the responsible officer to his assistants, either military or civilian, does not relieve that officer of his responsibility in the matter. (Par 3, AFL 205-35)
25.	( )	( )	Responsible commanders and officers are directed to effect a continuing program whereby all personnel will be made security conscious of safeguarding classified military information. (AFL 205-90)
26.	( )	( )	Since the termination of the war, it is no longer necessary for Air Force procurement agencies to enforce the secrecy agreements with civilian contractors. (AFL 205-220)

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	TRUE	FALSE	
27.	( )	( )	Any person in the military service or in its employ who may have knowledge of the loss or subjection to compromise of top secret, secret, confidential, or registered documents, or articles of materiel, will promptly report that fact to the custodian of the document or material who, in turn, will notify the proper commanding officer.
28.	( )	( )	When destruction is authorized, top secret, secret, or confidential documents and registered restricted documents will be burned by the custodian thereof in the presence of a disinterested officer.
29.	( )	( )	In exceptional cases, a registered document which originated in other headquarters can be reproduced in Headquarters, USAF by authority of the Commanding General, USAF, without obtaining authority of the office or origin. (41b)
30.	( )	( )	The transmission of TOP SECRET matter by registered mail service, with post office return receipt, is permissible if officially designated courier is not available, provided the service is completely within national control. (27a)
31.	( )	( )	A commissioned officer, duly authorized to classify matter as Secret, is thereby entitled to knowledge or possession of any Confidential or Restricted document. (12)
32.	( )	( )	Routine intelligence reports will be normally graded Confidential. (7b(3))
33.	( )	( )	In drafting a classified message, it is permissible to begin such message with any of the following words: "Request", "In Reply", "Attention". (51c)
34.	( )	( )	All commissioned officers are authorized to classify documents Confidential or Restricted. (10b)
35.	( )	( )	A document will not be assigned more than one of the four classifications, Top Secret, Secret, Confidential, or Restricted. In the event of conflicting classification, the highest classification will prevail. (13)
36.	( )	( )	Documents requiring classification will be assigned the least restrictive classification consistent with the proper safeguarding of the information concerned. (14)
37.	( )	( )	Upon receipt of confidential matter, the inner cover marked confidential will be opened only by the addressee or his duly designated representative. (26d(2))
38.	( )	( )	Within the continental United States, unregistered confidential documents may be transmitted by ordinary mail in double sealed envelopes when in the opinion of the forwarding officer no serious consequences will be entailed by their loss. (28b(1)(b))

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	TRUE	FALSE	
39.	( )	( )	In destroying documents classified as Restricted, any metho , which will render them useless is permissible. (33b)
40.	( )	( )	Confidential documents will be prepared for transmission in the same manner as secret documents, except that the inner cover will contain a receipt form only when the sender deems necessary. (28a(1))
41.	( )	( )	Classified books or pamphlets, the pages of which are permanently and securely fastened together, will be plainly and conspicuously marked or stamped with the appropriate classification on the cover, title page, and first page. (24a(1)) back Page & back Cover
42.	( )	( )	Overclassification will be avoided since it causes unnecessary delay in the transmission of documents and depreciates the importance of classified information in the minds of handling personnel. (14)
43.	( )	( )	The grading of a file or group of physically connected documents shall be that of the highest graded document therein. (9c)
44.	( )	( )	Classification of any classified document may be changed by any commissioned officer authorized to classify a document Top Secret or Secret. (16a)
45.	( )	( )	When transmitting secret documents within the continental United States by military aircraft, the documents may be entrusted to a responsible officer or crew member of such aircraft with instructions regarding their security and delivery. (26c(1)(d)
46.	( )	( )	Matter obtained from other Governmental agencies will be placed in the same classification category as that in which it was placed by the originating agency. (11)
47.	( )	( )	An exact language extract from any previously classified cable message should be classified according to its own content and not necessarily according to classification of the document or message from which the extract was taken. (9b)
48.	( )	( )	Restricted documents may be transmitted outside the continental United States by ordinary mail, provided that the mail will be handled outside the United States by Army or Navy Postal Services exclusively, and will not pass through foreign mail channels. (29b(2)(b))
49.	( )	( )	Confidential information may be disclosed to civilian component personnel not on active duty, but who are actively participating in U.S.A.F. Reserve training. (AFL 205-25)
50.	( )	( )	The wearing of a military uniform serves to identify a person as having the right to receive classified information. (AFL 205-30)

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A N S W E R S

TEST - SAFEGUARDING MILITARY INFORMATION

1. True
2. False
3. False
4. False
5. False
6. True
7. True
8. True
9. True
10. True
11. True
12. True
13. True
14. False
15. False
16. True
17. True
18. True
19. True
20. True
21. True
22. True
23. False
24. True
25. True
26. False
27. True
28. True
29. False
30. False
31. False
32. True
33. False
34. True
35. True
36. True
37. True
38. True
39. True
40. True
41. True
42. True
43. True
44. False
45. True
46. True
47. False
48. False
49. True
50. False

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#15

HEADQUARTERS EIGHTH AIR FORCE
Office of the Commanding General
Fort Worth, Texas

CL - 25 24 December 1948

TO ALL WING COMMANDERS

DEAR :

With reference to our conversation this past weekend, the importance of immediately developing a highly efficient Air Intelligence organization in all echelons of this command is again emphasized. Attached as inclosures to this letter are the TO change requests under both peace and war time columns which have been submitted to higher headquarters. In going over them, I believe you will agree that when approved, these authorizations will provide a complete intelligence organization at wing, group and squadron levels.

In line with these recommendations, I have instructed Kirton to review the intelligence requirements of the command and implement a revitalized program commensurate with the tactical commitments and mission assigned. In general, the program as it develops will encompass the following activities:

a. Target sections at group level which will prepare and maintain air objective folders on both domestic and foreign targets.

b. A mission reporting branch which, working in conjunctinn with the target section, will submit mission reports complete with photo interpreters' estimates of damage assessment on simulated combat training missions.

c. The maintenance of intelligence reading rooms at squadron level and presentation of weekly or semi-weekly orientation programs which will include not only current intelligence and background material on the world situation, but also orientation on evasion and escape and survival techniques as developed by the group evasion and escape branch.

d. A training program for intelligence personnel, designed to standardize procedures at all levels throughout the Eighth Air Force.

e. A Russian language training program as set forth in recommendations resulting from the Russian language training conference recently held at this headquarters.

f. A recognition training program for orientation of combat crew personnel on aircraft of friendly or allied powers.

Detailed instructions implementing or expanding the above activities will be forthcoming in the near future as necessary material is received and coordination effected with higher headquarters.

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Ltr, CG, 8AF to all wing commanders, 24 Dec 48

In order to put this program properly into effect, it is necessary that the following preliminary steps be taken by all wing commanders.

a. Wherever not already in effect, the assignment of one officer to each tactical squadron with full time primary duty as squadron S-2. This officer to be other than a combat crew member and to be assigned no additional duty which will interfere with his devoting his full efforts to intelligence work.

b. Establish an evasion and escape branch in the group S-2 Section. This branch, in addition to carrying out evasion and escape activities, will also supervise the Russian language training program.

c. Release of Russian language instructors from present primary duty assignments and reassignment to group intelligence as Evasion and Escape Officer. This assignment to be without regard to present TO authorization.

d. In accordance with AF Letter 45-35, 19 February 1948, reassign graduates of intelligence schools to full time primary duty as intelligence officers. This is not to apply to officers holding aerial observers ratings and considered by you as critical to your needs in their aeronautical specialty.

Necessary action has been taken by this headquarters to obtain additional officers now being recalled to active duty. In practically every case, these will be nonrated officers having from two to four years' previous intelligence experience at group and squadron level. In a few instances these officers have already reported in to their assigned stations with more to follow during January. Every effort is being made to effect reassignment to former statinns of officers graduating at the end of this month from photo interpreters school. In addition, we have eleven officers graduating from the combat intelligence course in February who will definitely return to their home stations. These officers, when combined with those presently assigned and those former graduates of intelligence schools now on your stations but not being utilized as intelligence officers, will give us a strong personnel nucleus with which to carry out the desired intelligence program in this command.

Sincerely,

R. M. Ramey
Major General, USAF
Commanding

CERTIFIED A TRUE COPY:

John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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#16

RESTRICTED

Eighth

AIR FORCE

COMMAND BOOK

1 JANUARY 1949

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RESTRICTED

EIGHTH AIR FORCE

1. Purpose. The mission of the Eighth Air Force as stated in letter, Hq SAC 322, subject: "Mission of the Eighth Air Force", dated 10 Janary 1947.

2. General. The Commanding General, Eighth Air Force, will be responsible for exercising command jurisdiction over and operating the Eighth Air Force in accordance with policies established by the Commanding General, SAC.

3. Mission. The Eighth Air Force will:

a. Command and administer such units and installations as may be assigned thereto, including the administration of military justice to all personnel subject to military law.

b. Man, train and equip, in accordance with priorities established by Headquarters, Strategic Air Command, such tactical units and their associated services as are designated, maintain these units in a state of training and indoctrination with the latest available equipment necessary to permit immediate long range offensive bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort operations in any part of the world, either independently, or in cooperation with land and naval forces.

c. Train units, crews, and individuals for maintenance of the combat efficiency of strategic combat units assigned to separate theater commands to include long range bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort, based upon requirements furnished by the Commanding General.

d. Conduct such Universal Military Training as may be directed by the Commanding General, Strategic Air Command.

e. Support the Air Reserve and National Guard Programs in accordance with instructions issued by this headquarters.

f. Perform such special missions and assignments as the Commanding General, Strategic Air Command may direct.

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Command Book Distribution

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SECTION I

ORGANIZATION

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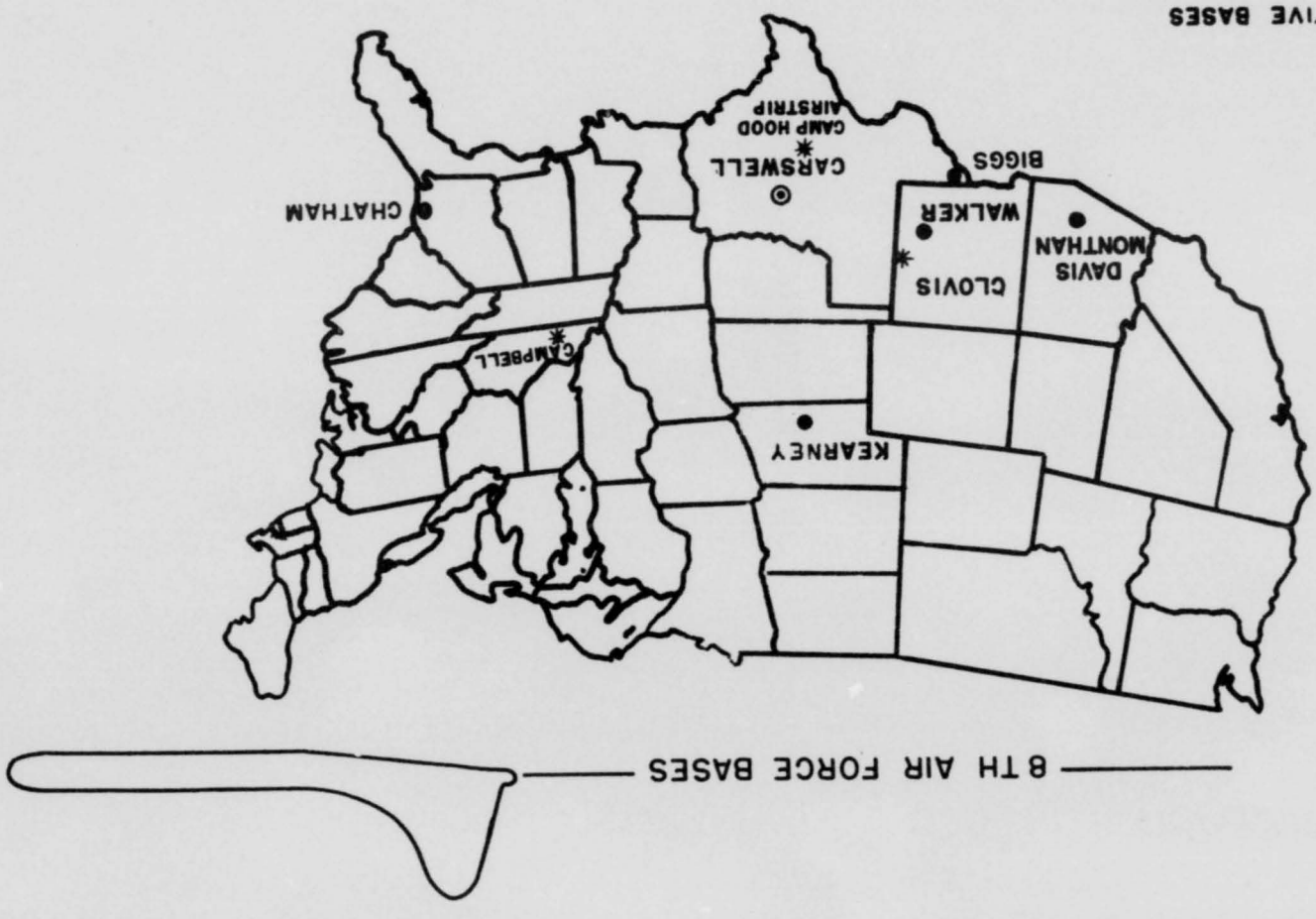

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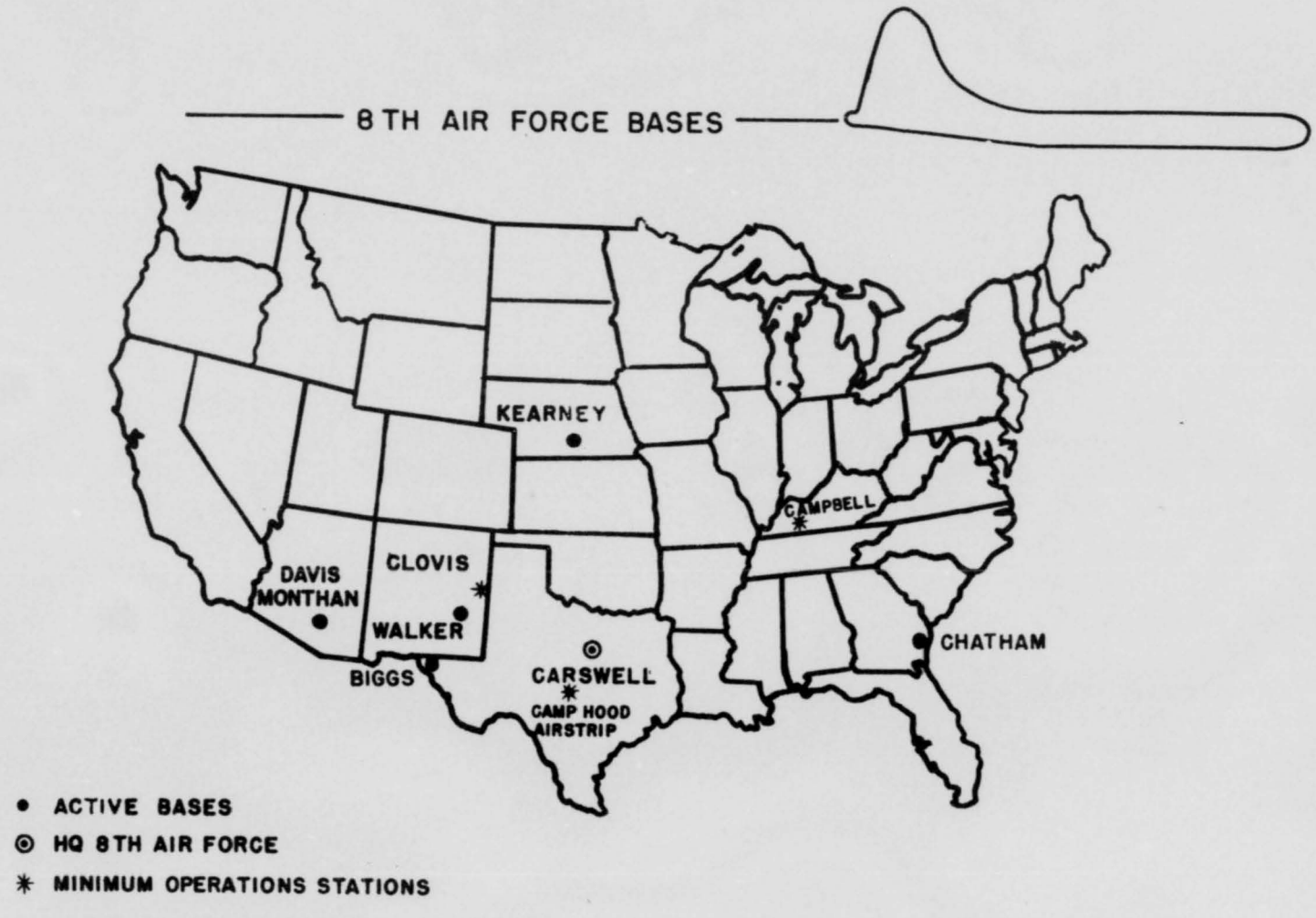

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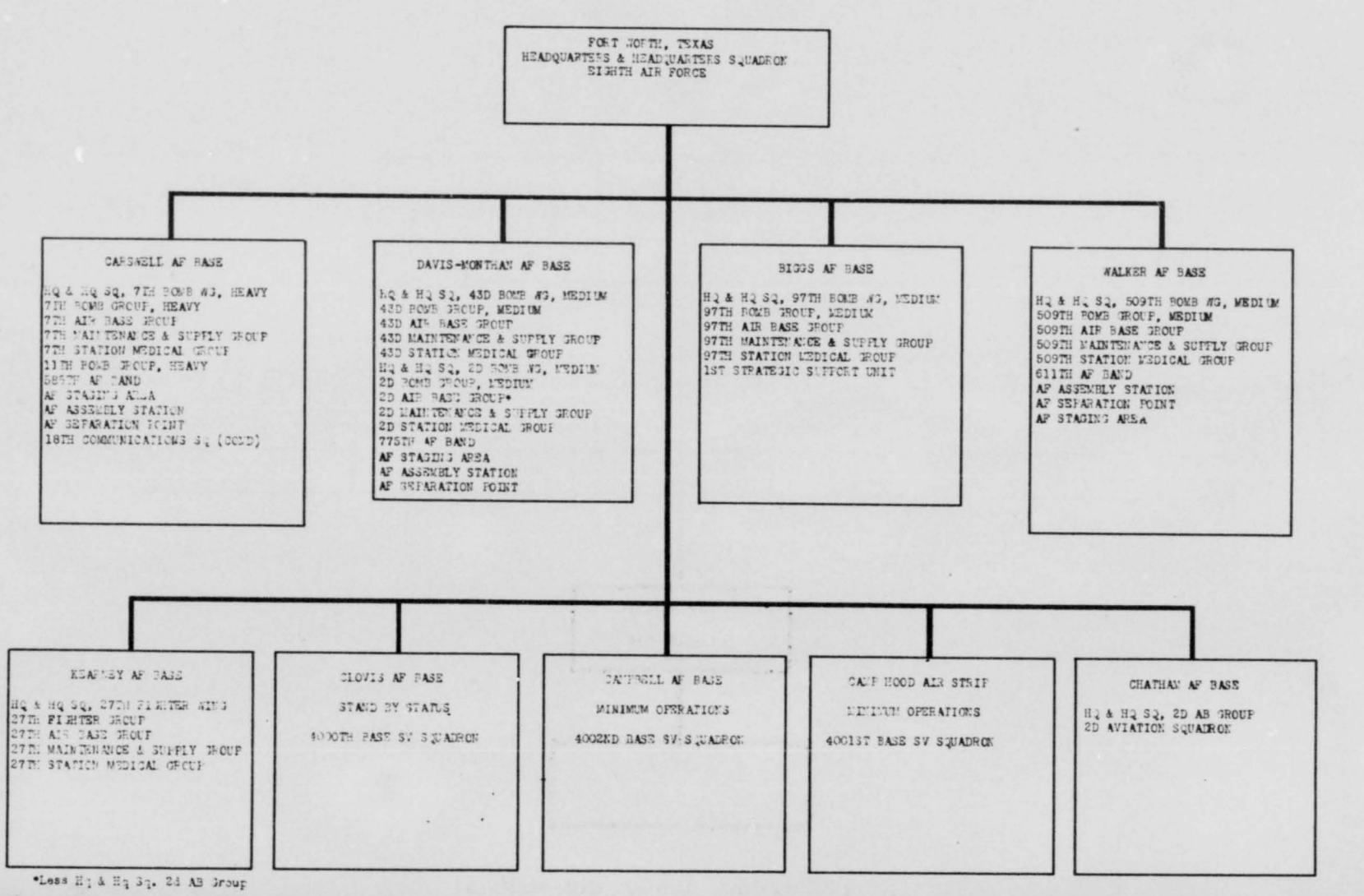

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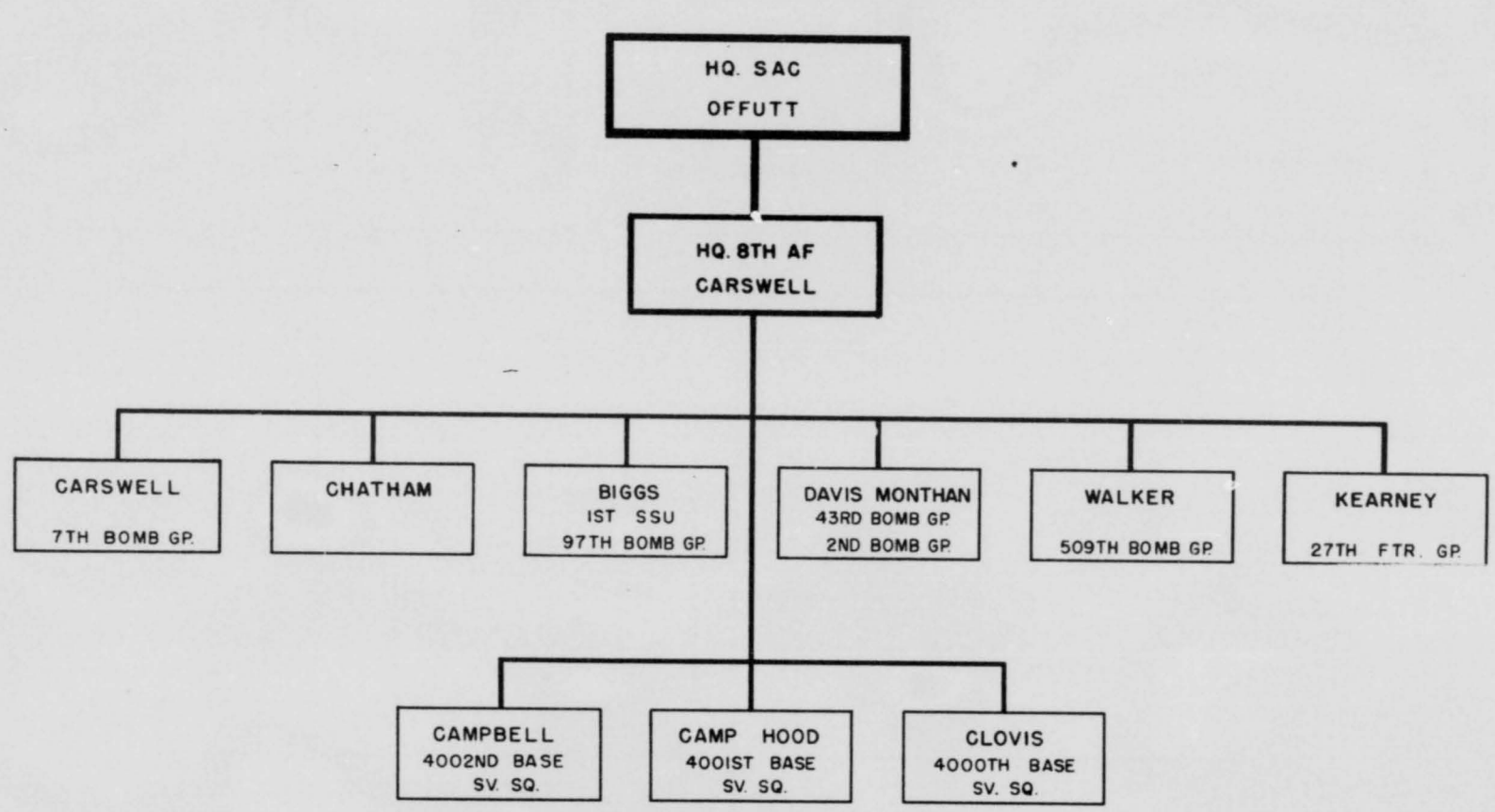
EIGHTH AIR FORCE ORGANIZATION



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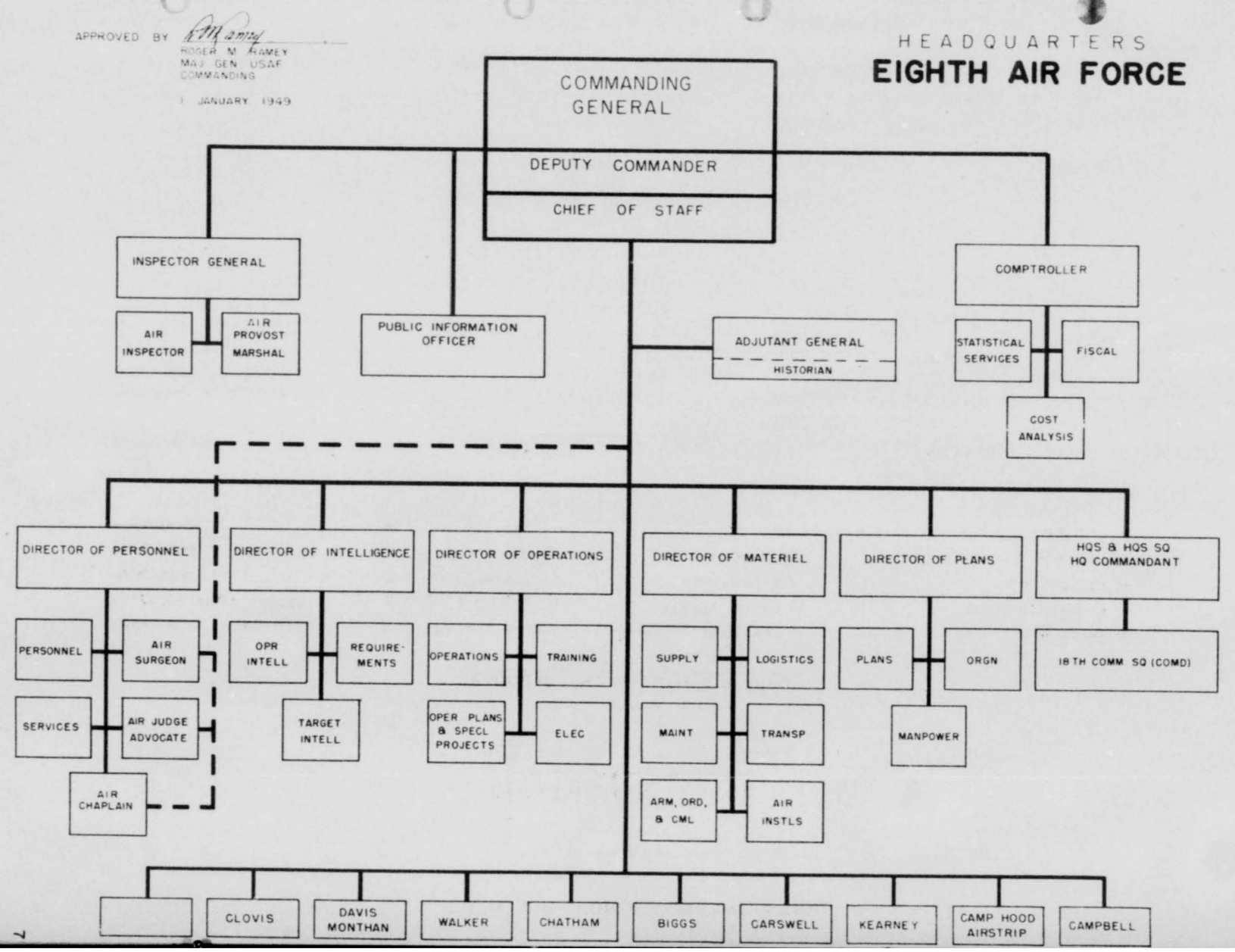
APPROVED BY
ROGER M. RAMEY
MAJ. GEN. USAF
COMMANDING

1 JANUARY 1949

HEADQUARTERS
EIGHTH AIR FORCE



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AS OF 31 DEC. 1948

EIGHTH AIR FORCE

ROSTER OF KEY PERSONNEL

HEADQUARTERS EIGHTH AIR FORCE

COMMANDING GENERAL	- MAJ. GEN. R. M. RAMEY	DC/S OPERS.	- COL. W. H. BLANCHARD
CHIEF OF STAFF (ACTG)	COL. J. A. ROBERTS JR.	DC/S MATERIEL	- COL. F. G. JAMISON
INSP. GEN.	- COL. W. B. OFFUTT	COMPTROLLER	- COL. J. A. ROBERTS JR.
DC/S PERS. & ADM.	- COL. P. D. GLASSFORD JR.	CO. HQ & HQ SQ.	- MAJ. T. J. HERRON
DC/S INTELL.	- MAJ. E. M. KIRTON	CO. 18TH COMM. SQ. (COMD.)	- MAJ. A. S. HASCALL

WING	WING COMMANDER	STATION
		ACTIVE
2ND BOMB WING (VH)	COL. W. E. EUBANKS	DAVIS-MONTHAN AIR FORCE BASE, TUSCON, ARIZ.
7TH BOMB WING (VH)	COL. A. D. CLARK	CARSWELL AIR FORCE BASE, FT. WORTH, TEXAS
43RD BOMB WING (VH)	COL. J. C. SELSER JR.	DAVIS-MONTHAN AIR FORCE BASE, TUSCON, ARIZ.
97TH BOMB WING (VH)	BRIG. GEN. D. W. HUTCHISON	BIGGS AIR FORCE BASE, EL PASO, TEXAS
509 TH BOMB WING (VH)	COL. C. S. IRVINE	WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO
27 TH FIGHTER WING	COL. A. B. PACKARD	KEARNEY AIR FORCE BASE, KEARNEY, NEBRASKA
	STATION COMMANDER	STANDBY
4000TH BASE SV. SQ.	MAJ. W. M. THOMPSON	CLOVIS AIR FORCE BASE, CLOVIS, NEW MEXICO
		MINIMUM OPERATIONS
4001 ST BASE SV. SQ.	MAJ. A. D. LUCAS	CAMP HOOD AIRSTRIP, KILLEEN, TEXAS
4002 D BASE SV. SQ.	MAJ. C. C. WOOLWINE	CAMPBELL AIR FORCE BASE, CAMP CAMPBELL, KY.

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SECTION II

PERSONNEL

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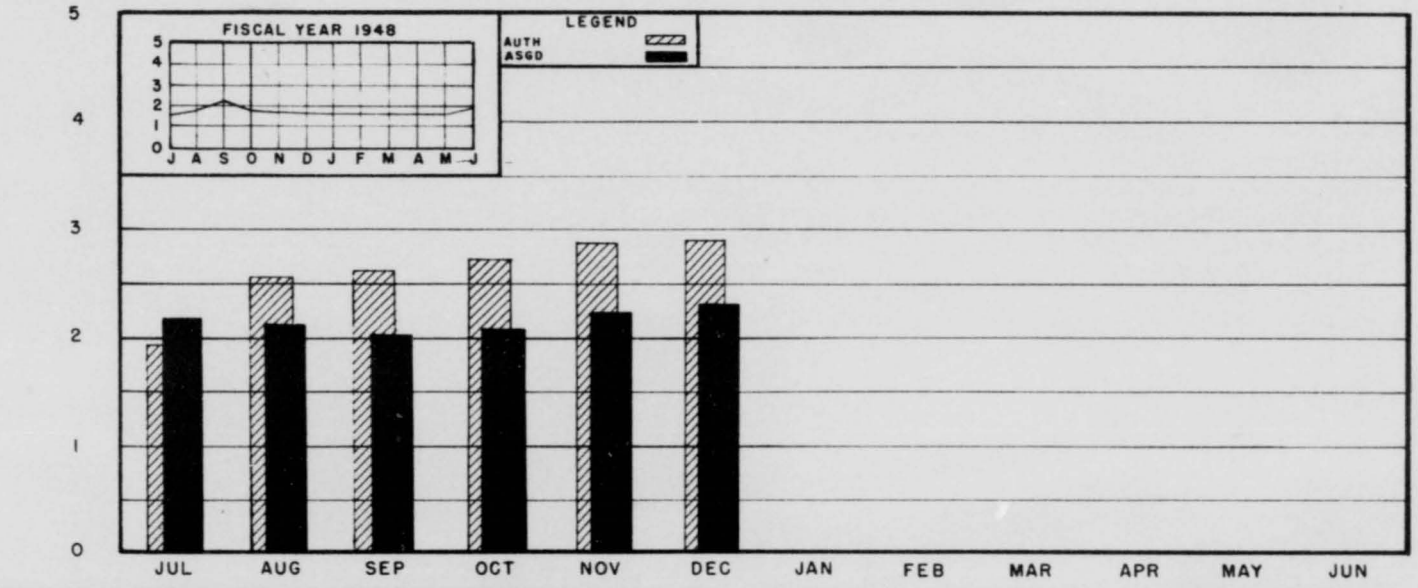
10

TOTAL 8 AF OFFICER PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	1966	2593	2619	2743	2868	2875						
	ASGD.	2194	2150	2070	2095	2227	2297						
HQ. 8 HQ. SQ 8 AF	AUTH	90	90	90	87	87	87						
	ASGD.	82	79	81	83	85	88						
HQ. 8 AF	AUTH	40	42	46	20	20	20						
	ASGD.	39	36	33	15	16	17						
BIGGS	AUTH	176	244	244	244	266	320						
	ASGD.	252	243	250	265	311	372						
CARSWELL	AUTH	383	378	375	378	417	561						
	ASGD.	443	435	395	408	401	352						
* DAVIS-MONTHAN	AUTH	594	842	842	888	898	920						
	ASGD.	655	660	643	642	670	758						
KEARNEY	AUTH	225	221	221	281	292	292						
	ASGD.	226	214	199	205	206	214						
WALKER	AUTH	458	776	801	845	672	672						
	ASGD	497	483	469	477	410	494						

Note:
Hq. 8AF Stations include 18th Comm Sq.(Comd), And 4000th, 4001st, 4002nd BS Sq.

** CHATHAM AFB

	DEC
AUTH	3
ASGD	2

* Includes Hq & Hq Sq 2nd AB Gp now at Chatham AFB
** Includes 2nd Aviation only

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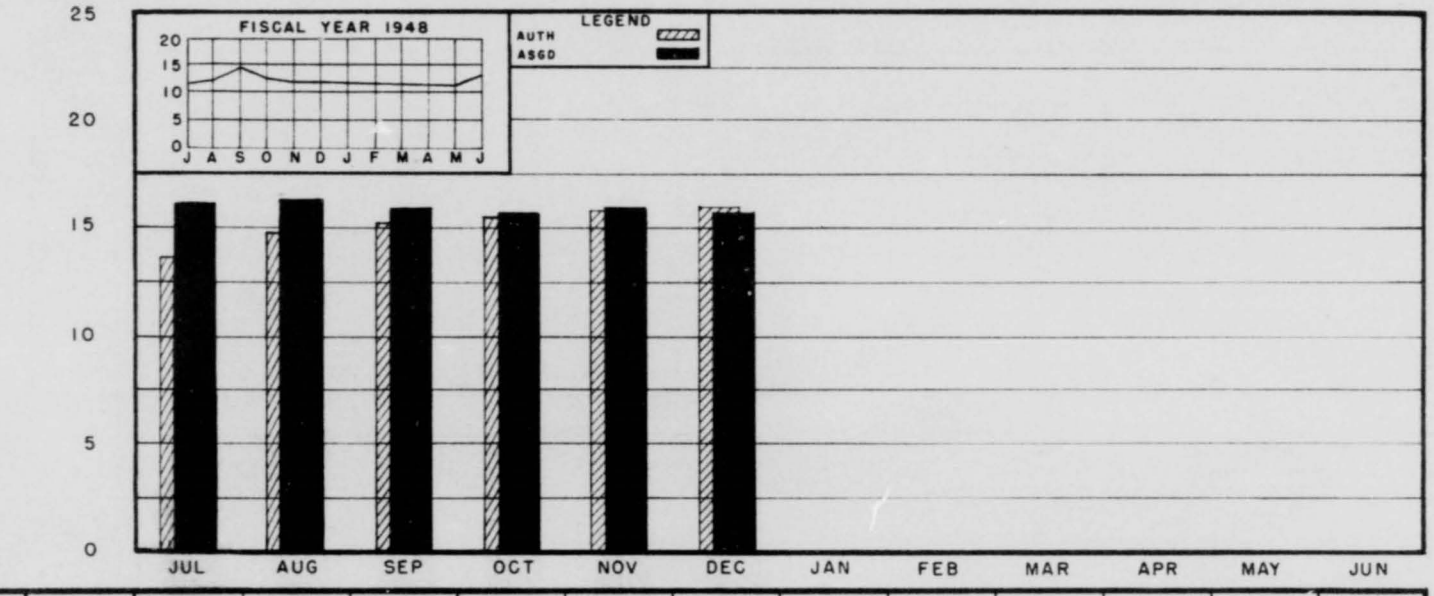
TOTAL 8 AF ENLISTED PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	13603	14852	15267	15558	16691	16151						
	ASGD	16110	16155	15970	15668	16780	15865						
HQ & HQ SQ 8 AF	AUTH	250	250	250	250	250	250						
	ASGD	249	249	244	239	251	256						
HQ 8 AF SEP UNITS	AUTH	391	391	466	190	190	190						
	ASGD	317	316	315	130	149	167						
BIGGS	AUTH	1185	1553	1553	1553	1908	2261						
	ASGD	1585	1808	1770	1719	2122	2392						
CARSWELL	AUTH	2972	2651	2649	2753	3191	3588						
	ASGD	4325	4249	4117	3988	4114	3754						
* DAVIS-MONTHAN	AUTH	3811	4512	4512	4830	4832	4880						
	ASGD	4119	4156	4212	4349	4464	4493						
KEARNEY	AUTH	1573	1400	1400	1504	1582	1582						
	ASGD	1544	1424	1360	1310	1312	1377						
WALKER	AUTH	3421	4095	4437	4478	3306	3306						
	ASGD	3971	3953	3952	3933	3385	3333						

Note:
= Hq 8AF Stations include 18th Comm Sq(Comd), and 4000th, 4001st, 4002nd BS Sq.

**

CHATHAM AFB	DEC
AUTH	94
ASGD	93

*Includes Hq & Hq Sq 2nd AB Gp now at Chatham AFB
**Includes 2nd Aviation Sq only

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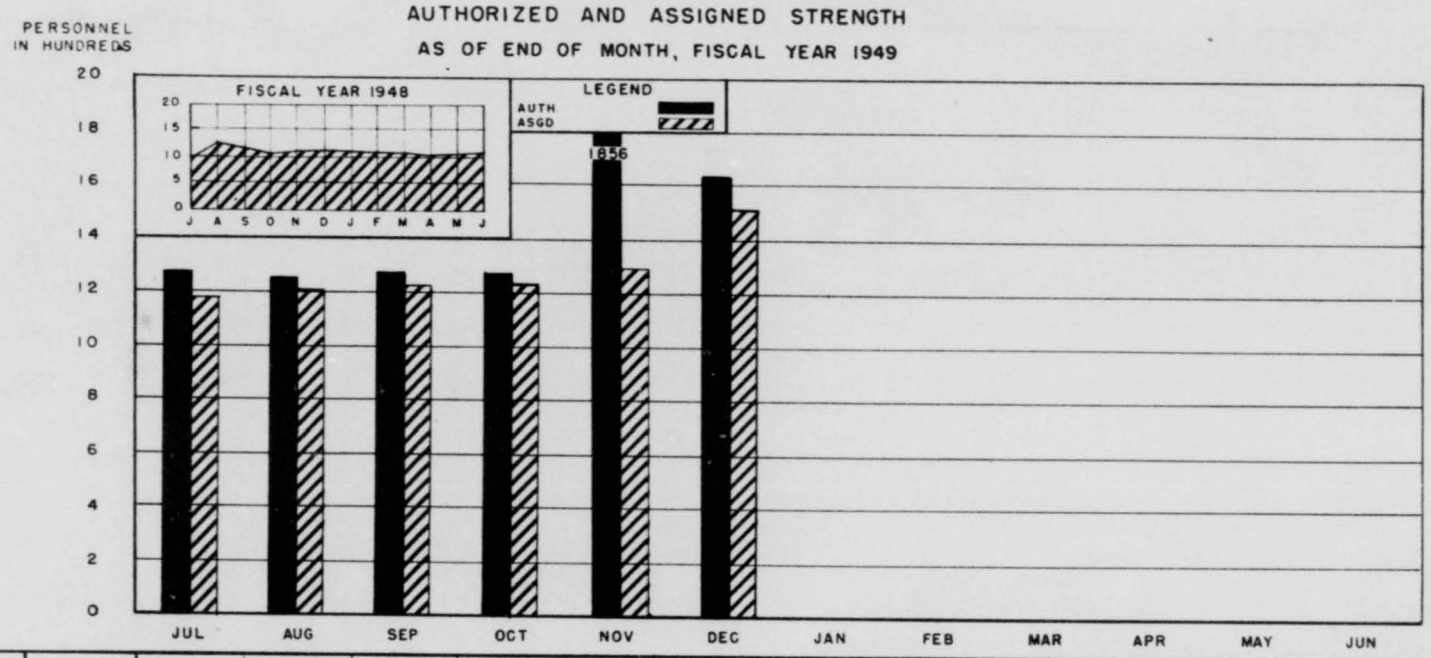
TOTAL 8AF CIVILIAN PERSONNEL
AUTHORIZED AND ASSIGNED STRENGTH
AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8AF	AUTH	1263	1256	1273	1273	1856	1631						
	ASGD	1179	1201	1222	1236	1281	1518						
HQ & HQ SQ 8AF	AUTH	75	75	75	75	75	75						
	ASGD	68	71	68	69	71	73						
BIGGS	AUTH	5	5	7	7	298	298						
	ASGD	0	1	5	5	6	220						
CAMPBELL	AUTH	16	16	16	16	16	16						
	ASGD	10	10	15	16	16	16						
CARSWELL	AUTH	301	301	307	307	328	328						
	ASGD	291	294	294	299	302	317						
DAVIS-MONTHAN	AUTH	298	295	296	296	296	296						
	ASGD	284	285	288	296	300	301						
KEARNEY	AUTH	212	212	214	214	260	260						
	ASGD	186	197	206	204	228	240						
WALKER	AUTH	306	302	308	308	308	308						
	ASGD	290	293	296	297	308	301						
CLOVIS	AUTH	50	50	50	50	50	50						
	ASGD	50	50	50	50	50	50						

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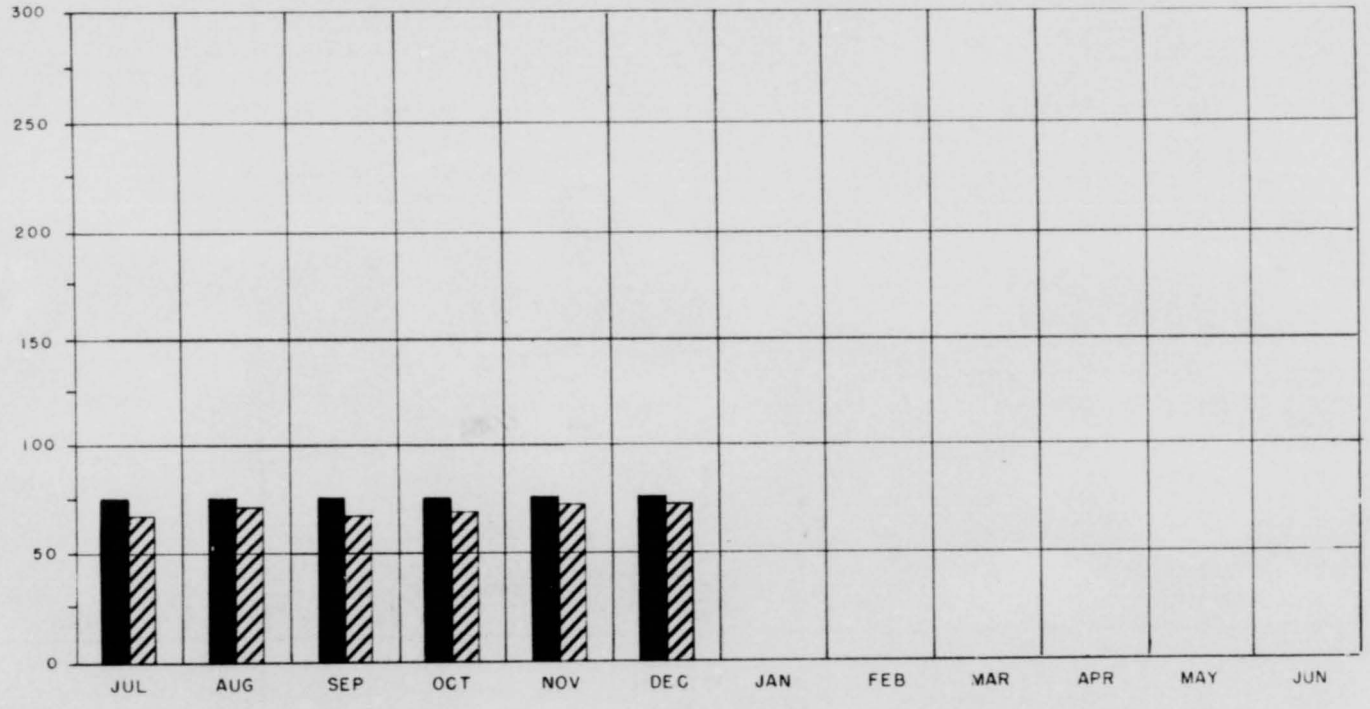
CIVILIAN PERSONNEL AUTHORIZED & ASSIGNED
8TH AF HQ.

AS OF END OF MONTH, FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AUTHORIZED	75	75	75	75	75	75						
ASSIGNED	68	71	68	69	71	73						

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MILITARY PERSONNEL STRENGTH BY UNIT

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			AUTHORIZATION			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	AUTH	ASGD
CARSWELL	8 AF	HQ & HQ SQ 8AF	85	2	0	76	2	10	250	256
		18TH COMM SQ (COMD)	9	0	0	6	0	0	147	86
		585TH AF BAND	0	0	1	0	0	1	34	28
BIGGS		1ST STRATEGIC SUPPORT UNIT	54	0	0	52	0	0	353	306
CHATHAM		2D AVIATION SQ	3	0	0	2	0	0	94	93
WALKER		611TH AF BAND	0	0	1	0	0	1	34	32
DAV-MONTHAN		775TH AF BAND	0		1	0	0	1	34	29
CLOVIS		4000TH BASE SV SQ	4	0	0	3	0	0	0	0
CAMP HOOD		4001ST BASE SV SQ	2	0	0	2	0	0.	18	19
CAMPBELL		4002D BASE SV SQ	5	0	0	6	0	0	25	62
CARSWELL	8 AF	TOTAL 7TH BOMB WING	316	37	6	279	30	9	2710	3421
		HQ & HQ SQ 7TH BOMB WING H	35	0	1	44	0	3	97	130
		HQ 7TH BOMB GP, H	13	2	0	15	2	1	28	28
		9TH BOMB SQ, H	62	0	0	42	0	1	272	282
		436TH BOMB SQ, H	62	0	0	47	0	0	272	284
		492ND BOMB SQ, H	62	0	0	39	0	1	272	315
		7TH MAINT. & SUPPLY GP.	33	0	2	32	0	1	583	607
		7TH AIR BASE GP.	49	0	3	60	0	2	1058	1655
		7TH STATION MED. GP.	0	35	0	0	28	0	128	120
CARSWELL	8AF	TOTAL 11TH BOMB GP.	201	2	0	33	0	0	844	305
		HQ. 11TH BOMB GP. H	15	2	0	6	0	0	28	20
		26TH BOMB SQ. H	62	0	0	9	0	0	272	88
		42ND BOMB SQ. H	62	0	0	9	0	0	272	98
		98TH BOMB SQ. H	62	0	0	9	0	0	272	99

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-Continued-

LOCATION	ASGMT	UNIT	OFFICERS AUTHORIZATION: OTHER THAN MEDICAL DEPT	OFFICERS AUTHORIZATION: MEDICAL DEPT	OFFICERS AUTHORIZATION: W/O	OFFICERS ASSIGNED: OTHER THAN MEDICAL DEPT	OFFICERS ASSIGNED: MEDICAL DEPT	OFFICERS ASSIGNED: W/O	ENLISTED: AUTH	ENLISTED: ASGD
DAV-MONTHAN	8 AF	TOTAL 43D BOMB WING	638	31	6	421	24	14	3293	2803
		HQ & HQ SQ 43D BOMB WG, M	38	0	1	35	0	0	90	112
		HQ 43D BOMB GROUP, M	22	1	0	28	0	1	49	40
		63D BOMB SQ, M	116	1	0	75	1	3	374	334
		64TH BOMB SQ, M	116	1	0	85	1	2	374	296
		65TH BOMB SQ, M	116	1	0	89	1	2	374	319
		43D AIR REFUEL SQ	132	0	0	2	0	0	315	5
		43D MAINT & SUPPLY GP	39	0	1	33	0	5	610	525
		43D AIR BASE GP	59	0	4	74	0	1	1015	1066
		43D STATION MED	0	27	0	0	21	0	92	106
DAV-MONTHAN *	8 AF	TOTAL 2D BOMB WING	238	6	0	294	1	3	1612	1602
		HQ & HQ SQ 2D BOMB WING M	25	0	0	16	0	1	51	47
		HQ 2D BOMB GP, M	12	2	0	21	0	1	28	27
		20TH BOMB SQ, M	49	0	0	67	0	0	198	235
		45TH BOMB SQ, M	49	0	0	63	0	0	198	242
		96TH BOMB SQ, M	49	0	0	70	0	0	198	240
		2D MAINT & SUPPLY GP	21	0	0	22	0	1	265	252
		2D AIR BASE GP	33	0	0	35	0	0	650	531
		2D STATION MED GP	0	4	0	0	1	0	24	28
BIGGS	8 AF	TOTAL 97TH BOMB WING	252	9	5	308	7	5	1908	2085
		HQ & HQ SQ 97TH BOMB WG, M	29	0	2	46	0	0	75	80
		HQ 97TH BOMB GP, M	12	2	0	18	0	1	28	29
		340TH BOMB SQ, M	49	0	0	55	0	0	198	204
		341ST BOMB SQ, M	49	0	0	59	0	0	198	214
		342D BOMB SQ, M	49	0	0	55	0	0	198	200
		97TH MAINT & SUPPLY GP	24	0	1	19	0	3	373	346
		97TH AIR BASE GP	40	0	2	56	0	1	799	960
		97TH STATION MED GP	0	7	0	0	7	0	39	52

* INCL HQ & HQ SQ 2D AIR BASE GP TRFD TO CHATHAM AFB

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-Continued-

LOCATION	ASGMT	UNIT	OFFICERS AUTHORIZATION: OTHER THAN MEDICAL DEPT	OFFICERS AUTHORIZATION: MEDICAL DEPT	OFFICERS AUTHORIZATION: W/O	OFFICERS ASSIGNED: OTHER THAN MEDICAL DEPT	OFFICERS ASSIGNED: MEDICAL DEPT	OFFICERS ASSIGNED: W/O	ENLISTED: AUTH	ENLISTED: ASGD
WALKER	8 AF	TOTAL 509TH BOMB WING	640	25	6	466	19	9	3272	3301
		HQ & HQ SQ 509TH BOMB WING	40	0	1	77	0	1	85	132
		HQ 509TH BOMB GROUP	22	1	0	30	1	0	49	53
		393D BOMB SQ M	116	1	0	84	0	1	374	390
		715 TH BOMB SQ, M	116	1	0	83	1	0	374	374
		830 TH BOMB SQ, M	116	1	0	82	1	0	374	394
		509 TH AIR REFUEL SQ	132	0	0	116	0	0	315	69
		509 TH MAINT & SUPPLY GP	39	0	1	25	0	2	608	543
		509 TH AIR BASE GP	59	0	4	69	0	5	1025	1257
		509 TH STATION MED GP	0	21	0	0	16	0	68	89
KEARNEY	8 AF	TOTAL 27 TH FIGHTER WING	267	21	4	197	15	2	1582	1377
		HQ & HQ SQ 27TH FIGHTER WG	29	0	1	12	0	0	70	56
		HQ 27TH FIGHTER GP	9	2	0	10	2	0	25	20
		522 ND FTR SQ	55	0	0	47	0	0	135	128
		523 D FTR SQ	55	0	0	43	0	0	135	125
		524 TH FTR SQ	55	0	0	48	0	0	135	133
		27 TH MAINT & SUPPLY GP	24	0	0	14	0	2	294	250
		27 TH AIR BASE GP	40	0	3	23	0	0	723	610
		27 TH STATION MED GP	0	19	0	0	13	0	65	55

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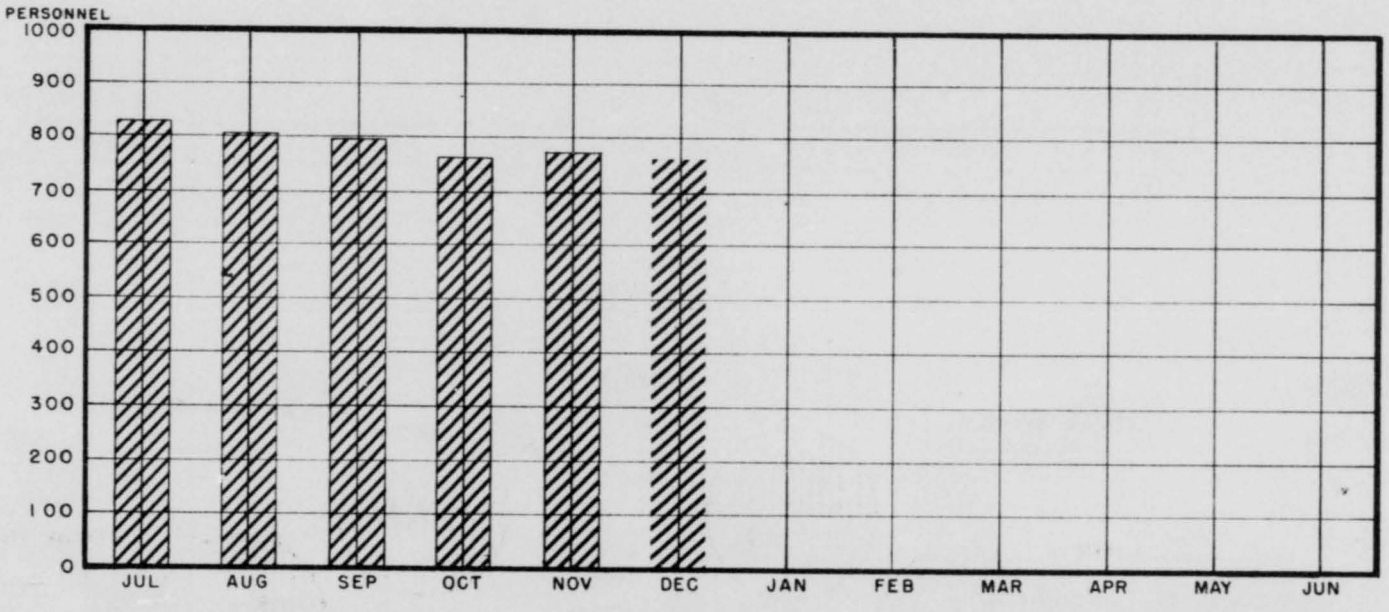
TOTAL EIGHTH AIR FORCE
REGULAR AIR FORCE AND REGULAR ARMY OFFICER PERSONNEL ASSIGNED

AS OF 15TH OF MONTH



TOTAL	823	804	797	762	776	772						
HQ 8TH AF	47	45	50	46	48	51						
BIGGS	108	111	108	102	110	135						
CARSWELL	185	180	176	162	164	152						
DAVIS-MONTHAN	229	222	225	218	220	225						
KEARNEY	79	76	71	70	71	70						
WALKER	173	168	164	161	160	136						
CAMP HOOD AIRSTRIP	1	1	1	1	1	1						
CAMPBELL	1	1	2	2	2	2						
CLOVIS	0	0	0	0	0	0						
% OF ASGD STRENGTH	37.2	37.1	37.2	37.1	36.5	34.9						

Note: Hq 8th AF includes 18th Comm Sq(Comd).

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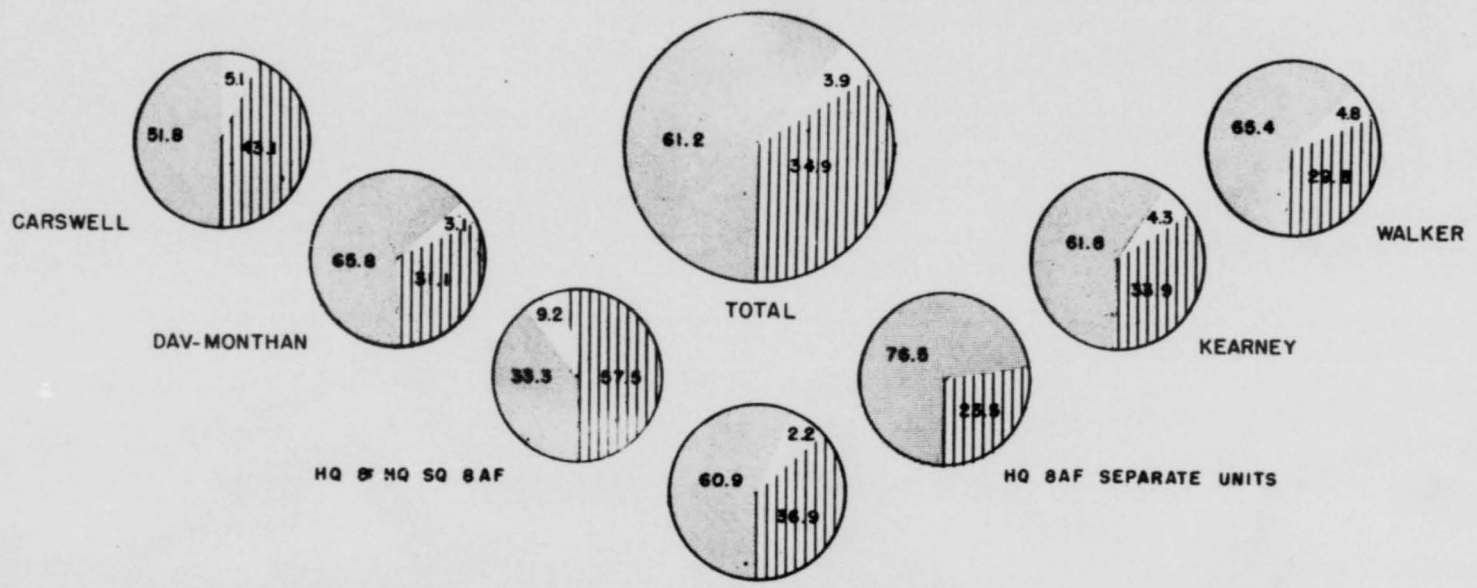
8TH AF OFFICER PERSONNEL BY RANK & COMPONENT

AS OF 15 MONTHLY
DECEMBER



COMPONENT	GEN	COL	LT. COL	MAJOR	CAPT	IST LTS	2D LTS	FO & WO	TOTAL
USAF & RA	2	21	71	142	269	255	9	3	772
USAFR & ORC	0	1	8	74	370	831	67	0	1351
NATIONAL GUARD	0	0	0	0	0	0	0	0	0
AFUS & AUS	0	0	1	2	30	9	4	41	87
TOTAL	2	22	80	218	669	1095	80	44	2210

RA USAF
ORC USAFR
AUS AFUS

NOTE: 8 AF UNITS INCLUDE 18TH COMM SQ (COND) 4000TH, 4001ST, 4000 ND BS. SV. SQDNS.

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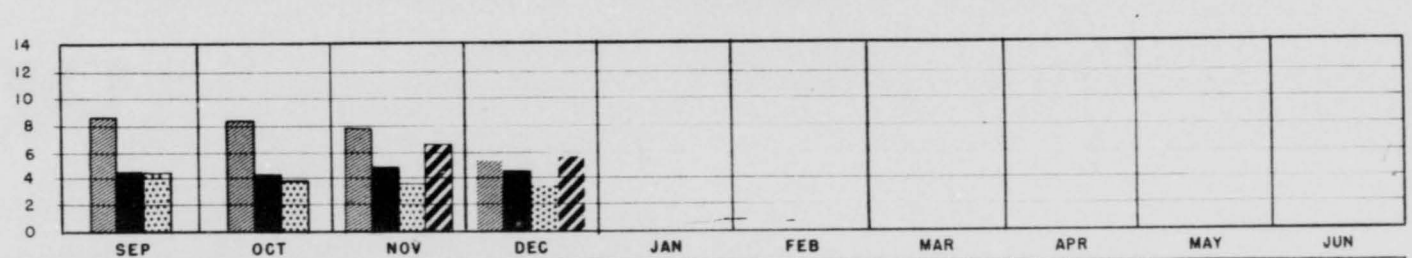
NON-WHITE ENLISTED PERSONNEL

PERCENTAGE OF TOTAL ASSIGNED BY STATION



NO. ASGD	SEP WHT	SEP COL	OCT WHT	OCT COL	NOV WHT	NOV COL	DEC WHT	DEC COL	JAN WHT	JAN COL	FEB WHT	FEB COL	MAR WHT	MAR COL	APR WHT	APR COL	MAY WHT	MAY COL	JUN WHT	JUN COL
CARSWELL	4233	403	3939	363	3793	321	3547	207												
WALKER	3773	165	3767	166	3223	162	4338	155												
DAV-MON	4047	179	4190	159	4303	161	3179	154												
BIGGS					1981	141	2255	137												

8TH AIR FORCE ENLISTED STRENGTH BY GRADE & RACE

		M/SGT	T/SGT	S/SGT	SGT	CPL	PFC	PVT	% NON WHT.
SEP	WHT	1134	1136	3126	2870	2768	3430	795	
	COL	11	7	45	92	124	374	58	4.7
OCT	WHT	1066	1106	3105	2833	2771	3321	778	
	COL	11	4	41	91	134	357	50	4.4
NOV	WHT	1053	1079	3200	2839	2869	4159	796	
	COL	17	10	57	115	160	373	53	4.9
DEC	WHT	1043	1062	3107	2816	2619	3753	719	
	COL	16	9	61	116	141	354	49	4.7
JAN	WHT								
	COL								
FEB	WHT								
	COL								
MAR	WHT								
	COL								
APR	WHT								
	COL								
MAY	WHT								
	COL								
JUN	WHT								
	COL								

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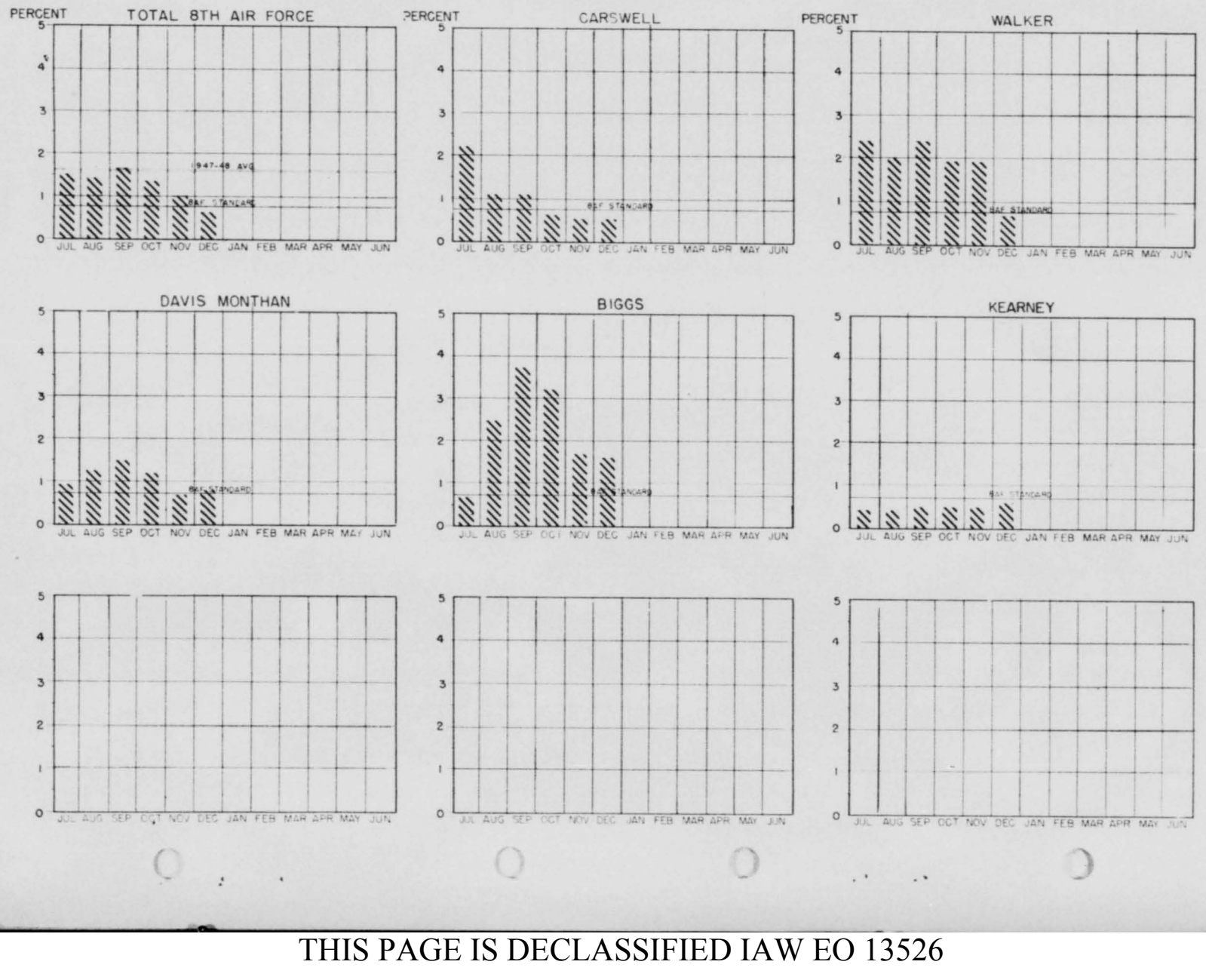
20

NOTE EXCLUDES DAVIS, HOOD & CAMPBELL

COST OF GROUND ACCIDENTS

IN PERCENTAGE OF OPERATING COST

FISCAL YEAR 1953



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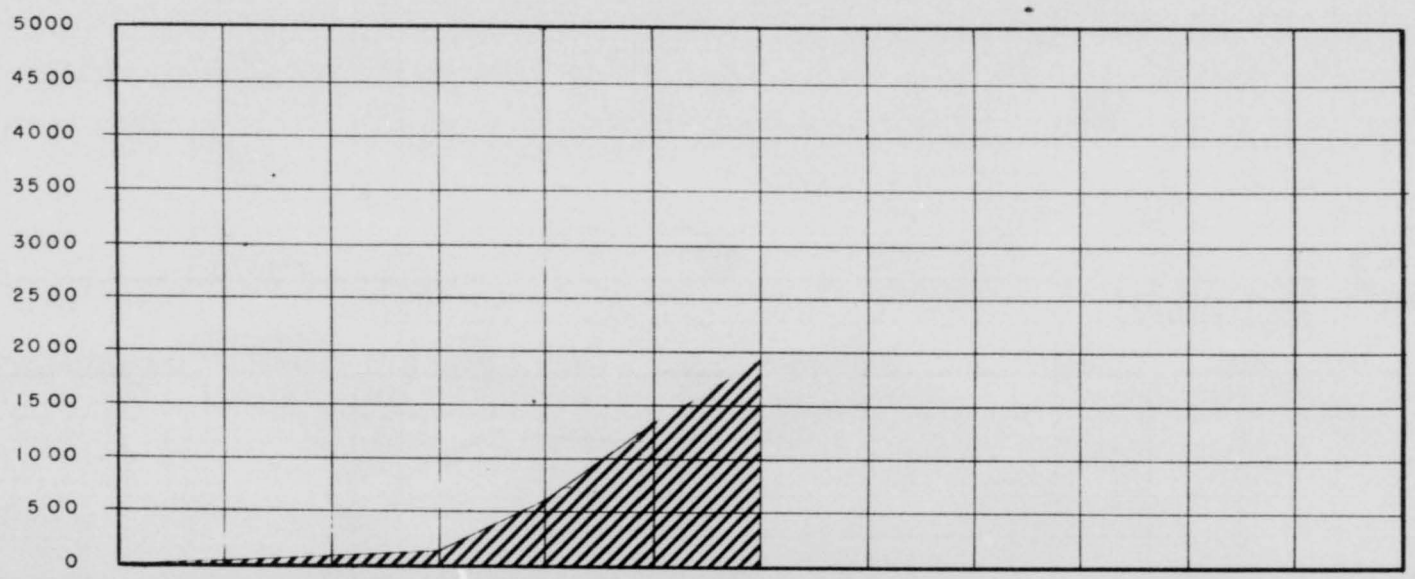
ENLISTMENTS & REENLISTMENTS
TOTAL 8TH AIR FORCE BY LENGTH OF ENLISTMENT
CUMULATIVE FROM 1 JULY 1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
6 YR. ENLS.	0	0	3	11	14	21						
5 YR. ENLS.	0	2	3	4	7	8						
4 YR. ENLS.	0	0	2	4	6	9						
3 YR. ENLS.	30	71	125	564	1235	1690						
INDEF.	0	0	0	18	67	160						
TOTAL	30	73	133	601	1329	1888						

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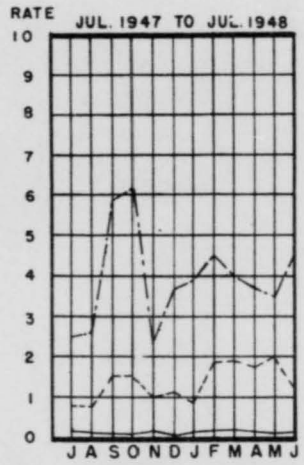
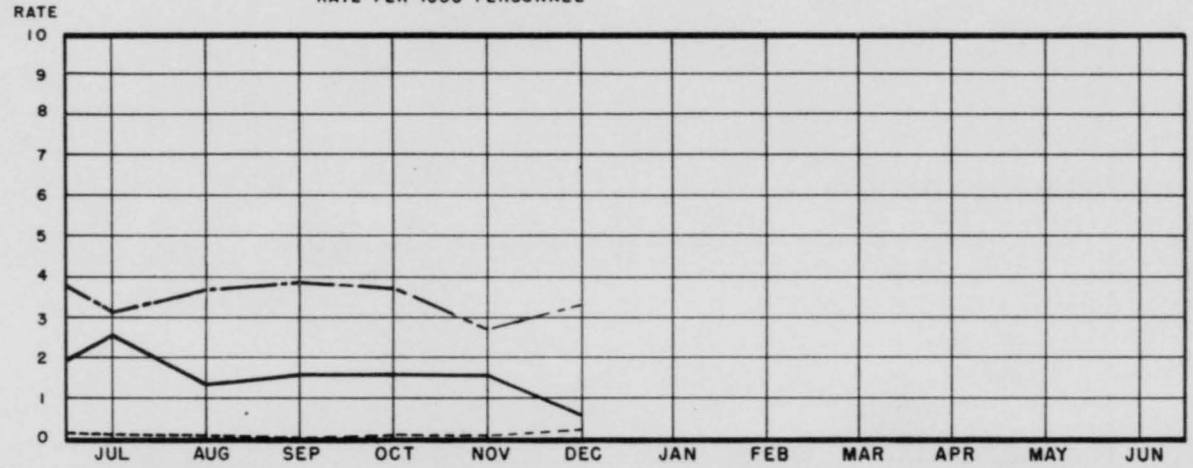
TOTAL 8TH AF COURTS MARTIAL RATES

BY MONTH 1948-1949

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	NO.	RATE
BIGGS	SUMMARY											6	2.2														
	SPECIAL	REPORT		NOT	AVAILABLE							0	0														
	GENERAL											0	0														
CARSWELL	SUMMARY	23	4.2	22	4.2	41	8.3	23	5	16	3.2	36	7.9														
	SPECIAL	7	1.3	3	.58	3	.61	3	.6	3	.6	3	.7														
	GENERAL	1	.18	1	.19	0	0	3	.66	1	.2	1	.2														
DAVIS-MONTHAN	SUMMARY	8	1.7	15	3.1	7	1.5	6	1.2	11	2.1	10	1.9														
	SPECIAL	18	3.8	4	.8	10	2.1	7	1.4	13	2.5	4	.8														
	GENERAL	0	0	0	0	0	0	0	0	0	0	1	.2														
KEARNEY	SUMMARY	9	4.8	12	7.3	8	5.1	9	5.9	7	4.6	5	3.1														
	SPECIAL	9	4.8	7	4.3	7	4.5	5	3.3	7	4.6	3	1.9														
	GENERAL	0	0	0	0	0	0	0	0	1	.66	0	0														
WALKER	SUMMARY	12	2.7	11	2.5	4	.91	19	4.3	11	2.9	3	.8														
	SPECIAL	9	2.0	6	1.4	5	1.1	11	2.5	5	1.3	0	0														
	GENERAL	0	0	0	0	0	0	1	.22	0	0	3	.8														
8TH AF TOTAL	SUMMARY - - -	52	3.1	60	3.7	60	3.8	57	3.7	45	2.7	60	3.3														
	SPECIAL ———	43	2.6	20	1.3	25	1.6	26	1.6	28	1.6	10	.6														
	GENERAL - - - -	0	.06	1	.06	0	0	4	.26	2	.12	5	.3														

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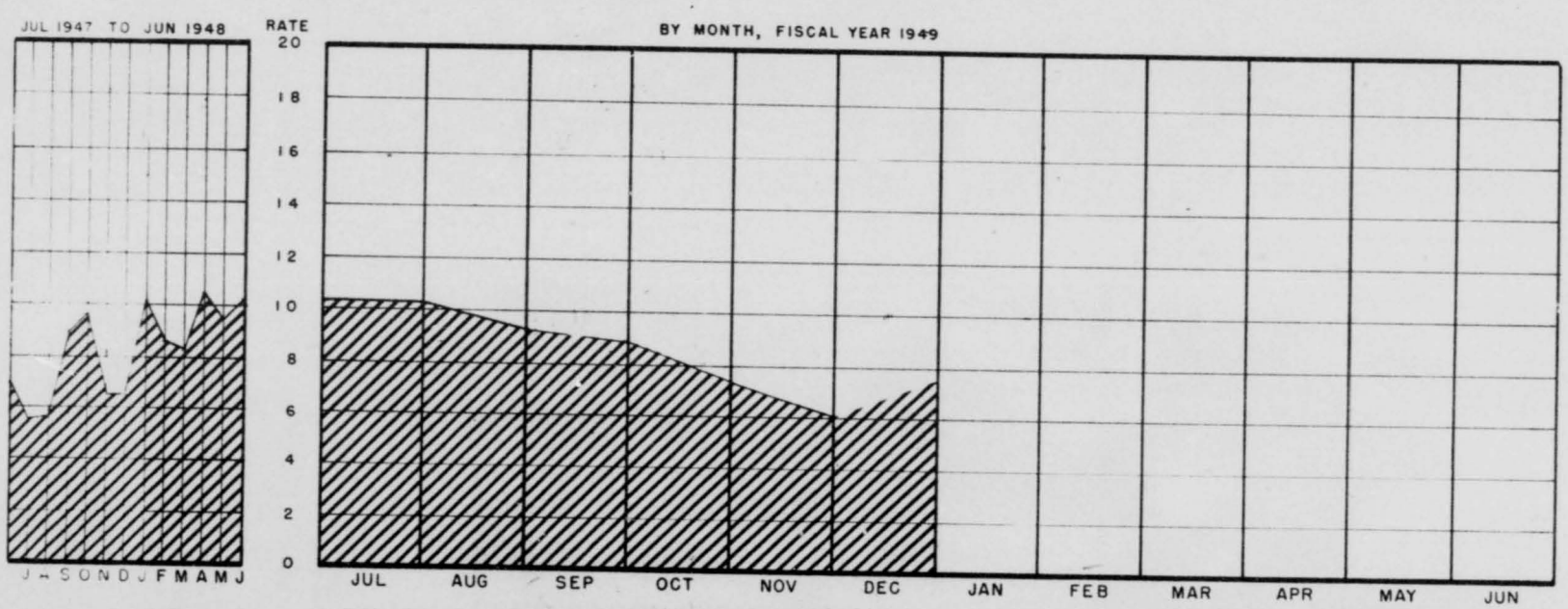
8TH AF PERSONNEL AWOL RATE

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
BIGGS 5.2	REPORT NOT AVAILABLE								12	5.0	15	5.4												
CARSWELL 7.11	75	13.6	49	9.3	36	7.1	39	8.5	38	8.1	20	8.1												
DAVIS-MONTHAN 7.22	45	9.4	23	4.8	33	6.8	23	4.7	26	5.1	36	6.9												
KEARNEY 10.5/11.8	25	13.3	19	11.2	20	14.4	16	10.6	9	5.9	20	12.6												
WALKER	44	9.7	59	13.5	51	11.6	39	8.9	30	7.9	44	11.5												
8TH AF TOTAL 8.26	189	10.2	150	9.3	140	8.9	117	7.6	115	6.1	135	7.5												

NOTE: EXCLUDES 4000 TH, 4001 ST, 4002 ND BASE SERVICE SQS.

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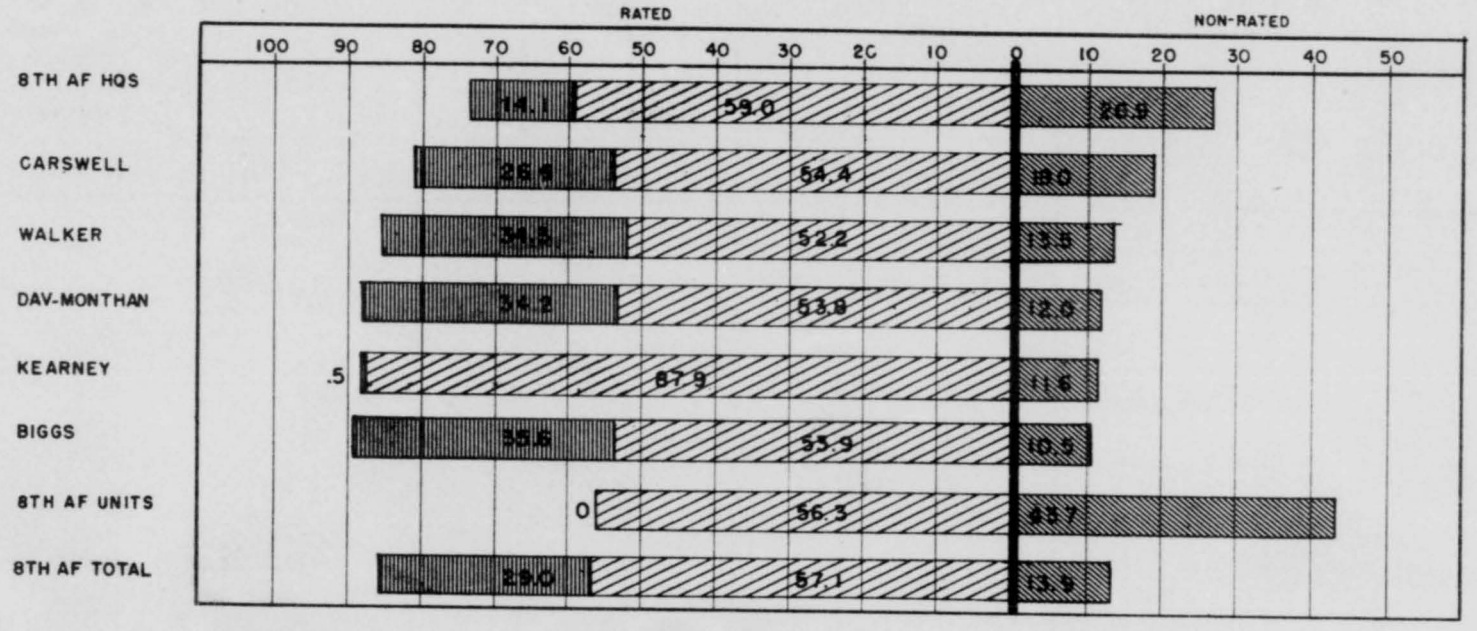
PERCENT RATED & NON-RATED OFFICER PERSONNEL

AS OF 15 DEC. 48



	NUMBER RATED & NON RATED OFFICER PERSONNEL								
	PILOTS	OTHER RATED	TOTAL RATED	NON RATED	WO'S	CHAPLAIN	FLT S & NURSE	UNKNOWN	TOTAL
8TH AF HQS & UNITS	46	11	57	21	8	1	0	0	87
CARSWELL	178	87	265	62	4	2	6	14	353
WALKER	213	140	353	55	9	2	7	31	457
DAVIS-MONTHAN	374	238	612	84	12	3	7	5	723
KEARNEY	175	1	176	23	1	2	3	2	207
BIGGS	189	125	314	37	5	1	2	7	366
8TH AF UNITS	9	0	9	7	0	0	0	1	17
8TH AF TOTAL	1184	602	1786	289	39	11	25	60	2210

NOTE: 8TH AF UNITS INCLUDE 18TH COMM. SQ. (COMD) 4000TH, 4001ST, 4002 ND BS SV SQDNS

PERCENTAGES EXCLUDE W.O.'S, FLT. SURG. & NURSES, AND UNKNOWN

PILOTS
OTHER RATED
NON-RATED

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MILITARY PERSONNEL

AUTHORIZED & ASSIGNED STRENGTH

BY RANK & GRADE

EIGHTH AIR FORCE TOTAL

	JUL		AUG		SEP		OCT		*NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
GENERAL	8	2	7	2	8	2	8	2	8	2	8	2												
COLONEL	39	18	35	16	36	17	39	18	39	19	37	21												
LT COL	122	88	102	84	106	85	107	89	108	87	106	78												
MAJOR	222	226	234	225	239	214	261	213	270	221	279	223												
CAPTAIN	572	645	544	630	551	607	591	608	636	671	649	699												
LIEUTENANTS	1399	1150	1594	1125	1597	1077	1681	1094	1711	1160	1736	1198												
WO	15	43	44	44	49	43	24	44	30	43	27	54												
ANC	40	22	33	24	33	25	32	27	33	24	33	22												
TOTAL	2417	2194	2593	2150	2619	2070	2743	2095	2868	2227	2875	2297												
									*															
M/SGT	985	1206	1141	1189	1170	1145	1171	1077	1196	1070	1185	1059												
T/SGT	713	1187	816	1173	835	1143	833	1110	382	1089	769	1071												
S/SGT	3253	3502	3515	3063	3574	3171	3592	3146	3737	3257	3837	3168												
SGT	4127	2927	3837	2934	3944	2962	3985	2924	4263	2954	4175	2932												
CPL	3881	3026	3657	3026	3772	2892	3790	2905	4017	3029	4038	2760												
PFC OR PVT	2195	4739	1886	4770	1972	4657	2187	4506	2338	5381	2156	4107												
TOTAL	15154	16110	14852	16155	15267	15970	15558	15668	16691	16780	16151	15865												

* 33 OFF & 258 E M included in totals auth
Breakdown by Grade not available.

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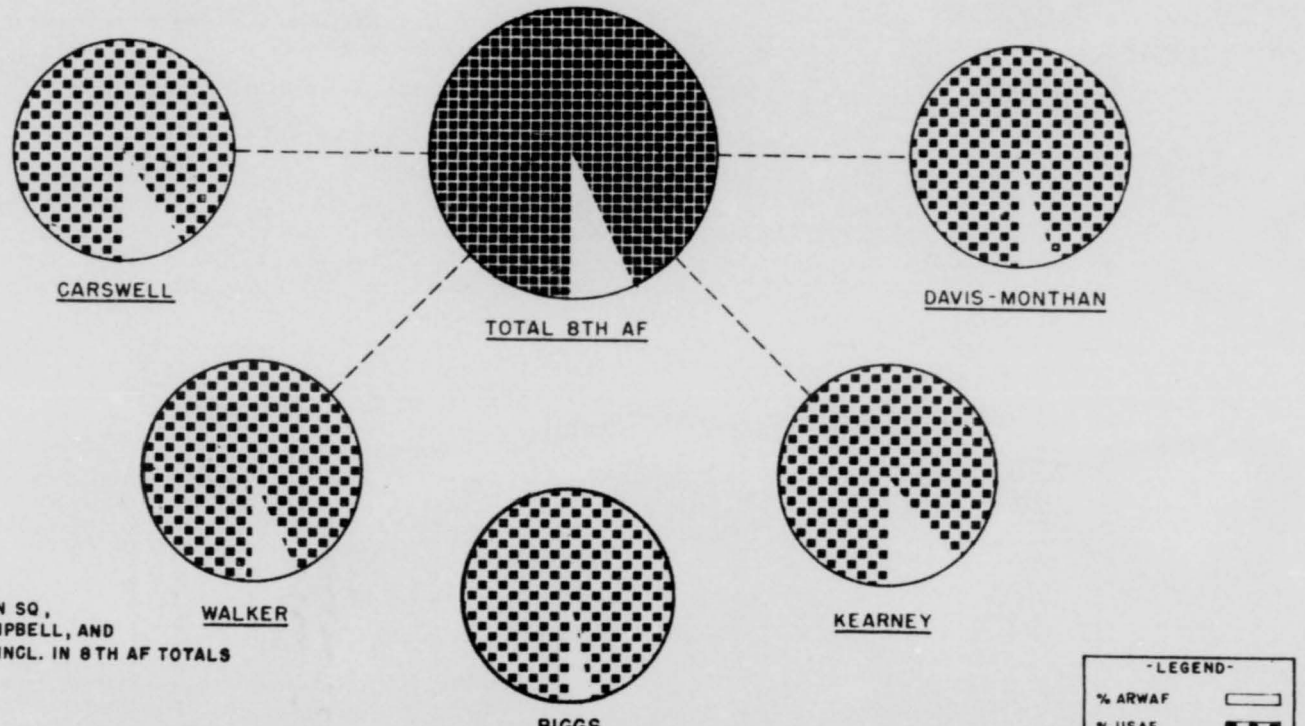
OFFICER PERSONNEL
BY ARM OR SERVICE



* 2D AVIATION SQ, CLOVIS, CAMPBELL, AND CAMP HOOD INCL. IN 8TH AF TOTALS

	* JUL				* AUG				* SEP				* OCT				NOV				DEC			
STATION	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ARWAF	% ARWAF	USAF	% USAF	ARWAF	% ARWAF	USAF	% USAF
CARSWELL	55	9.9	499	90.1	50	9.3	489	90.7	54	10.8	444	89.2	53	10.5	453	89.5	50	10.2	441	89.8	48	10.8	398	89.2
WALKER	31	6.3	465	93.7	29	6.0	454	94.0	31	6.6	436	93.4	28	5.9	449	94.1	25	6.1	385	93.9	26	5.3	468	94.7
DAVIS-MONTHAN	36	5.5	618	94.5	35	5.3	625	94.7	31	4.8	613	95.2	33	5.1	609	94.9	34	5.1	636	94.9	35	4.6	723	95.4
KEARNEY	23	10.2	203	89.8	23	10.7	191	89.3	19	9.5	180	90.5	22	10.7	183	89.3	20	9.7	186	90.3	19	8.9	195	91.1
BIGGS	6	2.4	246	97.6	5	2.1	238	97.9	6	2.4	244	97.6	7	2.6	258	97.4	8	2.6	303	97.4	11	3.0	361	97.0
8 TH AF TOTAL	152	6.9	2040	93.1	142	6.6	2008	93.4	141	6.8	1928	93.2	143	6.8	1952	93.2	144	6.5	2083	93.5	139	6.1	2158	93.9
OTIS																	7	5.5	121	94.5				

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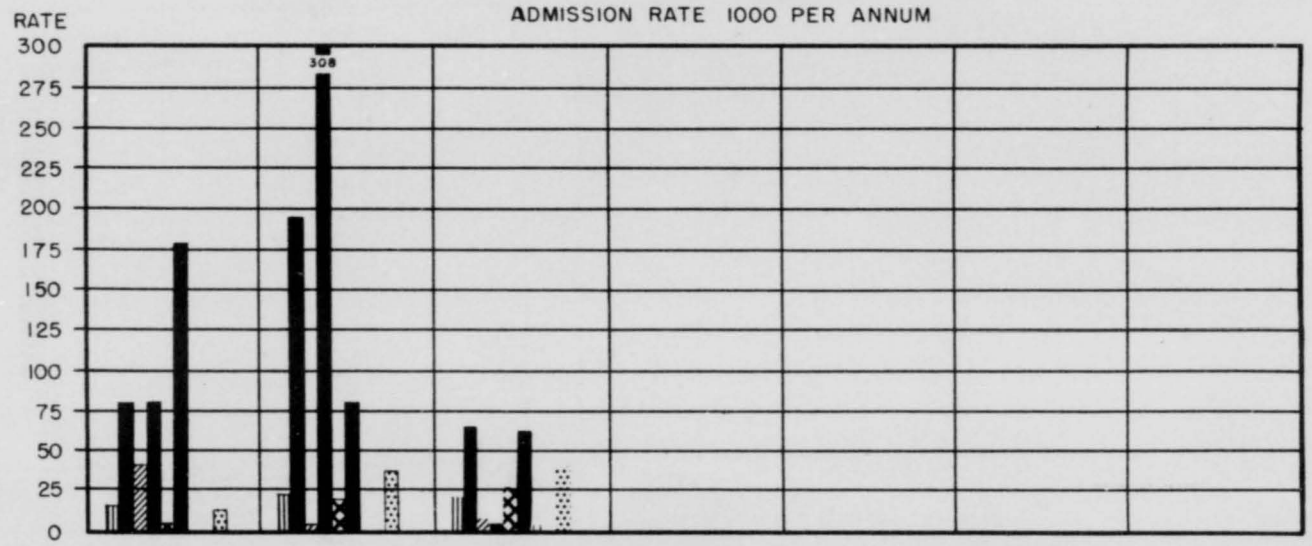
V. D. ADMISSION RATE BY RACE



STATIONS	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD
CARSWELL	19.30	80.41	23.95	194.61	21.58	68.64								
DAVIS-MON.	40.95	80.93	4.01	308.30	10.54	6.45								
WALKER	4.83	178.29	19.41	80.74	25.48	66.23								
KEARNEY	0	0	0	0	6.45	0								
BIGGS	12.20	0	37.76	0	40.69	0								

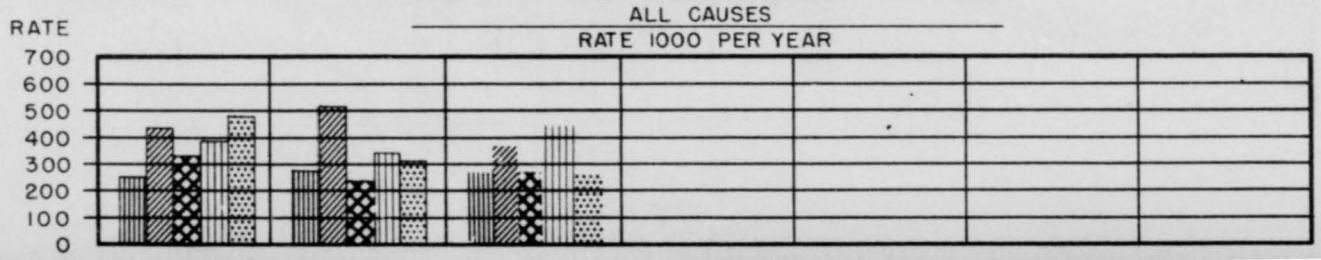
COLORED PERS.

NOTE: NO COLORED PERSONNEL ASGD. KEARNEY AND BIGGS

HOSPITAL ADMISSION RATES

ALL CAUSES

RATE 1000 PER YEAR



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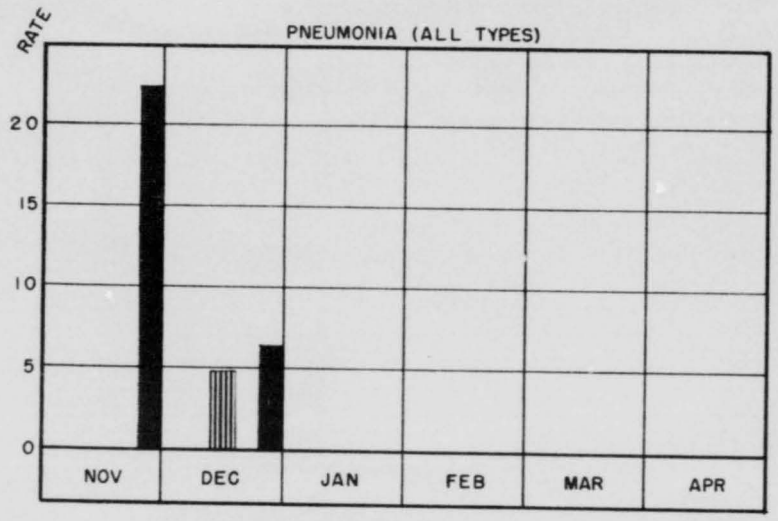
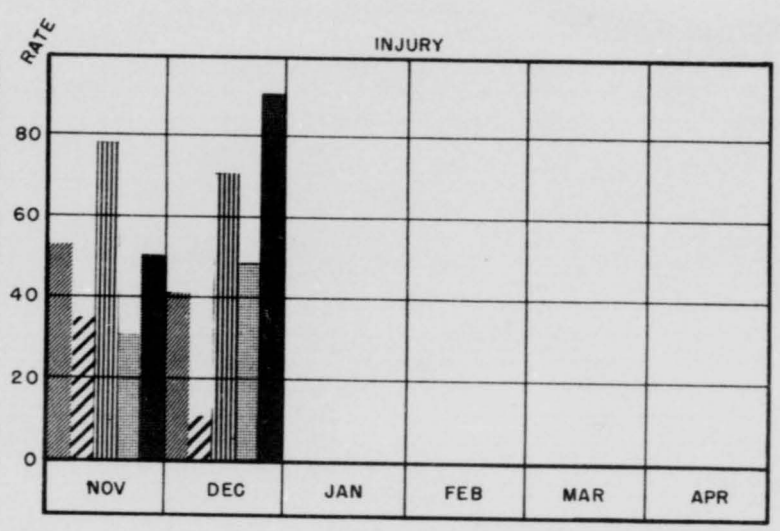
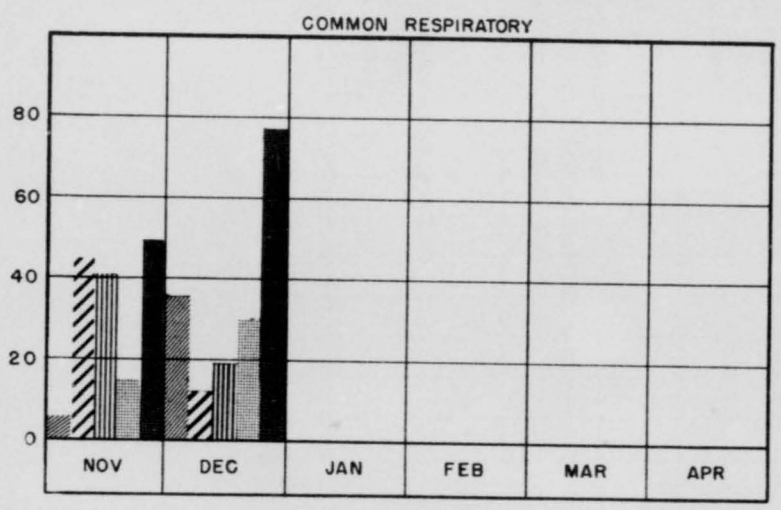
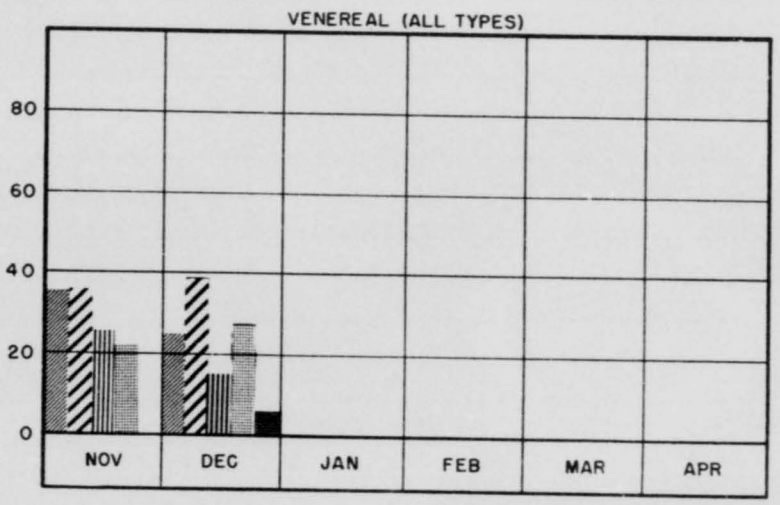
HOSPITAL ADMISSION RATES
PER 1,000 PER YEAR









CARSWELL BIGGS CHATHAM DAVIS—MON WALKER KEARNEY

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SECTION III

TRAINING

AND

OPERATIONS

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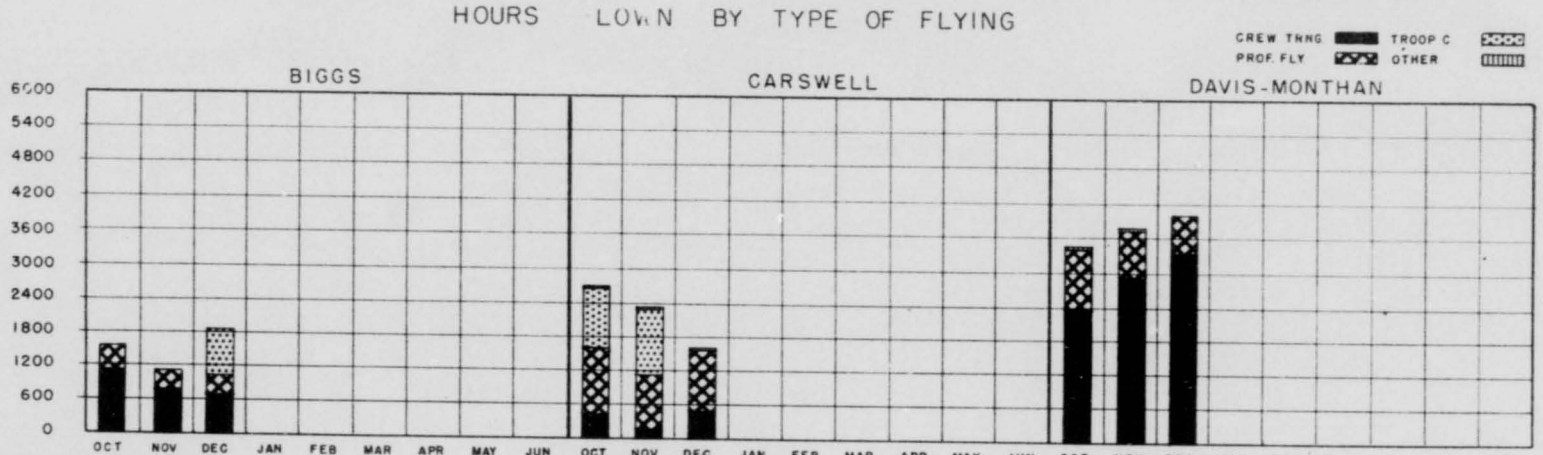
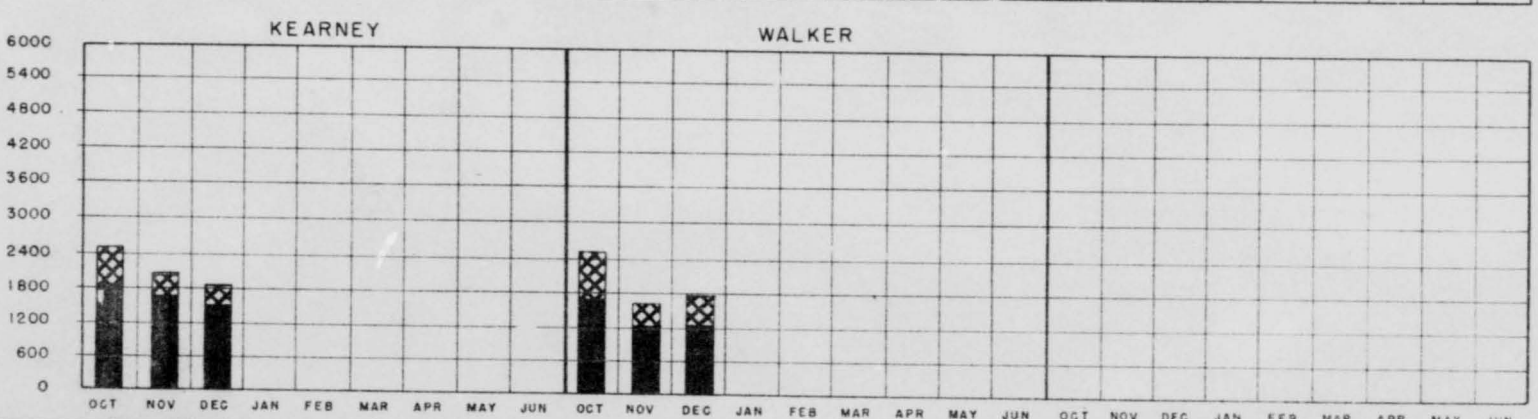
HOURS FLOWN BY TYPE OF FLYING



	BIGGS									CARSWELL									DAVIS-MONTHAN								
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	1090	792	678							425	168	485							2397	2904	3358						
PROFICIENCY FLY.	449	298	372							1208	962	1094							1027	849	689						
TROOP CARRIER	0	0	829							1015	1195	0							0	0	0						
OTHER	0	0	0							9	9	8							26	23	0						
TOTAL	1539	1090	1879							2657	2334	1587							3450	3776	4047						



	KEARNEY									WALKER																	
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	1869	1662	1534							1699	1205	1254															
PROFICIENCY FLY.	637	351	308							815	413	528															
TROOP CARRIER	0	0	0							0	0	0															
OTHER	0	12	2							0	0	1															
TOTAL	2506	2025	1844							2514	1618	1783															

+Excludes Fly Time for Camp Hood & Campbell AFB

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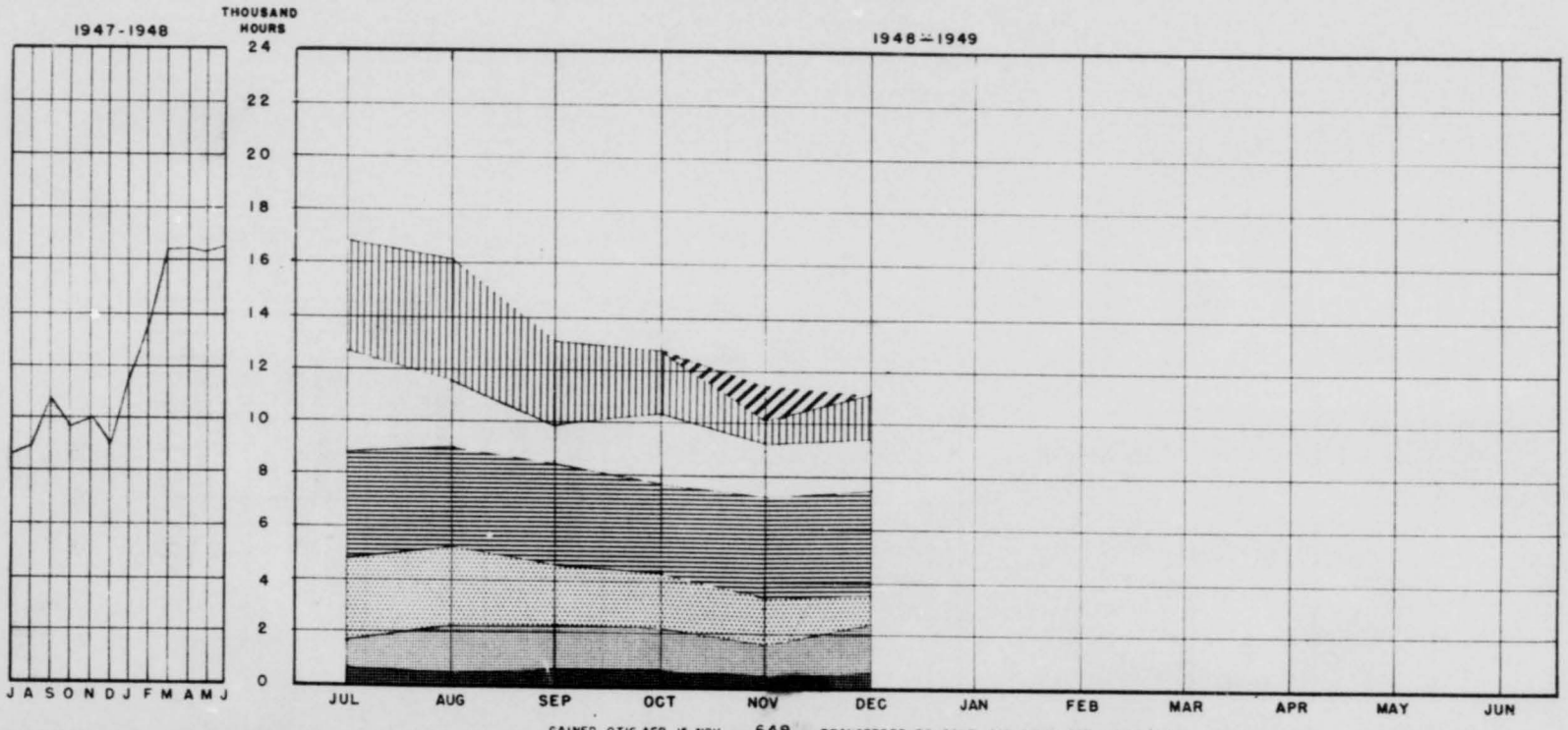
TOTAL 8TH AF AIRCRAFT HOURS FLOWN

BY MONTH FISCAL YEAR 1949



GAINED OTIS AFB 15 NOV — 649 — TRANSFERED TO CONT AIR COMD EFF 1 DEC '48

HQ 8TH AF	595	491	593	615	553	605							
BIGGS	1123	1744	1655	1539	1090	1879							
CARSWELL	3247	3085	2441	2151	1869	1080							
DAVIS-MONTHAN	3924	3680	3791	3450	3776	4043							
KEARNEY	3851	2694	1421	2506	2025	1844							
WALKER	4094	4452	3201	2514	1618	1783							
TOTAL 8TH AF	16834	16146	13102	12775	11580	11234							

Hq 8th AF Includes Flying Time For 4001, 4002 Base Ser Sqs

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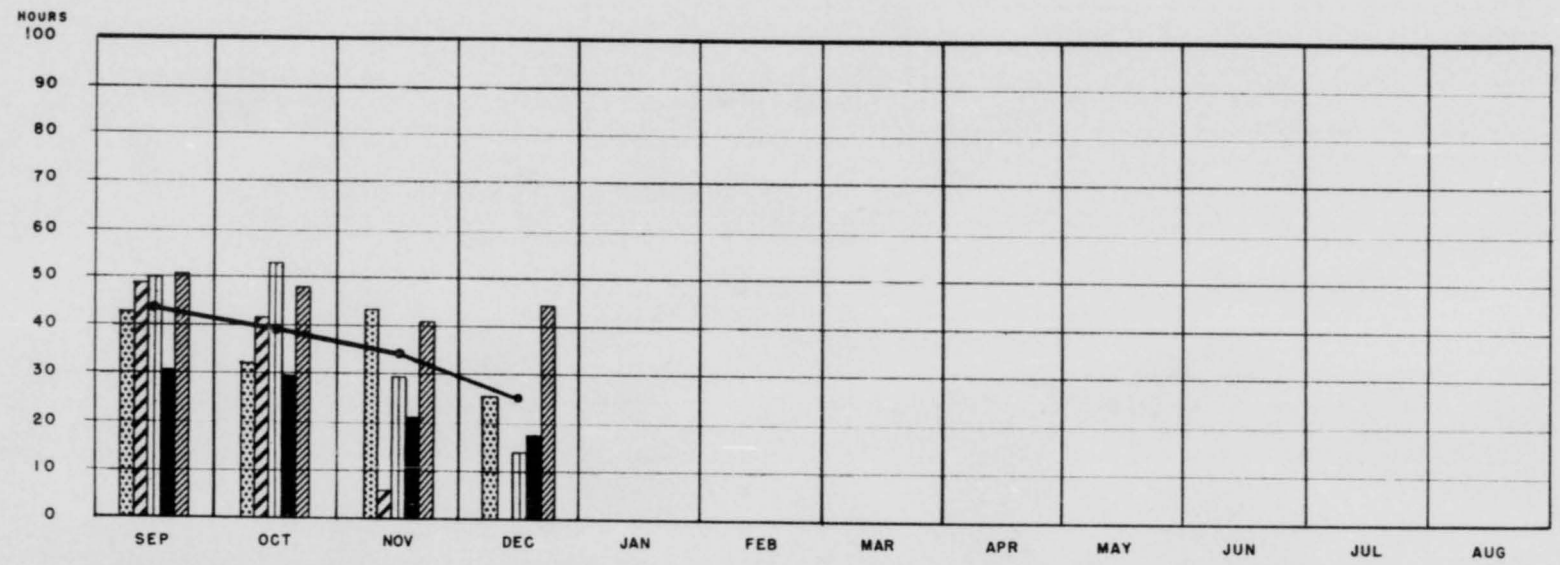
AVERAGE HOURS FLOWN PER B-29

BY: 8TH AF BOMB GROUPS



	SEP A	SEP B	OCT A	OCT B	NOV A	NOV B	DEC A	DEC B	JAN A	JAN B	FEB A	FEB B	MAR A	MAR B	APR A	APR B	MAY A	MAY B	JUN A	JUN B	JUL A	JUL B	AUG A	AUG B
2D BG.	30	42.8	28	31.9	38	43.1	59	26.8																
7TH BG.	13	48.5	6	41.6	12	5.7																		
43D BG.	29	50	25	53.1	26	29.7	30	14.1																
97TH BG.	42	30.6	37	29.5	36	21.6	37	18.6																
509TH BG.	30	50.4	29	47.9	29	41.6	28	44.9																
TOTAL 8AF	142	43.1	126	39.7	131	34.2	153	25.7																

A.– AVE. NO. B-29'S ASGD.

B.– AVE. HOURS FLOWN PER B-29

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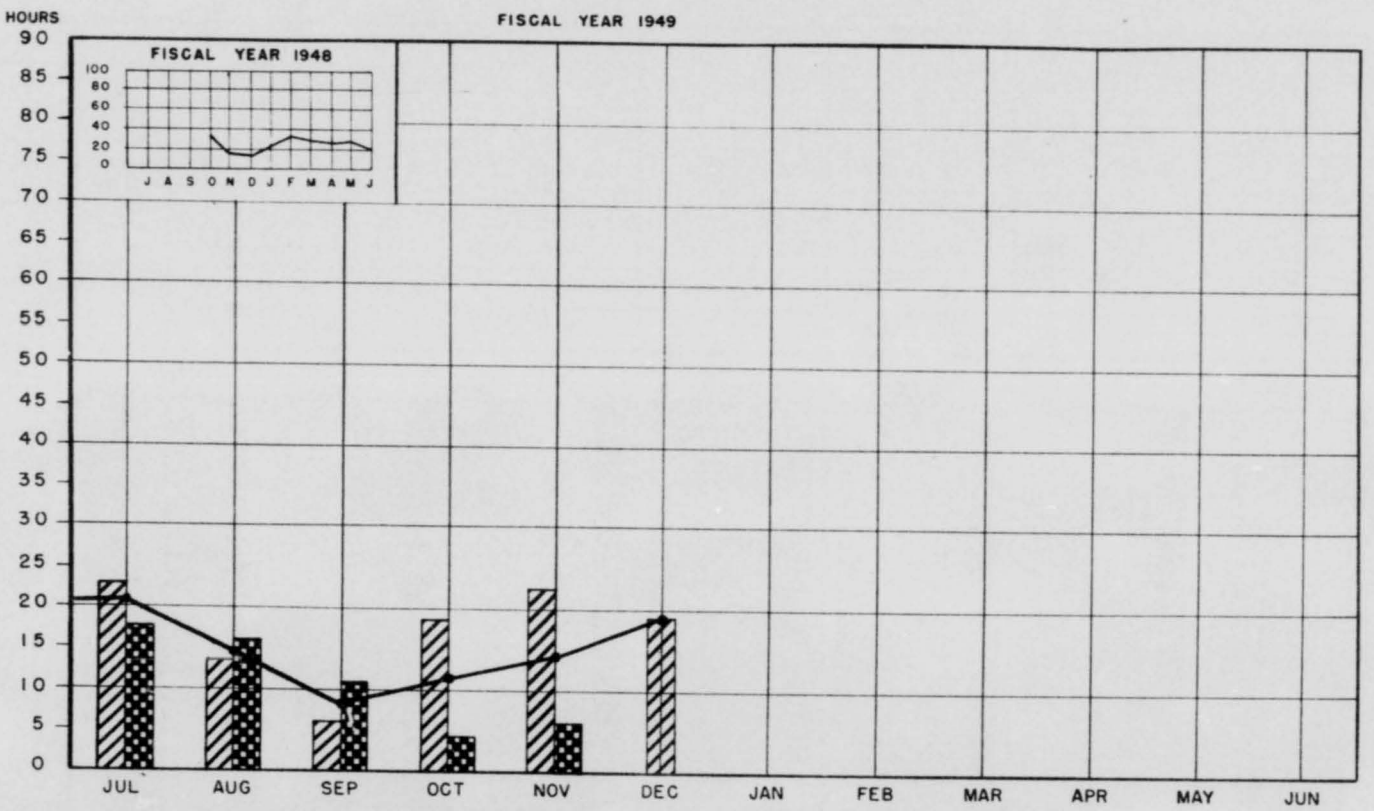
AVERAGE HOURS FLOWN PER AIRCRAFT

BY FIGHTER GROUP MONTHLY



FIGHTER GROUP		A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
27TH FIGHTER GP.		134.3	22.9	156.1	13.4	127.8	6.3	102.7	18.7	72.8	22.8	79.3	19.3												
33RD FIGHTER GP.		69.3	17.7	80.5	16.3	81.8	11.4	80.5	3.8	78.6	6.6	TRANSFERRED TO CONTINENTAL AIR COMMAND 1 DEC 1948											
8TH AF TOTAL		203.6	21.1	236.6	14.4	209.8	8.3	183.13	11.9	151.4	14.4	79.3	19.3												

A. AVERAGE NO. AIRCRAFT ASSIGNED.
B. AVERAGE HRS. FLOWN PER AIRCRAFT ASSIGNED.

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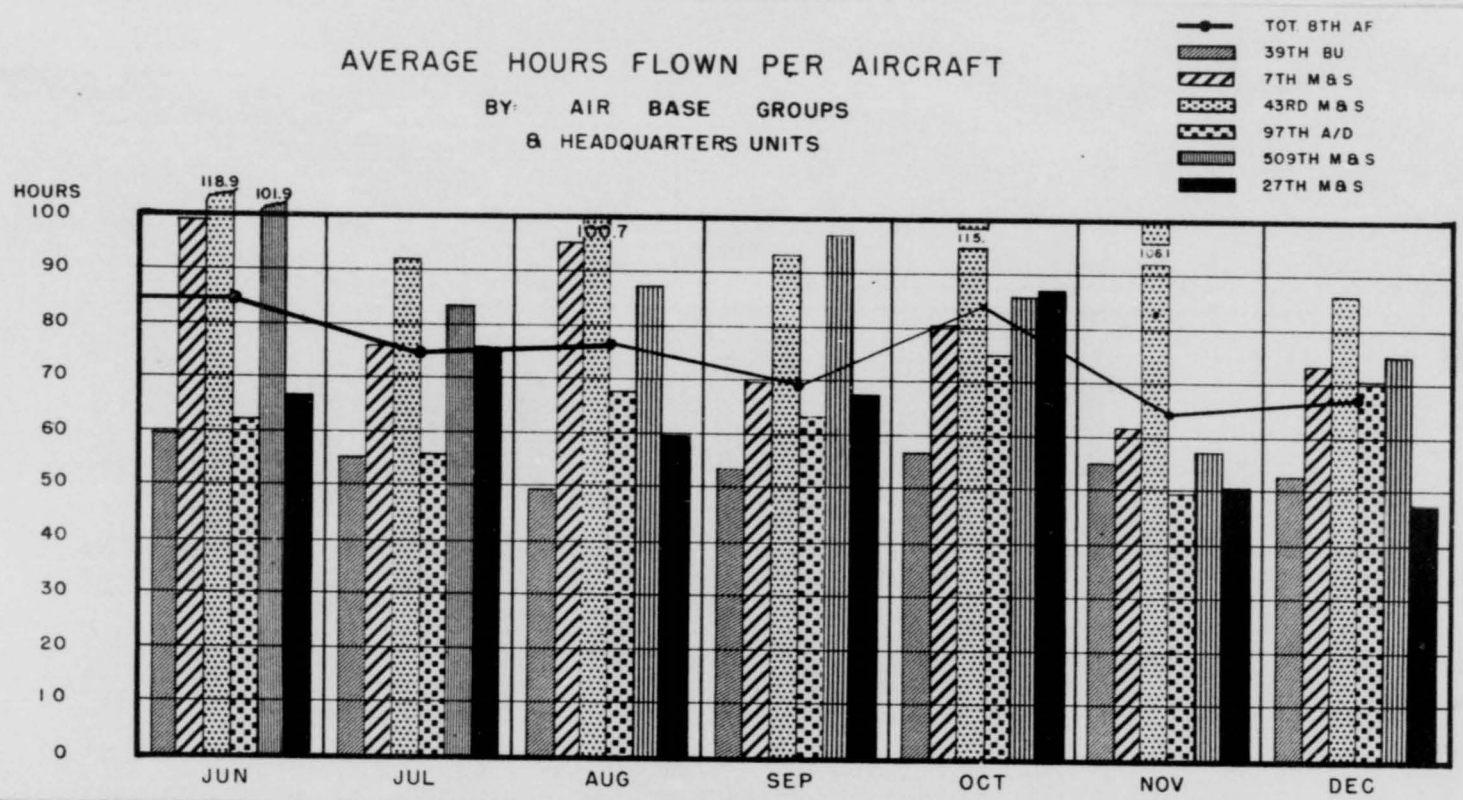
AVERAGE HOURS FLOWN PER AIRCRAFT

BY AIR BASE GROUPS & HEADQUARTERS UNITS



	JUN		JUL		AUG		SEP		OCT		NOV		DEC	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B
HQ & HQ SQ 8TH AF	9.8	59.9	10.8	55.2	10	49.1	9.8	53.7	8.8	57.4	8.4	55.4	9.7	52.4
7TH A/B GP	8.1	99.8	9.9	76.5	10.2	95.4	9.5	69.7	8.7	80.6	8.	62.1	8.	73.4
43RD A/B GP	9.1	118.9	9	92.8	9	100.7	9	93.6	9.2	115.	8.	106.1	8	86.1
97TH A/B GP	5.0	62.0	5.6	55.3	6	67.5	6	63.2	6.	74.8	6.	49.7	5.3	70.2
509TH A/B GP	6.4	101.9	7	83.4	7	87.7	7.2	97.3	7.7	86.	7.	57.4	7.	75.4
27TH A/B GP	9.9	66.4	9	75.6	8.8	59.7	9	67.8	7.3	87.7	7	50.1	6.5	47.4
TOTAL 8TH AF	48.4	84.4	50.4	74.8	50.9	76.7	51.4	69.7	47.6	84.2	45	64.6	44.6	67.0

A AVERAGE NO. AIRCRAFT ASGD.

B AVERAGE HOURS PER AIRCRAFT ASGD.

Note: Excludes Transient, Excess, Storage & Aircraft Pending Transfer.

39th BU includes B-29 A/C asgd. to 7th BG, but flown by 39th BU.

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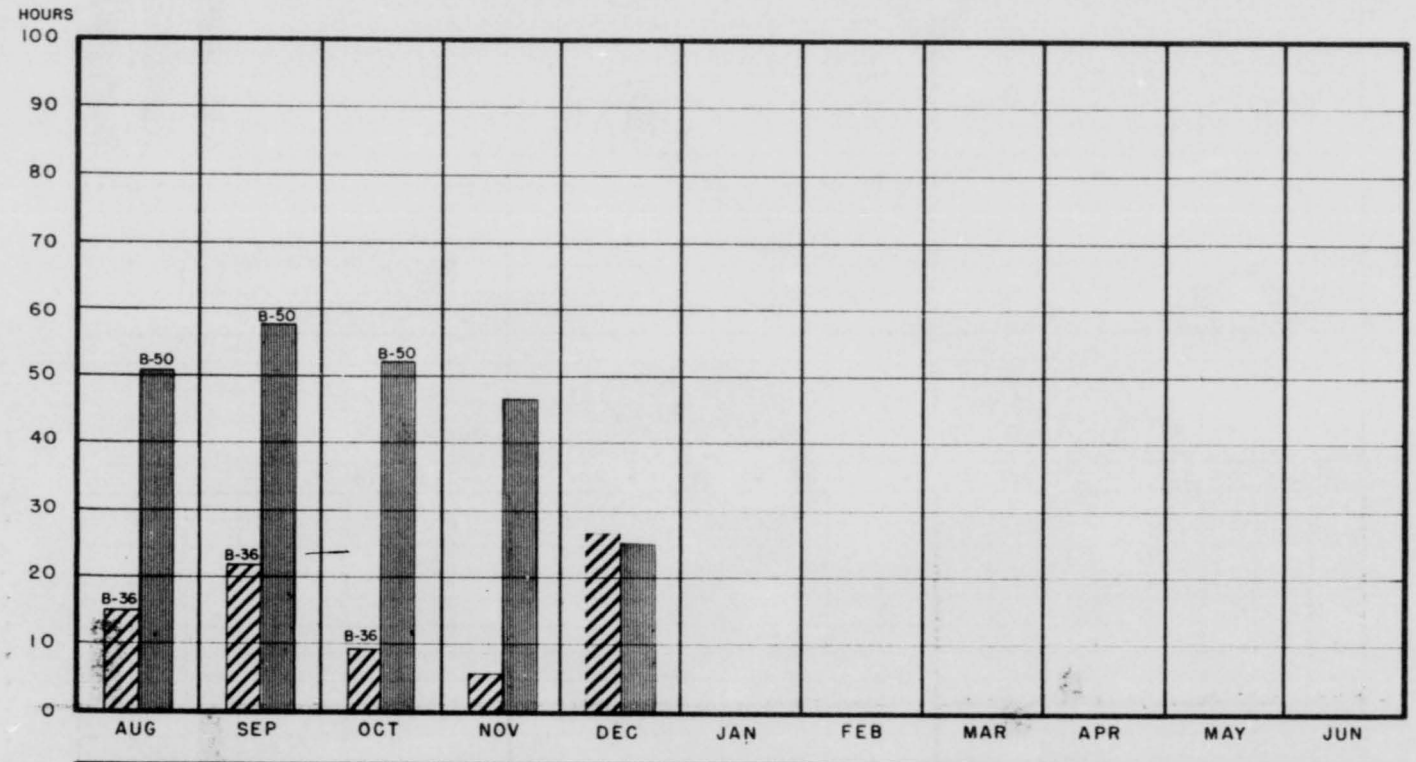
AVERAGE HOURS FLOWN BY B-36 & B-50 ACFT.

BY MONTH
-1948-



	AVE. NO. A/C ASGD.	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD.	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD.	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD.	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C
7TH BOMB GP. (B-36)	10.1	15.2	13.6	21.9	17.3	9.3	18.4	5.3	26.8	18.1												
43RD BOMB GP. (B-50)	3.7	50.9	4.3	57.9	2.8	52.3	10.2	46.8	25.4	53.1												

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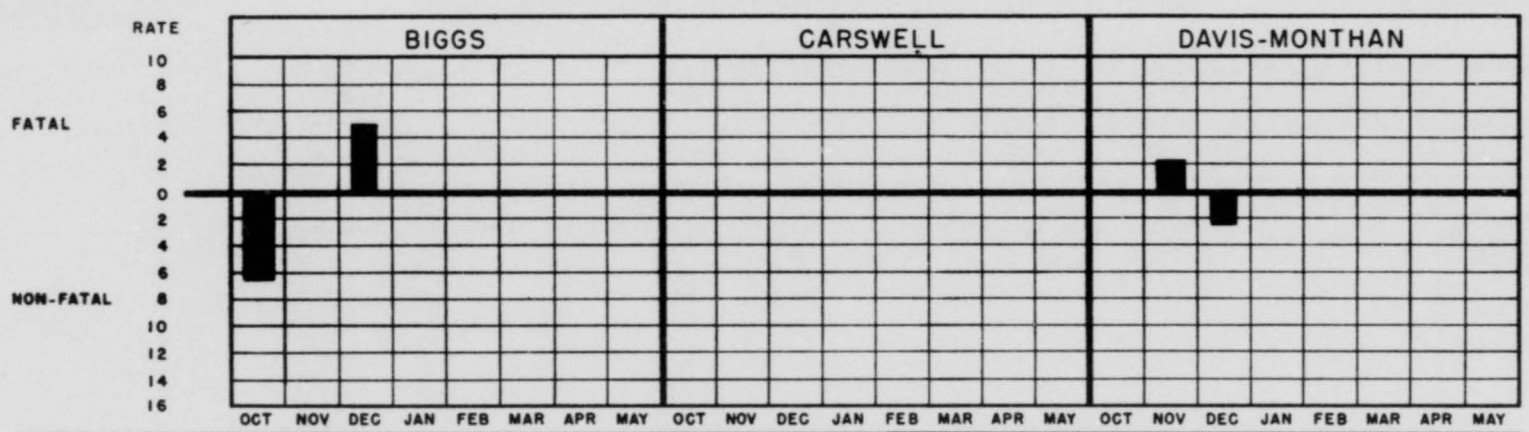
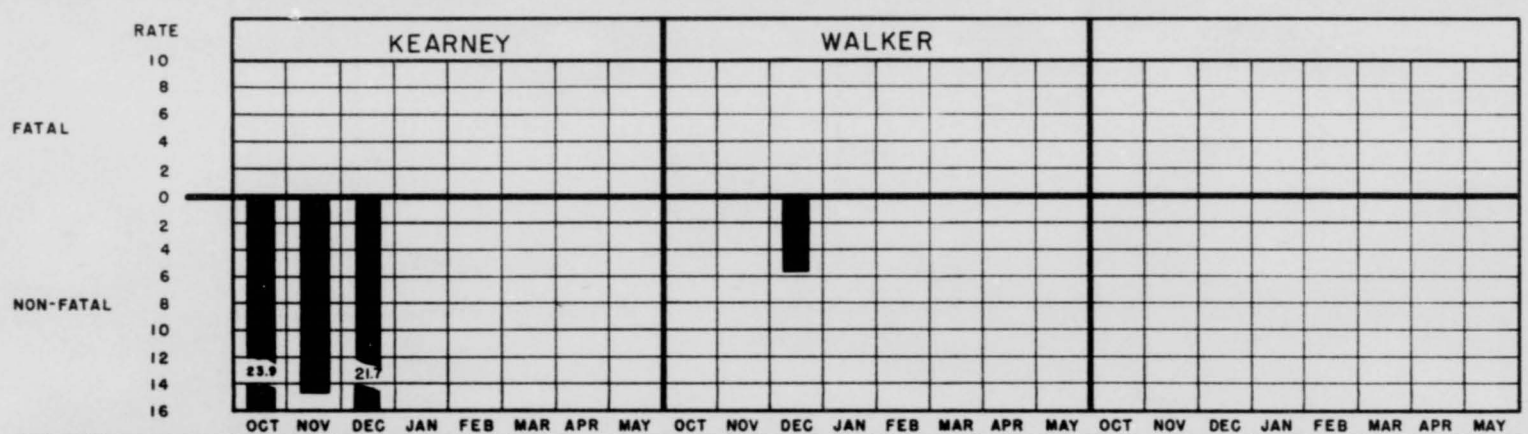
AIRCRAFT ACCIDENTS

RATE PER 10,000 HOURS FLOWN



	BIGGS								CARSWELL								DAVIS-MONTHAN							
HOURS FLOWN	1539	1090	1879						2657	2334	1579						3450	3776	4043					
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0	1						0	0	0						0	1	0					
NON-FATAL	1	0	0						0	0	0						0	0	1					
TOTAL	1	0	1						0	0	0						0	1	1					



	KEARNEY								WALKER															
HOURS FLOWN	2506	2025	1842						1699	1618	1782													
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0	0						0	0	0													
NON-FATAL	6	3	4						0	0	1													
TOTAL	6	3	4						0	0	1													

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AVERAGE HOURS FLOWN PER AIRCRAFT ASSIGNED
8TH AIR FORCE VS SAC

LEGEND 8 AF ▨ SAC ■	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC
AVE NO A/C ASGD.	417	1028	458	1137	446	1183	399	1171	409	872	343													
AVE HRS FLOWN PER A/C	40.3	35.9	35.2	31.1	30.2	28.2	32	27.9	29.7	29.3	32.8													

NOTE: Excludes Storage, Excess, Grounded Pending Transfer & Transient Acft.

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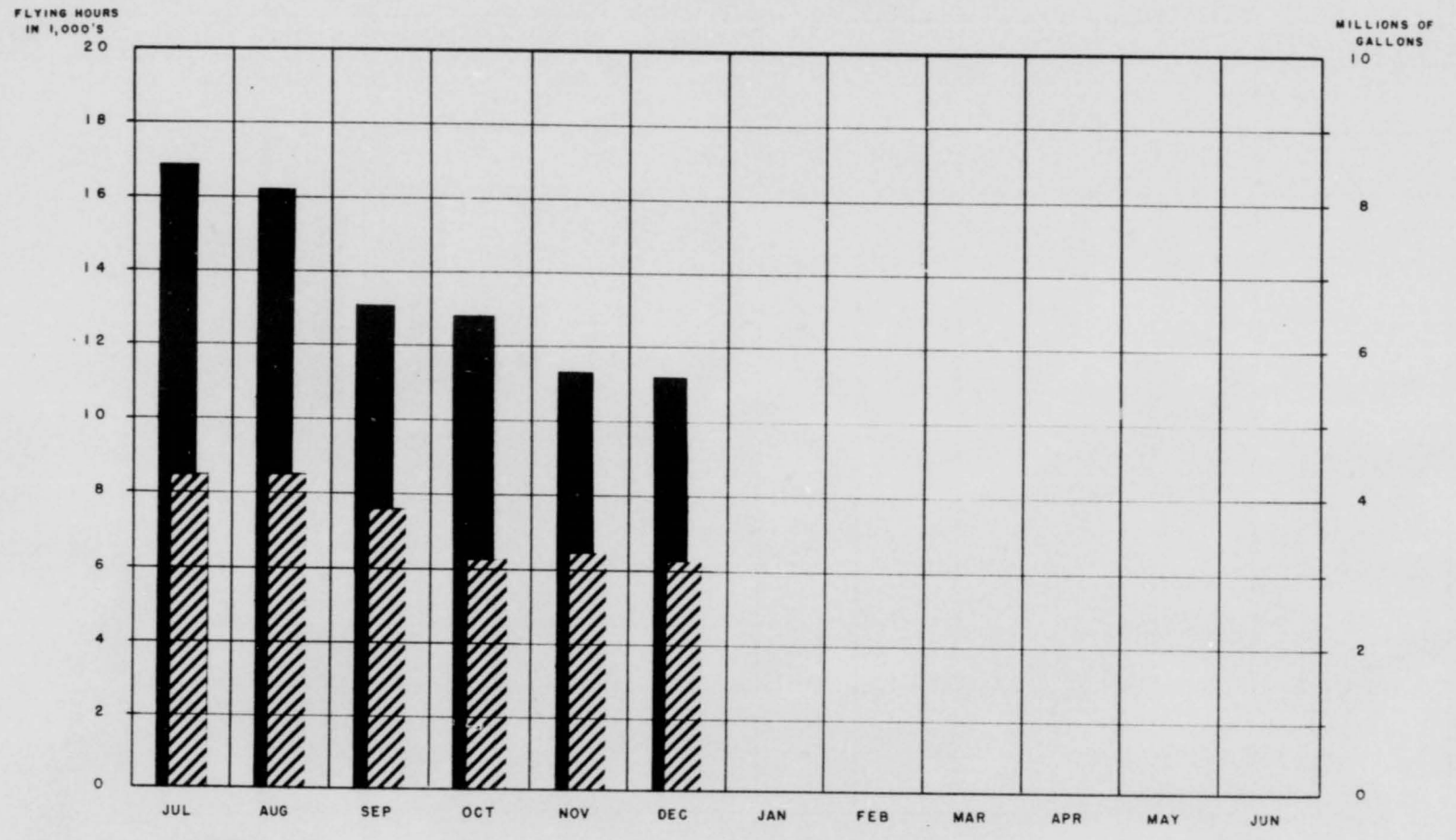
TOTAL 8TH AF FLYING TIME & AVIATION FUEL CONSUMPTION

MONTHLY, FISCAL YEAR 1949



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SECTION IV

AIRCRAFT AND MAINTENANCE

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AIRCRAFT INVENTORY

BY STATION & UNIT

STATION & UNIT	GRAND TOTAL	BOMBER						FIGHTER						RCN & LIAISON				CARGO						TRAINER			
		B-50 B-36	B-29 TB-29 KB-29	B-25 TB-25 VB-25	B-26		TOTAL	F-51	F-80	F-82	F-84		TOTAL	F-2	L-13		TOTAL	C-45	C-47	C-54	YC-97		TOTAL	T-6 T-11			TOTAL
EIGHTH AIR FORCE																											
BIGGS	72						46						9				1						16				
97TH BOMB GP			41				41																				
97TH A/B GP				3			3												2				2				
97TH M/S GP			1		1		2	9					9		1		1			10	4		14				
IST SSU																											
CARSWELL	60						50						1										9				
7TH BOMB GP		35					35												5				5				
7TH A/B GP				2	1		3												2				2				
7TH M/S GP			1	2	1		4			1			1						2				2				
HQ & HQ AF SQ 8TH AF			2	5	1		8												2				2				
DAVIS-MONTHAN	149						141										1						6				1
20 BOMB GP		2	68				70																				
43D BOMB GP		32	37				69																				
43D A/B GP				2			2												6				6				
43D M/S GP															1		1							1			1
KEARNEY	99												92										4				3
27TH FIGHTER GP								10		74			84											1			1
27TH A/B GP																		1	3				4	2			2
27TH M/S GP								1		7			8														
WALKER	50						36						7										4				3
509TH BOMB GP			33				33																				
509TH A/B GP				3			3												4				4				
509TH M/S GP											7		7											3			3
OTIS																											
33D FIGHTER GP																											
33D A/B GP																											
33D M/S GP																											
CAMP HOOD	1																						1				
4001ST B/S SQ																		1					1				
CAMP CAMPBELL	1																						1				
4002D B/S SQ																		1					1				
TOTAL ALL STATIONS	432	69	183	17	4		273	20		82	7		109		2		2	3	24	10	4		41	7			7

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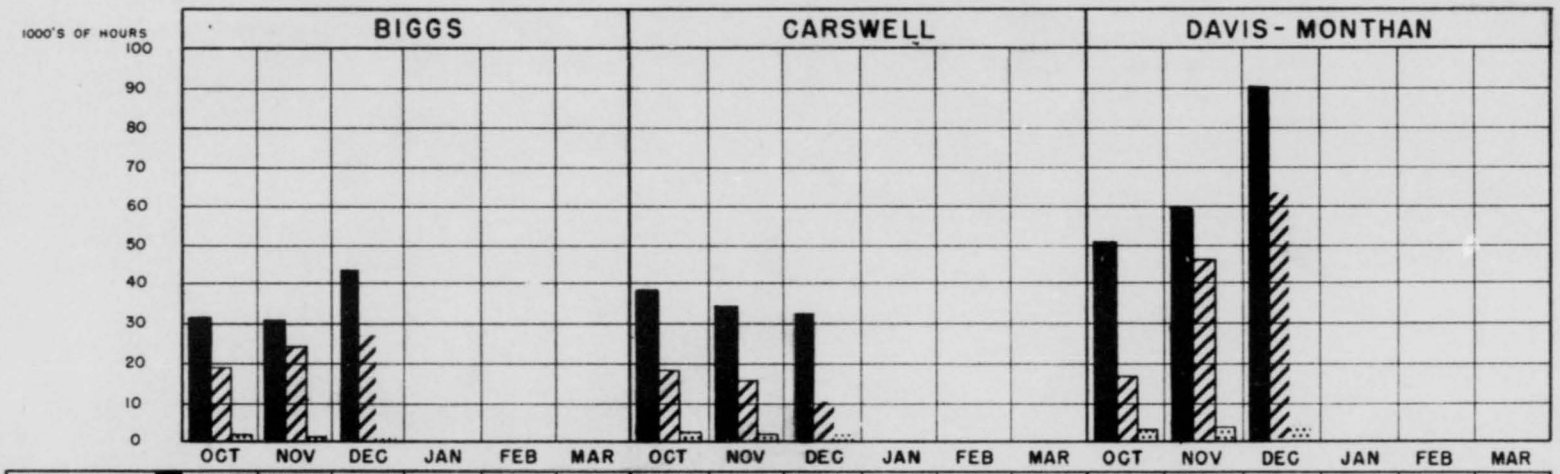
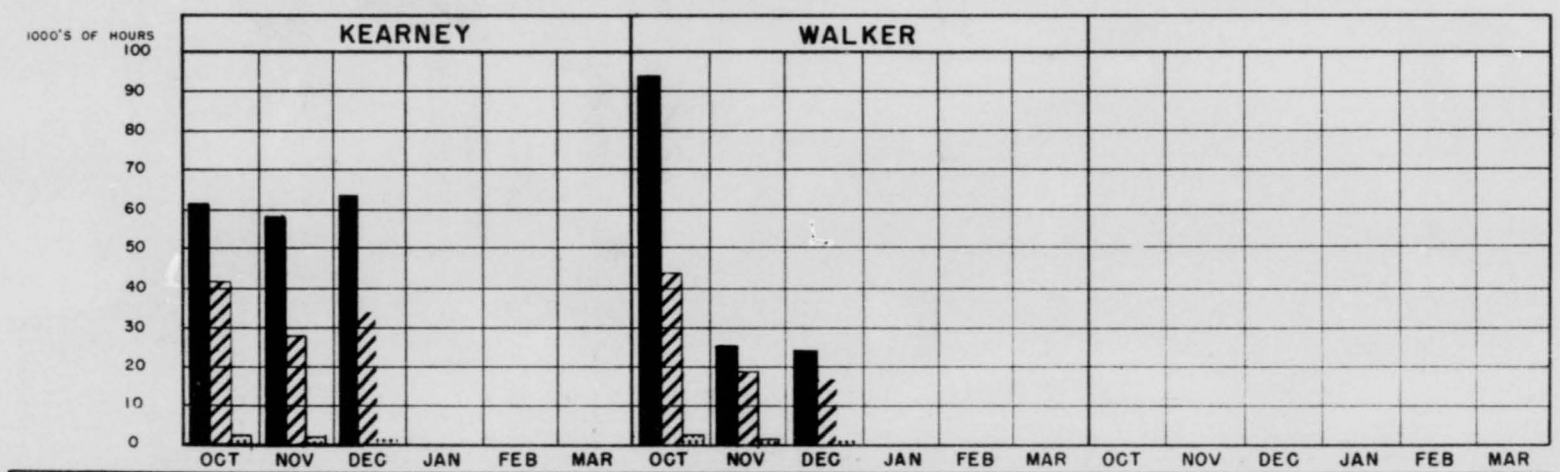
NUMBER OF HOURS ON HAND, IN COMMISSION & FLYING TIME



	BIGGS						CARSWELL						DAVIS - MONTHAN					
	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR
ON HAND	31944	30696	40368				38527	34050	33140				51660	59952	90801			
IN COMMISSION	19040	24460	28222				18674	16162	10509				17660	46116	64497			
FLYING TIME	1539	1090	1879				2657	2334	1579				3450	3776	4043			



	KEARNEY						WALKER											
	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR
ON HAND	62052	58210	64561				94167	26004	25996									
IN COMMISSION	42171	27703	34238				44140	18992	17281									
FLYING TIME	2506	2025	1842				2514	1618	1782									

NOTE: EXCLUDES TRANSIENT, EXCESS, STORAGE & A/C GROUNDED PENDING TRANSFER. CAMP HOOD AND CAMPBELL NOT INCLUDED.

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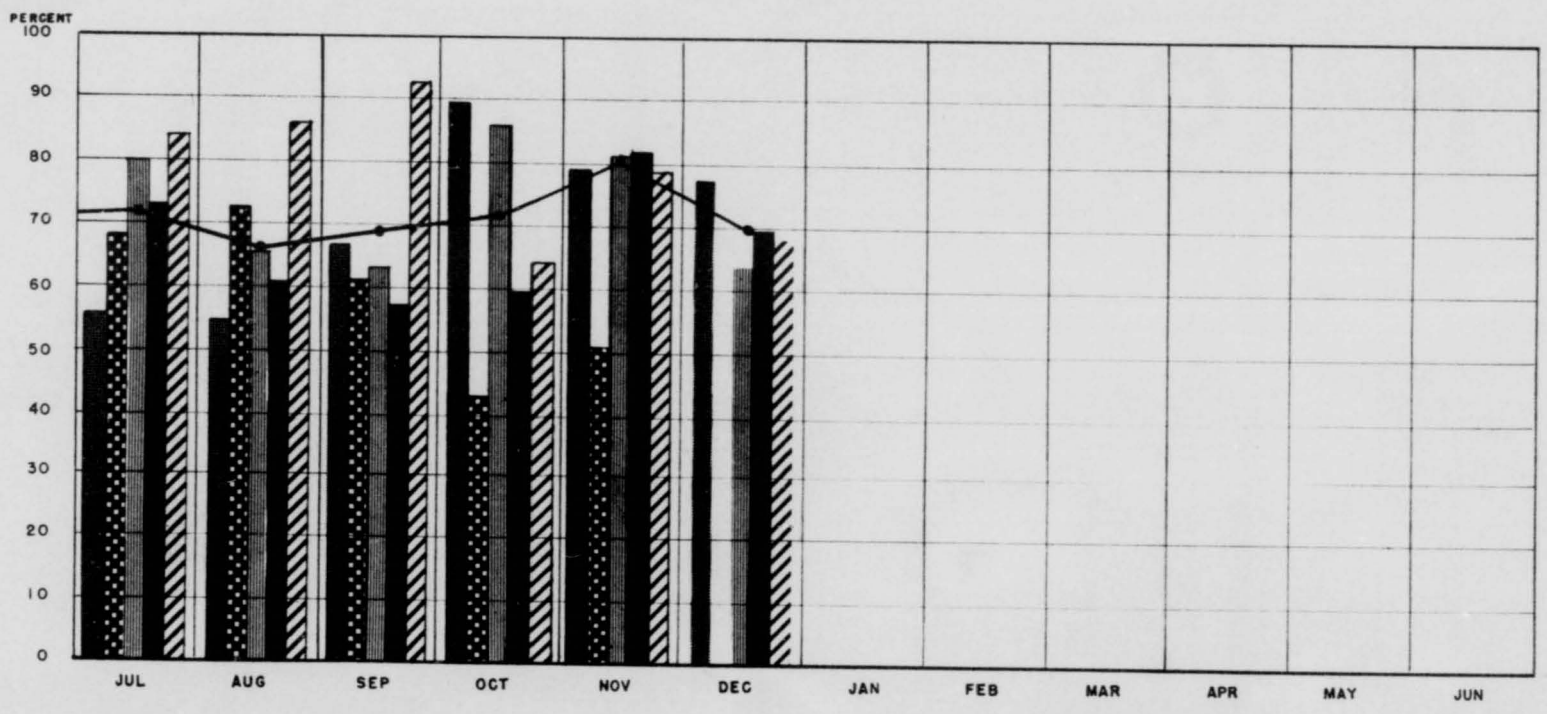
PERCENT B-29 IN COMMISSION TIME
BY BOMBARDMENT GROUPS
BY MONTH
FISCAL YEAR 1949



NOTE: EXCLUDES. TRANSIENT EXCESS & A/C GROUNDED PENDING TRANSFER

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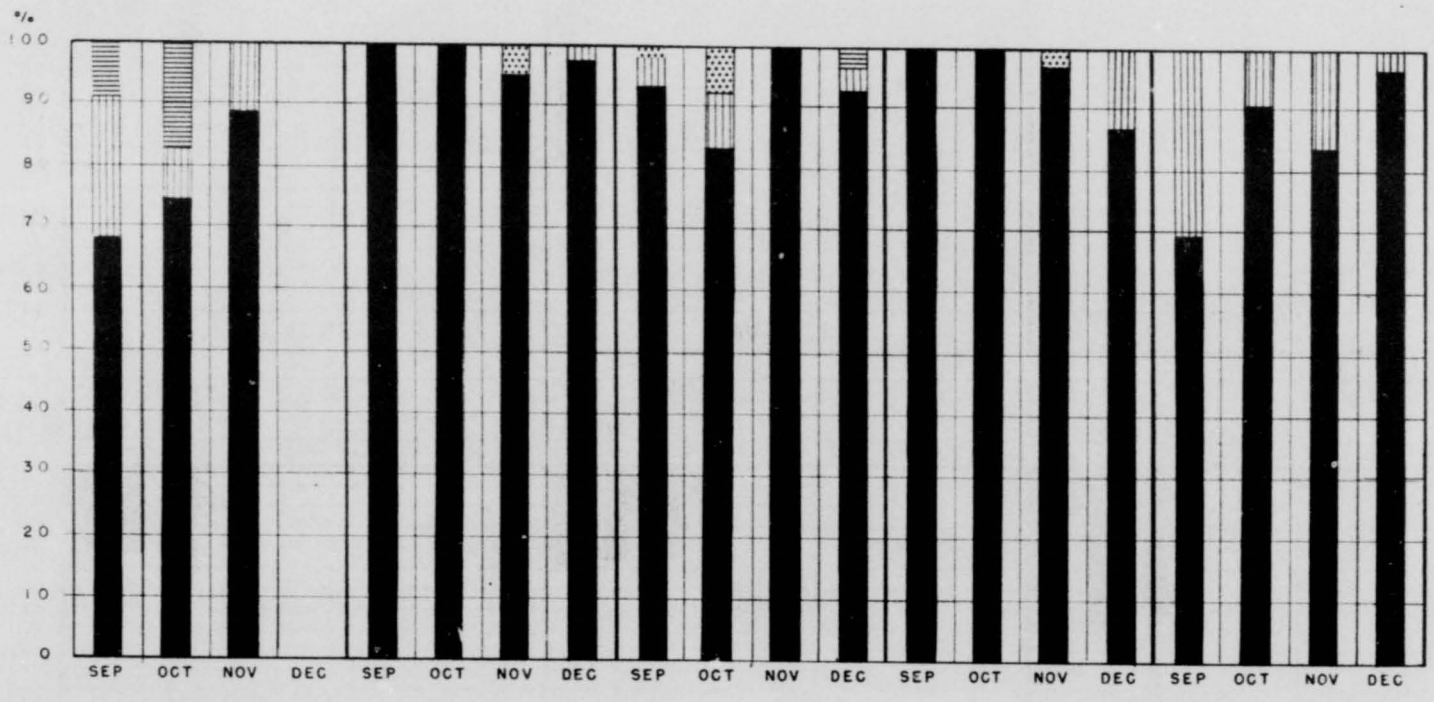
PERCENT
B-29 AIRCRAFT OUT OF COMMISSION
BY CAUSE



HOURS OUT FOR	7TH BOMB GP.				43RD BOMB GP.				509TH BOMB GP.				2ND BOMB GP.				97TH BOMB GP.			
MAINT	2288	1983	384		7503	2092	3349	7836	8679	6456	4438	6136	1560	2199	5460	8556	6972	10044	3914	7888
PARTS	751	240	48		0	0	0	200	456	720	0	268	0	0	0	1320	3048	1032	792	288
TECH ORDERS	0	0	0		0	0	168	0	186	598	0	0	0	0	144	0	0	0	0	0
OTHER	305	456	0		0	0	0	0	0	0	0	211	0	0	0	0	0	0	0	0
TOTAL HOURS OUT OF COMM.	3344	2679	432		7503	2092	3517	8036	9321	7774	4438	6615	1560	2199	5604	9876	10020	11076	4706	8176

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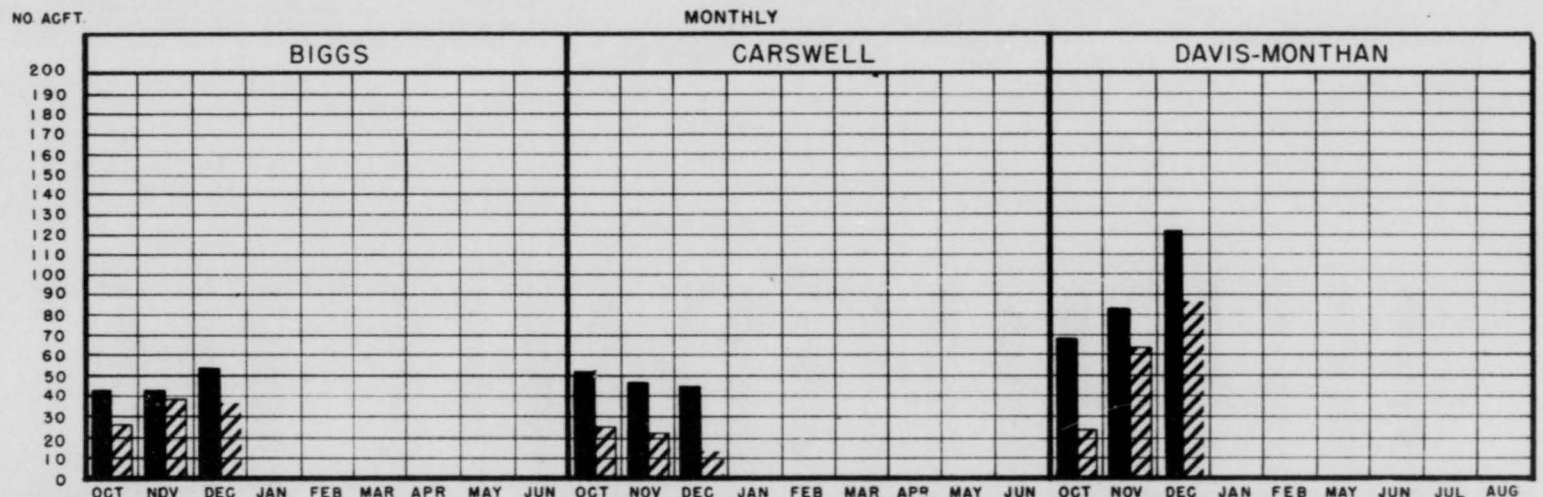
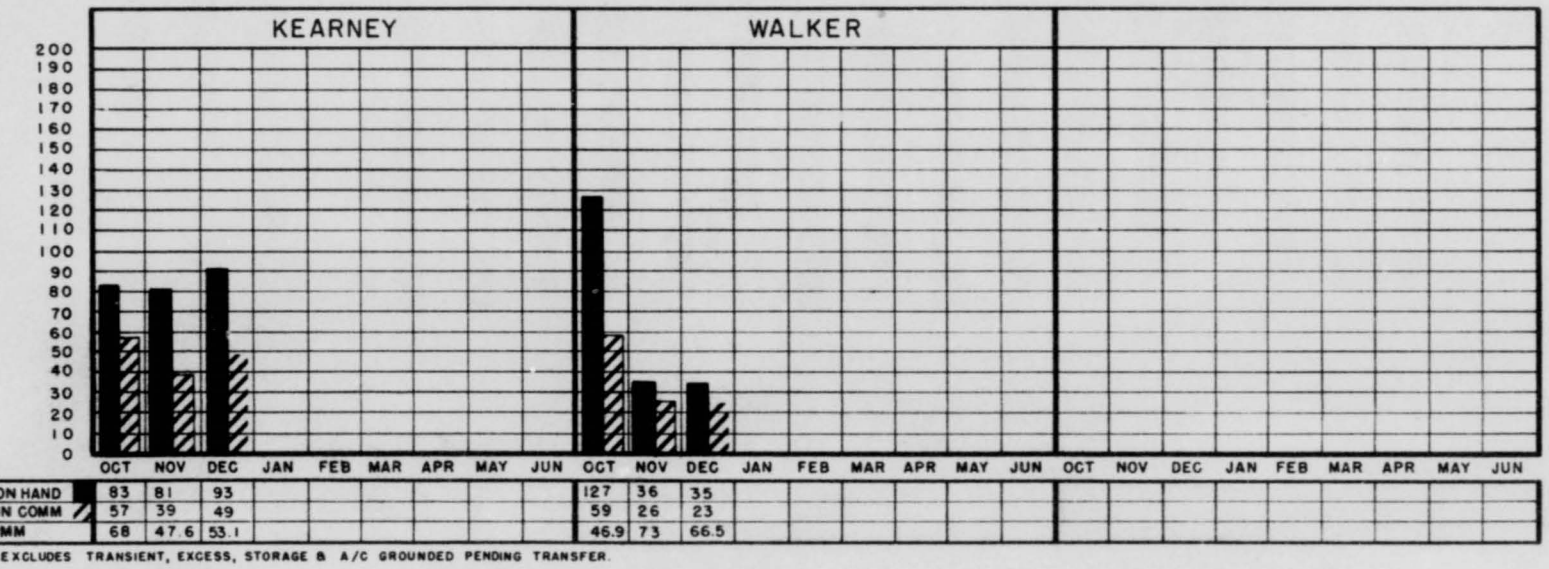
AVERAGE NUMBER AIRCRAFT ON HAND & IN COMMISSION
EIGHTH AIR FORCE BY BASE



	BIGGS									CARSWELL									DAVIS-MONTHAN								
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAY	JUN	JUL	AUG
AVE NO ON HAND	43	43	54							52	47	45							69	83	122						
AVE NO IN COMM	26	39	38							25	22	14							24	64	87						
% IN COMM.	59.6	79.7	69.9							54	47.5	31.7							34.2	76.9	71.0						



	KEARNEY									WALKER																	
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AVE NO ON HAND	83	81	93							127	36	35															
AVE NO IN COMM	57	39	49							59	26	23															
% IN COMM	68	47.6	53.1							46.9	73	66.5															

NOTE: EXCLUDES TRANSIENT, EXCESS, STORAGE & A/C GROUNDED PENDING TRANSFER.

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AIR BASE DATA

AVAILABLE HOUSING AND RUNWAYS

AS OF 15 DECEMBER 1948

STATION	RANK	HOUSING AVAILABLE: NORMAL CAPACITY AVAILABLE	BEDS OCCUPIED	NO. OF SEPARATE RATIONS	SPACE USED FOR OTHER PURPOSES	FAMILY QUARTERS OCCUPIED	RUNWAYS: NO.	LONGEST (FT.)	ELEVATION (FT.)
BIGGS	OFFICERS	203	227	362		24			
	NURSES	13	13	0					
	E.M. WHITE	3515	2276	580	122***	36	3	9500	3909
	E.M. COLORED	170	108	32					
	TOTAL	3901	2624	974	122***	60			
CARSWELL	OFFICERS	207	82	389		49			
	NURSES	24	7	2					
	E.M. WHITE	2053	2237	1813	658	126	5	8200	631
	E.M. COLORED	220	189	94		27			
	TOTAL	2504	2515	2298	658	202			
CLOVIS	OFFICERS	315	0	3	0	0			
	NURSES	22	0	0	0	0			
	E.M. WHITE	2403	0	12	0	0	4	10,000	4298
	E.M. COLORED	216	0	0	0	0			
	TOTAL	2956	0	15	0	0			
DAVIS-MONTHAN	OFFICERS	458	212	517		72*			
	NURSES	35	7	0					
	E.M. WHITE	2809**	2832	1471	1564	174*	5	8000	2692
	E.M. COLORED	393	226	54					
	TOTAL	3695	3277	2042	1564	246*			
KEARNEY	OFFICERS	72	17	172		48			
	NURSES	12	4	0					
	E.M. WHITE	1886	1001	298	508	56	3	7290	2140
	E.M. COLORED	0	0	0					
	TOTAL	1970	1022	470		104			
WALKER	OFFICERS	127	64	316		94			
	NURSES	31	5	1					
	E.M. WHITE	2874	1555	1079	1068	148	7	8500	3645
	E.M. COLORED	153	109	33					
	TOTAL	3185	1733	1429	1068	242			
	OFFICERS								
	NURSES								
	E.M. WHITE								
	E.M. COLORED								
	TOTAL								
	OFFICERS								
	NURSES								
	E.M. WHITE								
	E.M. COLORED								
	TOTAL								

REMARKS * FIGURES INCLUDE RINCON VISTA HOUSING AVER
** FIGURES INCLUDE SAHURITO BOMB RANGE & WILCOX BOMB RANGE
*** TEMPORARILY USED FOR HOUSING 87 ENLISTED FAMILIES.

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Dep Chief of Staff, Pers. & Adm, SAC	1
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Dep Chief of Staff, Opns, SAC	1
Dep Chief of Staff, Materiel, SAC	1
Comptroller, SAC	1
PIO, Hq 8th AF	1
Commanding General 8AF	1
Chief of Staff	1
Inspector General	1
Adjutant General	1
Hq. Commandant	1
Dep Chief of Staff, Pers. & Adm,	3
Judge Advocate Section	1
Medical Section	1
Dep Chief of Staff, Intell.	1
Dep Chief of Staff, Opns.	3
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#17

HEADQUARTERS 43D BOMBARDMENT WING (M)
Office of the Commanding Officer
Davis-Monthan Air Force Base
Tucson, Arizona

A1 210.1 9 September 1948

SUBJECT: Non-Rated Officers

TO: Commanding Officer, 43d Bombardment Group
Commanding Officer, 43d Maintenance and Supply Group
Commanding Officer, 43d Station Medical Group
Commanding Officer, 2d Bombardment Group

1. This headquarters has received information that a new policy has been established by Headquarters United States Air Force to utilize non-rated officers in positions which do not require the services of rated officers. This is of particular importance, as there is a critical shortage of qualified officers in the administrative and technical fields on this station.

2. In view of this new policy, it is requested that each group commander submit a report to this headquarters, Attention A-1 Section, of all officers recommended for assignment to this station. The report will include the name, rank, SSN, ASN, present address, qualifications, indication as to whether the individual is currently on active duty, and for those not on active duty, the date AF Form 125 (Application for Recall to Active Duty) was forwarded to Headquarters United States Air Force.

3. It is felt that difficulty will be encountered in accomplishing transfers of outstanding personnel presently assigned outside of the command. Therefore, the best source of personnel is those officers not currently on active duty. It is suggested that those officers be contacted by the most expeditious method, advising them to submit applications for recall to active duty, and to advise you of the date the application is initiated and forwarded. In cases where applications have previously been submitted, request the date the application was forwarded. This information is necessary to enable this headquarters to submit a formal requisition to higher headquarters requesting the individual officer be assigned to this command.

4. In view of the foregoing, extreme care must be taken to insure that only those officers possessing outstanding qualifications be considered.

5. The report referred to in paragraph 2 will be rendered as expeditiously as possible and will follow the format attached as inclosure 1.

/s/ JAMES C. SELSER, JR.
/t/ James C. Selser, Jr.
Colonel, USAF
Commanding

1 Incl
Form

CERTIFIED A TRUE COPY:

John P. Hall.
JOHN P. HALL
Major,
Adjutant General

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NAME	ASN	ADDRESS	ACTIVE DUTY ?	QUALIFICATIONS	DATE FORM 126 SUBMITTED	REMARKS

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#18

CCR/elb

HEADQUARTERS 7TH STATION MEDICAL GROUP
7TH BOMBARDMENT WING (HEAVY)
Enlisted Section
Carswell Air Force Base
Fort Worth, Texas

20 October 1948

SUBJECT: Training of EM for 36 Bed Dispensary, Aviation

TO: All Enlisted Men Concerned.

0800 21 Oct 48 - Initial Point - I Street in Hospital Area.

0800 21 Oct 48 - Departing Time.

0900 21 Oct 48 - Arrival time at Bivouac area.

0900 to 1000 21 Oct 48 - Bivouac - Under shelter tents.
Setting up of the shelter tents.
Making a bed.

1000 to 1200 21 Oct 48 - Setting up and equiping the Dispensary Tent.
1. Administration - Each man is assigned a
2. The Laboratory - particular duty and is
3. Flight Surgeon - responsible for the proper
4. X-Ray Section - set up & function of that
5. Surgery - section wo which he is
6. Dental - assigned.
7. Medical Supply -

1200 to 1300 21 Oct 48 - Lunch.

1300 to 1500 21 Oct 48 - First Aid - Sgt. Addison.

1500 to 1700 21 Oct 48 - Administration - Sgt. Niles
Field Sanitation, Inspect born diseases,
Malaria - Sgt. Flowers.

1700 to 1800 21 Oct 48 - Supper.

1800 to 2000 21 Oct 48 - General police up of area - preparation for inspection.

2000 to 2200 21 Oct 48 - Discussion period.

2200 21 Oct 48 - Taps.

0530 22 Oct 48 - Reville.

0530 to 0545 22 Oct 48 - Roll Call.

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Training of EM for 36 Bed Dispensary, Aviation (Continued)

0545 to 0615 22 Oct 48 - Breakfast.

0615 to 0700 22 Oct 48 - Preparation for Inspection.

0700 to 0730 22 Oct 48 - Inspection.

0730 to 0900 22 Oct 48 - Break Camp.

0900 22 Oct 48 - Departure Time.

1030 22 Oct 48 - Arrival time at Station Hospital.

CHARLES C. RIDER
1st Lt., MSC
OIC, Enlisted Section

CERTIFIED A TRUE COPY
John E. Hall

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#19

HEADQUARTERS 7TH STATION MEDICAL GROUP

EMERGENCY PROCEDURES

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HEADQUARTERS 7TH STATION MEDICAL GROUP
7TH BOMBARDMENT WING, (HEAVY)
Carswell Air Force Base
Fort Worth, Texas

EMERGENCY PROCEDURES

1. This booklet outlines procedures for emergencies and after duty hour administrative practices. It is broken down into the following sections:

a. Section I – Emergency Procedures for Airplane Crashes, Stand-By Crash Alerts, and Disasters

b. Section II – Emergency Procedures for Supply

c. Section III – Emergency Procedures in the Event of Death

d. Section IV – Emergency Procedures for Air Evacuation of Patients

e. Section V – Miscellaneous Administrative Emergency Procedures

2. The nucleus of emergency personnel on duty will be augmented by the senior responsible officer present as the situation warrants.

3. Upon receipt of information of an alert or an emergency, the following personnel will be alerted, given all available information, and hold themselves in readiness. They will make all initial arrangements for care of potential casulaties. All sections will be checked by the alternate Medical Officer of the Day, to see that personnel are at their assigned stations and/or places of duty.

4. Personnel will be alerted in the following order:

a. Medical Officer of the Day

b. Alternate Officer of the Day

c. Nurse on Duty

d. Charge of Quarters

e. Ambulance Team

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f. Administrative Officer of the Day

g. Surgeon

h. Adjutant

i. OIC of Enlisted Section, or First Sergeant

5. The following departments of the hospital routinely function on a twenty--four hour basis and need only augmentation to care for emergencies:

a. Admission Office

b. Wards

c. Medical Officer of the Day

d. Nurse on Duty

e. Laboratory

f. Ambulance Section

6. Detailed instructions for duty hour procedures on all subjects in this Booklet, are included in Hospital Regulations.

LOUIS B. ARNOLDI
Lt. Colonel, MC, (USAF)
Surgeon

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SECTION I

CRASH PROCEDURES

1. In the event of a crash or an emergency, the hospital will be notified by the telephone located in the Dispensary (Extension 491) which is connected to the crash alarm system. There will be one long ring on this telephone and all telephones connected to the system. The persons answering the telephone in the system will answer roll call in the following order:

a. Crash Station

b. Station Hospital

c. Fire Department

d. Commanding Officer (Wing)

e. Crash Boat

f. Guard Headquarters

g. Tower

h. Photo Officer

i. Air Inspector

j. Supervisor of Maintenance

2. The Operations Officer or Dispatcher will announce continuously in a slow, distinct tone of voice, "Reporting Crash, Stand By," etc. During this period no remarks, no queries, no discussions, etc. will be made. Everyone concerned will standy by as directed and listen carefully for instructions which will follow.

3. Each person on the crash system will report, in turn, as listed above, his presence and name in a clear tone of voice with effort to be prompt in making this report. Upon completion of this roll call, the crash announcer will announce clearly, carefully, and slowly circumstances pertaining to the crash being reported upon. This should include the where and what and other incidental information which may be available, but should be very brief. He will repeat this three times and end by saying "That is all", three times. The receiver will be placed on the telephone after desired information has

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been received and immediate action will be taken to comply with instructions.

4. Pertinent information will be written on Crash Board in Dispensary.

5. Any person who has not received full instruction or is not satisfied with information given him will remain in communication with the crash announcer after hearing "That is all" (three times), and ask for repetition and circumstances pertaining to the crash and will proceed immediately as prescribed herein.

6. The crash alarm system will be tested once daily. It will be distinguished from an actual alarm by the words "Testing, Stand B.," repeated three times. When all signal lights are on, the announcer will say "Report." Each office will then report, in the order listed above, by giving name and office.

7. Officer in charge of Dispensary will indoctrinate all personnel who will answer the telephone. It will be the officers' responsibility for his or his assistants responding to the crash alarm practice.

8. The Officer in Charge of Enlisted Section will designate, by roster placed by crash telephone, a sufficient number of enlisted technicians and alternates, to insure their presence regardless of the time of the emergency. When the alert call has been given, they will report to their designated ambulances immediately. Only those listed will be selected, and only those selected will go to the scene of the crash.

9. In addition to the crash ambulance detail, the Officer in Charge of Enlisted Section will designate a non-commissioned officer, whose duty it will be to select at least five men to report to the Chief Nurse in the Dispensary for such duties as she may direct, in connection with such last minute preparations of the crash ward for the receipt of patients. Following the accomplishment of this mission, they will hold themselves in readiness to assist in the unloading of ambulances upon their return from the scene of the crash.

10. The Mess Officer will prepare lunch boxes (one for each ambulance) which will be available at all times for off base crash alerts. These lunch boxes, and jug of hot water, will be picked up by the Ambulance Section prior to departure from the hospital area.

11. In the event of a crash off the base, the procedure will be the same as crash on the base. The only exception is that a convoy will be formed at the gate designated. The convoy leader will mark this passage through the gate by white powder markings on the road just before and through the gate and indicate all road directions by road markers or markings on the pavement to the scene of the crash.

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STAND-BY ALERTS, DISABLED AIRCRAFT

1. Upon receipt of information that a plane is – in danger of crash, one or more props feathered, or similar trouble, the following information will be recorded on the black board located beside the crash telephone in the Dispensary:

a. Type of plane

b. Number of persons aboard

c. Time of receipt of call

d. Time of notification of persons indicated below.

2. Immediately after the above is recorded, this information will be transmitted to personnel listed in the following order:

a. Transportation Section

b. Crash Crew

c. Medical Officer of the Day

d. Adjutant

e. Surgeon

f. Surgery

g. Chief Nurse

h. Enlisted Section

i. X-Ray

j. Dental Officer of the Day

3. The ambulances will make radio contact with the tower and stand-by in the Dispensary parking area, with motor running and Medical Officer of the Day aboard, in readiness for further information and instructions, which will be given over radio by the tower. All clear will be given by the tower over the radio.

DISASTERS

1. In the event of off-base disasters, such as, hurricane, flood, fire, riot, etc., a routine full-alert will be called immediately by the

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Medical Officer of the Day. Further instructions will depend upon circumstances and will be given by the Medical Officer of the Day or Surgeon.

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SECTION II

MEDICAL SUPPLY

1. The following procedure is set forth in order that the Medical Officer of the Day may, during an emergency occuring after normal duty hours, secure certain items of Medical Supply issue from the warehouse with the least practicable delay and at the same time enable the Supply Officer to maintain the proper records he is required to keep.

2. In the event it is necessary to enter the warehouse, a current list of Medical Supply Personnel to be notified in cases of emergency will be posted in the Dispensary.

3. When Class 1 items (drugs) are needed, a thorough search of Pharmacy should be made before entering the Medical Supply Warehouse to ascertain if the item desired can be found there.

4. The keys for Medical Supply Warehouse No. 1 are on the Medical Officers' of the Day key ring in the Dispensary. The light switch for the warehouse is located immediately behind the front door on the left hand wall. All items of Medical Supply issue are identified by a number known as the stock number, and are stored in numerical order according to class. The first digit of the stock number indicates the class to which the item belongs, i. e., 1-010-000, the first digit 1 indicates that this particular item belongs to Class 1 and will be found near the front of the warehouse. Located on the end of the shelves at the beginning of each class of supplies will be found a box of cards, called Bin Cards, which are filed in numerical order, and will provide all the information necessary as to the location of the item desired. Under no circumstances will there be any marks made on these cards, nor will the cards be removed from their proper place. The shelves are numbered to read from the main aisle, across the top, to the wall 1 to 30 and from the floor to the top, each shelf is lettered starting with the letter A. Each section of shelving is called a unit and each side of the unit is numbered by a small board placed at the top end of the unit, thus an item shown on the Bin Card to be in 5-A-3, will be in unit 5, shelf A, column 3 of Shelf A. Located just inside the warehouse door will be found a table containing a Medical Supply Catalog, a pencil, and a pad of blank Issue Slips. These are to be used in locating and recording items removed from the warehouse.

5. Procedure for obtaining medical supplies (except oxygen cylinders) will be as follows:

a. Determine by use of the Medical Supply Catalog the correct stock number, nomenclature, and unit of issue, placing this information on the blank issue slip in the proper place.

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b. Thumb through the Bin Cards until the card with the corresponding stock number is found, this card will tell if there is any of the item on hand by the last figure in the Balance Column and its location.

c. From the location given on the Bin Card, locate item on the shelf.

d. Remove required amount of item from shelf and note this fact on the issue slip, returning the issue slip to the table at the front of the warehouse.

e. Be sure that all lights are turned out and the warehouse doors are relocked.

6. In the event the item desired cannot be found either in the Pharmacy or the Medical Supply warehouse, nor a suitable substitute can be used, local purchases may be made in the following manner:

a. Make all purchases possible from Jack Colliers' Prescription Laboratory, 1216 Pennsylvania Avenue, Telephone 3-2506.

b. First ascertain by telephone if the item can be purchases and for what price. Give a written order signed by the Medical Officer of the Day to Transportation Section with instructions as to where to go and what to pick up. The driver will have to sign for the item purchased and must bring back a sales slip showing what, how many, and at what price the item was purchased.

c. In event equipment or drugs cannot be purchased, loan of any item can be obtained from St. Joseph Hospital, 1401 South Main Street, Telephone 3-2371.

d. On the following normal work day, immediately notify the Medical Supply of any purchases, submitting any paper work accomplished.

7. No paper work will be necessary for the use of oxygen, other than a note telling how many cylinders were removed from the warehouse. The gas cylinders are located just beyond the double doors on the right hand side of the warehouse. On the following normal work day, all empty cylinders will be returned to Medical Supply.

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SECTION III

DEATHS OF MILITARY PERSONNEL IN THE HOSPITAL

1. In the event of death of military personnel on the base and/or in the hospital, the following procedure will be followed:

a. A Medical Officer will be notified immediately to verify the death and cause.

b. The Medical Officer attending the deceased will immediately complete patient's chart, death certificate, and sent it to the Registrar. He will then notify the Surgeon and Adjutant of the death. If death occurs after duty hours, the Medical Officer of the Day will notify the Staff Duty Officer (Extension 201) of the death giving pertinent information, i.e., name, rank, Army Serial Number, organization, time, date, place, and cause of death and giving names of next of kin and/or emergency addresses. The Staff Duty Officer will then notify the next of kin, the Adjutant General, and the deceased's immediate Commanding Officer.

c. The attending Medical Officer will immediately cause the remains to be prepared for delivery to the funeral home. Such assistance as may be needed will be obtained from the non-commissioned officer in charge of the ward or the Charge of Quarters. This preparation will consist of:

(1) Cleaning the body.

(2) Plugging all body orifices with cotton.

(3) Folding arms across the chest together at wrist.

(4) Tieing legs together at ankles.

(5) Securely attaching an identification tag, properly completed, to thumb and great toe.

d. All money, valuables, or other effects, will be inventoried in the presence of witnesses and will be delivered to the Commanding Officer of Detachment of Patients with copy of signed inventory, as soon as practicable.

e. After the above procedures have been accomplished, disposition of deceased will be effected as follows:

(1) White personnel - contact Ray Crowder Funeral Home, 700 5th Avenue, Fort Worth, Texas, Telephone 3-1213, and request that an ambulance be dispatched to Carswell Air

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Force Base, Station Hospital for the body, a receipt for same will be obtained.

(2) Colored personnel – There is no contract in effect for the remains of colored personnel. In the event of death of colored personnel, a colored undertaker will be contacted and individual contract will be negotiated by the Purchasing and Contracting Officer.

2. The Registrar, upon receipt of deceased's charts will act as follows:

a. Notify the Base Commanding Officer and Adjutant by telephone and later by letter giving deceased's name, rank, Army Serial Number, organization, time, date, place, cause of death, whether in line of duty or not, and whether the result of misconduct or not, if these facts be known, and his emergency addressee's name and address, so that he can notify:

(1) Deceased's immediate Commanding Officer

(2) Emergency addressee

(3) Adjutant General

b. Prepare a death certificate in five copies for signature of the attending Medical Officer. (Two copies to undertaker, one copy to Purchasing and Contracting Officer, and two copies for file).

c. Add name to monthly list of Report of Deaths to State Bureau of Vital Statistics, Austin, Texas.

d. Report case in following routine reports – WD AGO Forms 8-33, 8-24, and 8-122.

DEATHS OF MILITARY PERSONNEL OFF THE BASE

1. In the event military personnel expire off the base, they will normally be attended by the coroner or civilian physician. If the hospital is notified in sufficient time an ambulance will be dispatched to deliver the body to the local undertaker presently under contract. Permission of local coroner, justice of the peace, or police must be obtained before moving the body. In the event the deceased was not seen by a civilian physician or coroner, a Medical Corps Officer will accompany the ambulance. If in doubt, a Medical Corps Officer will accompany the ambulance.

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2. After this is accomplished proceed as outlined in Deaths of Military Personnel in the Hospital, except that at the time of notification to emergency addressee and/or next of kin, information will be obtained as to whether or not it is their desire to take possession of the body for burial or whether it is to be accomplished by the government. Emergency addressee will be informed at the same time that burial or undertaking expenses will be paid by the government in an amount equal to that paid a contract undertaker only.

DEATH OF CIVILIAN PERSONNEL

1. The same procedure as outlined for Deaths of Military Personnel will be adhered to except that the body will be taken from the hospital by civilian undertaker desired by the next of kin of the deceased, and no expense to the government will be incurred.

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SECTION IV

AIR EVACUATION OF PATIENTS

1. When a patient is admitted to the hospital after normal duty hours whose condition requires immediate evacuation to a General Hospital, the following procedure will be accomplished:

a. A call will be made to Base Operations (Extension 351) giving the necessary data and a request made to prepare a plane for the evacuation. In the event it is impossible for Base Operations to furnish the plane necessary to effect immediate transfer of the patient, the Air Evacuation Officer at Randolph Field, Texas will be contacted for the plane. If Air Evacuation at Randolph Field cannot be contacted, necessary steps will be taken to locate the Registrar.

b. Initiate and complete an abbreviated clinical record, including the 8-33 Face Sheet and 55.., including all necessary information. A copy of the 8-33 will be forwarded to the Registrar's Office. The necessary transfer cards and orders may be expeditiously accomplished the following morning.

c. Copy of such action when taken by the Medical Officer of the Day will be recorded on the report of the Medical Officer of the Day, submitted upon completion of his tour of duty.

2. When an air evacuation plane arrives for a normal evacuation after duty hours, the Medical Officer of the Day, will notify the ward to prepare the patient for evacuation. When the patient is ready to depart, a letter, previously prepared by the Registrar and located in the Dispensary in the custody of the Medical Officer of the Day, will accompany him. (See attached form). The Medical Officer of the Day will ascertain what hospital the patient is being evacuated to and enter it on the progress notes, which will remain on the ward until picked up by the Registrar.

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SECTION V

MISCELLANEOUS

EMERGENCY LEAVE AND FURLOUGH OF PATIENTS

1. In the event a patient receives a message of death, serious illness, or disaster in his family and his presence is needed to prevent suffering or to relieve a condition of an emergency nature, the Medical Officer of the Day will prepare a certificate, as follows:

"I certify that _____
(Patient's Name, Rank, and Army Serial Number)

is granted _____ emergency leave pending publication of orders."
(Number of Days)

_____
(Signature, Medical Officer of the Day)

2. Information relative to the issuance of the emergency leave will be recorded on the report of the Medical Officer of the Day. Further, information will be relayed to the Registrar at the beginning of duty hours the following morning.

3. Emergency leave in excess of seven days will not be granted by the Medical Officer of the Day. In the event that additional leave is necessary, the patient will be instructed to contact the Registrar, this hospital, by telegram collect.

4. Care and caution will be exercised to insure that the emergency is real, and that only the necessary number of required days are granted.

5. In the event that the patient will require further medical attendance prior to expiration of the leave granted, he will be instructed by the Medical Officer of the Day, to report to the military medical installation nearest to his destination for such treatment.

EMERGENCY LEAVE AND FURLOUGH OF HOSPITAL PERSONNEL

1. The same procedure as outlined in Emergency Leave and Furlough of Patients will be adhered to in granting emergency leave and furlough to personnel of the 7th Station Medical Group, with the exception that paragraph five is not applicable.

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FOOD POISONING

1. In the event an outbreak of food borne intoxication occurs, notify the Surgeon, the Station Veterinarian and/or Sanitary Officer. A current list of personnel to be notified in case of an emergency will be posted in the Dispensary.

2. In the event that none of the above personnel are available, ascertain the organization from which the stricken men originate and, if possible, the mess hall or mess halls in which they have eaten during the past twenty-four hours. Give this information to the Food Service Supervisor. (Extension 389).

3. It is of utmost importance that other mess personnel not be notified as the corpus delicti is likely to disappear.

4. Request the Food Service Supervisor to make an immediate check of the refrigerators in the mess hall or mess halls in question and bring to the hospital laboratory samples of any suspected ration component or ingredient served during the past twenty-four hours.

5. Samples of stools and vomitus of the stricken men will be sent to the hospital laboratory for preparation of gram stains and innoculation of blood agar plates. Adequate portion of samples of stools, vomitus, foods or ingredients will be preserved under refrigeration for more detailed analysis. If indicated, specimens should be sent to Fourth Army Laboratory at Fort Sam Houston, Texas.

6. As soon as practicable, a special sanitary report will be rendered in accordance with AR 40-275, paragraph 2.

CHECK LIST FOR SPECIAL PHYSICAL EXAMINATIONS

1. In all cases, requiring special physical examinations, findings are to be written up immediately after examination. Review and check for completeness as to - Who - When - Where and How, sign and include on Medical Officer of the Day report.

2. In the event a physical examination is required for the following offenses, the following check list will be adhered to:

a. Alcoholism

(1) Call laboratory and put oxcilated blood specimens in glass stoppered bottle.

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(2) Make certificate of breath odor, test for coordination, and report on general condition.

b. Rape - Examine for the following:

(1) Evidence of penetration

(2) Presence of male orgasm. Aspirate vaginal contents and look for mobile sperm. Make stained smear for evidence.

(3) Mental and physical condition of subject. Note bruises or other injuries indicating violence.

(4) Bloodstains on clothing or person.

(5) Indication of intoxicants or drugs

(6) Contents of fingernails.

c. Statutory Rape

(1) Careful analysis of (1) and (2) above.

d. Murder

(1) Describe wound or wounds, their character and shape, and give opinion as to whether particular wound or combination of wounds caused death.

(2) Estimate time of death

(3) Probe gunshot wounds for bullet or pellet.

(4) Note path of bullet and describe all entries and exits of shot. Note evidence of powder burns.

(5) Note exact time of death, when it occurs in hospital.

(6) When called for inquest, be as observant as possible and make mental notes of physical facts. You may be examined extensively in regard to them later.

(7) If subject is in extremis always write down the circumstances which he states as causing his death. Dying declarations in such cases are extremely important.

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Section V, Cont'd

e. Assault with intent to commit murder

(1) Record injuries

(2) Examined for intoxicants or drugs

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HEADQUARTERS 7TH STATION MEDICAL GROUP
7TH BOMBARDMENT WING, (HEAVY)
Carswell Air Force Base
Fort Worth, Texas

_____
(Date)

SUBJECT: Transfer of Patient by Air Evacuation

TO: Commanding Officer

1. The following named patient is transferred in assigned status to your hospital for further observation and treatment:

NAME	RANK	ASN

2. Diagnosis:

3. Clinical Records, Transfer Card, and Special Order will be dispatched by Air Mail as soon as practicable.

FOR THE SURGEON:

_____
(Medical Officer of the Day)

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#20

THE ROAD TO ADVANCEMENT

A Manual Devoted to
Development of Leadership and Discipline

Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

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PREFACE

Regardless of individual duty assignment, the effectiveness of the Air Force is directly proportional to the efficiency of its non-commissioned officers. Upon the non-com is placed the responsibility of successfully carrying out the plans, policies and decisions made by higher commanders within the Air Force. He deals directly with the airman, mans the combat aircraft, handles the intricate details of administration, supply, and maintenance. The pattern of military discipline and airmanly conduct is largely set by his example.

To assist each of our leaders to form a vividly clear idea of his extremely important position in the Eighth Air Force, the late Lieutenant Colonel Charles C. Pulliam prepared this manual. It is altogether fitting, therefore, that this booklet be dedicated to his memory and to the fine standard of leadership of which he furnished a living example to us all.

R. M. Ramey

R. M. RAMEY
Major General, USAF
Commanding

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IMPORTANCE OF NONCOMMISSIONED OFFICERS

Organizations are not so much the reflection of the man at the top as of the many men below him whose efforts are indispensible in furtherance of the unit's mission. Without well-disciplined, loyal, and efficient noncommissioned officers, it is impossible to have a good organization, for noncommissioned officers alone are in a position to maintain the standards of performance that the unit commander sets. They comprise the first echelon of command - that echelon having direct contact with the individual airman. Upon them falls the brunt of maintaining squadron discipline. The noncommissioned officers are men who, not only because of their intelligence, but because of their intimate contact at all times with the enlisted personnel, have a major responsibility in safeguarding military information, and in always being on the alert to uncover and report cases of potential disaffection, subversion, and sabotage. Since the organization commander is evaluated by the over-all smoothness of organization and operation, he must delegate his authority and rely upon the responsibility for good judgment and common sense exercised primarily by his senior noncommissioned officers. They assist him to properly discipline, feed, clothe, house, pay, administer, and care for the individual airman entrusted to his command. To accomplish such action, each noncommissioned officer must be thoroughly indoctrinated with the importance and responsibility of his grade and position. To best place the noncommissioned officer in a position to exercise his responsibilities, the unit commander must organize his unit in accordance with the best troop managment principles and particular attention must be devoted to providing an organizational structure which clearly designates those individuals over which each noncommissioned officer will exercise direct control. With the importance of the noncommissioned officer to the unit efficiency clearly in mind, let us examine his selection, and consider his qualifications, responsibilities, and authority.

DESIRABLE QUALITIES IN NONCOMMISSIONED OFFICERS

The desirable qualities expected of a noncommissioned officer are the same qualities expected of all leaders - airplane commanders, generals, presidents. No one person can have all these desirable qualities. These desirable qualities are interwoven about, and inextricably allied with the basic essentials - leadership and discipline. A clear understanding of these two factors will be an aid to the prospective NCO in self-evaluation, and his close study of these essentials will aid him in attainment of many of the qualifications; for a good noncommissioned officer is a disciplined leader who obtains obedience from his subordinates.

Leadership, the most important essential, cannot be learned from a set of rules. Its objective is to secure whole-hearted physical and moral cooperation. It is best defined as "the art of imposing one's will upon others in such a manner as to command their obedience, their confidence, their respect, and their loyal cooperation." There are no born leaders.

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All leadership is based on learning now to deal with men. Nearly all leaders improve after they have had experience in command. Some improve faster than others, and some continue to improve while others do not. Leadership, therefore, can be acquired. The so-called "born leader" is one who makes fewer mistakes at first. The man who is willing to stand the chagrin of initial mistakes, who will accept personally the responsibility and censure that go with them and who can learn from his mistakes, has started off in the right direction to become a good leader. However, leaders cannot be allowed the possibility of repeating a serious blunder. Common mistakes are expected from everyone, but never serious and damaging decisions.

The military leader is judged not by an inventory of his virtues but by the accomplishments of his men. Actions, truly, speak louder than words. A leader must inspire cooperative effort in the attainment of a common goal. The leader must make his subordinates realize that the authority which he exercises is used solely to permit him to fulfill the obligations which his command impose upon him. He must make it clear to his seniors as well as subordinates that he is prepared to accept the full responsibility for any failure on the part of his subordinates.

To achieve leadership, the individual must know his profession; be decisive, forceful, and aggressive; know his men, their capabilities, qualifications, and limitations; be tactful, energetic, and loyal, both to his seniors and subordinates; show initiative and enthusiasm in his duties; be "human" in his connections with his subordinates; be fair without showing favoritism; possess both moral and physical courage; accept full responsibility for his acts and orders; present a good appearance; demonstrate good judgment, common sense, and the ability to get things done; be interested in his subordinate's welfare; be a good teacher or instructor; must not throw rank around; must willingly accept responsibility; and must not let his men down.

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BOSS?	LEADER?
Drives his men	Coaches them
Depends on authority	Depends on good will
Inspires fear	Inspires enthusiasm
Says "I"	Says "We"
Fixes blame for breakdown	Fixes breakdown
Knows how it is done	Shows how it is done
Makes work a drudgery	Makes it a game

Discipline, the second essential, is the human factor of response upon which effective leadership rests. It is admirably defined in AR 600-10, as follows: "Military discipline is the mental attitude and state of training which render obedience and proper conduct instinctive under all conditions. It is founded upon respect for and loyalty to properly constituted authority. While it is developed primarily by military drill, every feature of military life has its effect on military discipline. It is generally indicated in an individual or unit by smartness of appearance and action; by cleanliness and neatness of dress, equipment, or quarters; by

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respect for seniors; and by the prompt and cheerful execution by subordinates of both the letter and the spirit of the legal orders of their lawful superiors." There is much in this paragraph. It should be read and reread by all military personnel who attain positions of authority. It contains nothing about punishment, for punishment is the negative aspect of discipline. A well-disciplined organization needs no punishment.

It is evident that discipline is the habit of instant and automatic obedience to the will of the leader. This is of such paramount importance that it has been truly said: "Good plans plus good orders minus discipline equal failure in combat." The basis of military discipline is the voluntary subordination of the individual to the welfare of the group. It establishes a state of mind which produces proper action and prompt cooperation under all circumstances, regardless of obstacles.

True military discipline extends deeper than and beyond mere outward sign. While proper dress and smartness of appearance are desirable and conducive to good discipline, they are not alone conclusive proof of ture discipline. A more positive indication is the behavior of individuals or units away from the presence or guidance of their superiors.

The modern Air Force requires self-reliance in every grade; it calls for individuals capable of independent thought and action and inspired by the distinct feeling that, as members of the team, they are competent to cope with any situation, set of conditions, or combination of adversaries.

It is a well established and accepted fact that the state of discipline within an organization is largely dependent upon the efficiency of its noncommissioned officers. An airman should realize that all of his acts are reflections upon the unit to which he belongs. Pride in his organization is aroused when he feels that he has a share in developing its good name. A sense of individual and unit pride and responsibility is essential to good discipline.

Discipline is not like a lesson in aircraft engine maintenance, in which you can give the men the facts and then expect them to give you the right answers. Often a raw recruit will argue with his sergeant, and a wise sergeant will lead him around to the proper attitude without "jumping down his throat." This requires more patience, more self-assurance, and more strength than summary methods, but it pays far greater dividends. Discipline is maintained in much the same manner as it is attained - by common sense, good judgment, and justice on the part of the leader, and high morale, pride, and a sense of responsibility on the part of the subordinate.

Discipline, likewise, is training in the right habits of attention and obedience. Training in discipline is training in giving attention and obedience to authority, regardless of individual personality. That is why the Air Force is uniformed, why the insignia of rank and grade are standardized, and why commands and the manner of giving them are fixed by regulations. Practice in discipline makes it second nature for the airman to give attention to the insignia of rank and grade, and obedience to commands.

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However, in exercising discipline, the noncommissioned officer must exercise great care and consideration. Certain forms of admonishment, public disgrace, or ridicule destroys the incentive of the airman and may lessen his usefulness to the Air Force and his amenability to leadership and discipline. The NCO who "rides" one of his men in such a manner as to make him doubt his own value as an airman is shattering the man's best motive for good performance. The senior leader who reprimands a junior in the presence of his men reduces that junior's value to the Air Force. Competent leaders criticize a poor piece of work, condemn a mistake, but take care never to make an airman feel he is a failure in his job. When a man has accepted his leader's statement that he is "no soldier", then he falls back to perfunctory work and the mere effort to keep out of trouble.

SELECTION AND PROMOTION OF NONCOMMISSIONED OFFICERS

The selection of noncommissioned officers is as important and serious a problem as the squadron commander will ever encounter. During the war years, technical training was usually accentuated and soldierly qualifications subordinated in the selection of noncommissioned officers. Enlisted men were frequently assigned directly to technical schools with little or no basic military training, and subsequently achieved noncommissioned rank by virture of technical skills or seniority with no regard for the leadership functions of an NCO. Now the Air Force is faced with the necessity for indoctrinating commanders and enlisted personnel in the fundamentals of "selection for promotion" - a conversion that subordinates technical skills to military qualities; that places leadership ahead of relative seniority; that regards superior conduct and performance as evidenced by dependability, initiative, and character. It must be understood that the necessary qualities for promotion to any grade may best be demonstrated by tireless devotion to duty, special initiative, exemplary personal conduct, and study above and beyond the call of daily routine.

The commander should realize that the efficiency and discipline of his organization depend to such an extent on the NCO's that the greatest care and judgment should be used in their selection. The simplest way of considering the problem is to understand that the selected noncommissioned officer should invariably be a better airman than the men under him. Determination of the best airman for promotion must consider many things. The unit commander should have personal knowledge of the capabilities of the man, or , lacking that, he must arrange to observe the man under consideration, both on duty and, if possible, off-duty. He should talk to the airman's immediate supervisor, both officer and noncommissioned. He should examine his Service Record, Qualification Card, and 201-file, to search out any commendatory or derogatory information to be considered. He must consider the airman's general classification test score, which is an indication of his general ability to learn. In addition, the education of the airman, both in civilian and military schools, should be weighed. The airman's seniority standing among those of like rank

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must be considered, so that advancement over a senior can be justified.

There are many questions the unit commander should ask himself in selecting the man most worthy of promotion to, or within, the noncommissioned officer ranks:

Does he maintain self-command under stress?
Does he speak and act with assurance?
Does he accept full responsibility for his work?
Does he plan and execute work on his own initiative?
Does he adapt himself easily and quickly to changes in the conditions of his work?
Does he have the confidence and respect of his associates?
Does he use good judgment?
Does he have a sense of humor?
Does he give clear and concise verbal instructions?
Does his appearance create a favorable impression?
Does he exhibit a high sense of loyalty to superiors and inspire his subordinates to the same degree?
Are his opinions logical and well considered?
Does he subordinate personal interests to the demands of his assignment?
Can he always be counted on to give his full support, regardless of his personal views?
Can he make a quick and accurate decision when necessary?
Does he anticipate problems that are his responsibility?
Does he accept orders without quibbling?
Does he show persistent energy on the job?
Does he finish the work he begins?
Does he exhibit good discipline among the men he leads?
Does he get people to cooperate with him and with each other?
Are his personal habits above reproach?
Does he exhibit the ability to direct others?

Affirmative answers to the majority of these questions will point the way to a leader.

The question often arises as to the true relationship of "spit and polish" to discipline, and to its relative value in selecting noncommissioned officer material. The answer boils down substantially to this: A shiny airman has obeyed the order to shine; an unkept airman has not. The neat airman is not necessarily a good one because he is neat, but because he has played the game; whereas the other has failed to do so.

Another controversial question that also often enters the debate in the selection of NCO's for promotion is seniority. No private ought to be made a corporal under the supposition that in the natural order of events when he has become the senior corporal he will be promoted to sergeant. Such a scheme is to take from the corporal the main incentive to do his duty thoroughly. At the time of his promotion the corporal should be thoroughly instructed in the duties that will be expected of him. At the same time he should be told that his own future will depend upon the way that he performs his duty. Knowing, therefore, what he may expect and what is expected of him, the corporal, upon promotion to

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Sergeant, takes on his new responsibilities with increased morale and pride, founded upon realization of past duties well performed.

RESPONSIBILITIES OF NONCOMMISSIONED OFFICERS

Every noncommissioned officer must be thoroughly cognizant of the responsibility placed upon him by virtue of his rank, and continuously aware that one of the prime factors that led to advancement to his high grade was his willing readiness to accept additional responsibilities. An enumeration of the many responsibilities of all noncommissioned officers, regardless of job assignment, will serve to crystallize for the noncommissioned officers many of the common soldierly requirements of their rank.

Noncommissioned officers will be held responsible: *

1. For the personal cleanliness and appearance of the men under their command or supervision.

2. That personnel under their command or supervision be properly prepared for duty prior to or upon arrival at the place of duty.

3. That absences from duty of their subordinates be promptly and accurately reported to the 1st Sergeant.

4. That the place of duty be maintained in a proper state of neatness, and at the conclusion of duty, all equipment, files, correspondence, etc., be properly stored and secured.

5. That violations of military courtesy and customs of the service by subordinates be promptly corrected.

6. That, if members of an air crew, they observe proper conduct and courtesies while on the ground away from the home station. Each noncommissioned officer aircrew member must remember that each member of his crew, when in a foreign country, is, in the eyes of the people of that country, a personal representative of the United States. The nationals of most countries have a very high regard for us. When or where this feeling does not exist it is generally the result of actions of some selfish, irresponsible or careless individual or group of individuals. Noncommissioned officers must strive to prevent actions on the part of their subordinates which are not representative of the high standards of the Air Force and the United States.

7. That the orders and regulations governing the conduct of airmen be enforced.-

8. That the off-duty conduct and dress of personnel under their command or supervision, within the NCO's knowledge, be in keeping with the high standards of the organization.

9. That all property issued to personnel under their command or supervision be kept in a clean and orderly condition.

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10. That unauthorized property in the possession of their subordinates be promptly turned in or properly picked up on the unit and individual records.

11. That loss, damage, or destruction of government property, within the NCO's knowledge, be promptly reported to responsible personnel.

12. That clothing and equipment no longer serviceable be turned in for replacement.

13. That clothing and equipment belonging to subordinates who are deserters, AWOL's or sick in the hospital be promptly secured and turned over to the proper agency.

14. That all their subordinates be acquainted with the procedure for registering compliants.

15. That grievances of their subordinates be thoroughly considered and appropriate action for alleviation of unjustifiable causes be immediately undertaken. If this is not within the NCO's scope, a prompt report will be made to the next higher supervisory personnel.

16. That need for a subordinate's commendation or punishment, beyond the scope of the NCO's authority, be brought to the attention of the next higher authority.

17. That proper and practical advice be always available to all subordinates.

18. That criticism of subordinates be of a constructive nature, and never humiliating or in the presence of others.

19. That an effort be made on all occasions to remove those causes which make for misunderstanding, dissatisfaction, or disaffection among subordinates.

20. That any unusual situation, beyond the scope of the NCO's authority, or upon which he has taken action, be brought to the attention of the next higher authority.

21. That current organizational policies are not violated by subordinates; that violations are promptly reported and speedily corrected.

22. That current venereal disease, ground safety, information and education, fire and emergency procedure, suggestion program, special service, and other unit and base policies be adequately known by personnel under their supervisions.

23. That duty time be efficiently utilized by the airmen under their control.

24. That subordinates directly under their command or supervision be assigned specific duties and responsibilities, and understand them.

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25. That disputes, quarrels, or disorderly conduct be promptly checked, and where arrest is indicated and authorized, that such action be taken.

26. That orders are given in a clear, concise, complete form, and that orders so given be obeyed.

27. That discipline is maintained with a minimum of reference to higher authority.

28. That they lay great stress upon their own personal appearance and self-respect. They must set an example of smart, neat dress, and demand the same of subordinates.

29. That subordinates be kept informed of plans of actions and reasons therefor whenever it is possible and practicable to do so.

30. That chevrons be worn by themselves and subordinate noncommissioned officers at all times while in uniform.

*TM 12-250 "Administration" contains in great detail the duties and responsibilities of the first sergeant, mess steward, supply sergeant, and company clerk.

AUTHORITY OF NONCOMMISSIONED OFFICERS

Authority must be delegated commensurate with responsibility. Noncommissioned officers should be delegated all authority that is rightfully theirs, thereby creating increased opportunity for the noncommissioned officer to exercise command and initiative. However, merely because a NCO has authority, should be no reason for its use on all occasions. Subordinates know that the NCO has authority. Nothing excuses bad manners or loss of temper to a subordinate.

Authority may be delegated in a number of ways. It may be accomplished in writing or verbally. Policy files and squadron orders are the usual methods of written delegation. Verbal delegation may be direct or indirect. The commander may specifically authorize the 1st Sergeant to take certain action; indirectly, the commander gives authority to NCO's, in the eyes of their subordinates, by consulting them on promotion recommendations or on the best manner of implementing certain directives.

One delegation of authority which is frequently overlooked is contained in WD AGO Form No. 58 (Noncommissioned Officer's Warrant). Therein it states: "He is therefore carefully and diligently to discharge the duty of (rank) by doing and performing all manner of things thereunto belonging. And I do strictly charge and require all Noncommissioned Officers and Airmen under his command to be obedient to his orders as (rank). And he is to observe and follow such orders and directions from time to time, as he shall receive from his Superior Officers and Noncommissioned Officers set over him, according to the rules and discipline

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of War". A question which this extract from the warrant may raise is who "Superior noncommissioned officers" are; that is, how rank among noncommissioned officers is determined. This subject is covered in AR 600-15, as amended, and is briefed thusly:

a. Master sergeants will take rank according to the date indicated in the warrant or instrument of appointment.

b. First sergeants will take rank from 1 September 1942 or from the date indicated in the warrant or instrument of appointment if later than 1 September 1942. Service in the grade of first sergeant prior to 1 September 1942 will be considered as service as an enlisted man of the second grade. Credit for service as an officer, warrant officer, flight officer, or in first pay grade in AUS, NG, or enlisted reserve is explained in AR 600-15,

c. Between NCO's of the same grade, precedence is determined -

(1) According to date of rank stated on their warrants, or instruments of appointment.

(2) When dates of rank are the same, by length of active service in the Army and/or Air Force.

(3) When dates of rank and length of service in the Army and/or Air Force are the same, by length of service in the Marine Corps, Navy, or Coast Guard.

(4) When the foregoing tests are not sufficient, by lot.

It is generally a good idea for the unit commander to maintain on the squadron bulletin board a roster of noncommissioned officers in order of rank. In these days of "alphabetically by rank" payrolls, such a roster of seniority is frequently the only rapid means available to enlisted personnel for determination of relative rank. Confusion detrimental to discipline is avoided if the NCO knows just where he stands.

Noncommissioned officers will be supported by squadron commanders in the performance of their duties, according to AR 245-5. "They will not be detailed for any duty nor permitted to engage in any occupation inconsistent with their work and position. Officers will be cautious in reproving them in the presence of hearing of privates." In order to maintain the authority and prestige that should be accorded to noncommissioned officers, they should be fully supported in the execution of their duties. Many of them will have arguments with the men under them and will have difficulty enforcing their orders. Consequently, when a noncommissioned officer reports one of his men for noncompliance with proper orders, disciplinary action must follow. While both sides of the question must be heard, the word of the noncommissioned officer must be accepted until there is reason to believe that he is abusing his authority. If such is the case, action to remedy the situation might consist of a private reprimand of the noncommissioned officer and instruction in the proper use of his authority. If this should fail, the noncommissioned officer should be reduced and a man who could properly use his

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authority should be made in his place. Noncommissioned officers cannot remain efficient and be respected and obeyed unless officers back them up in the exercise of their authority.

It must be understood that a noncommissioned officer is authorized to administer no form of punishment to a member of his command. The Squadron Commander, however, may delegate to the noncommissioned officers of his unit, the authority to place enlisted men belonging to his squadron, or temporarily within its jurisdiction, (e.g., within the squadron barracks or area) in arrest or confinement as a means of restraint at the instant when restraint is necessary. Authority for such action is contained in paragraph 20, MCM, 1928, and AR 600-355. It is wise to put such delegation of authority into writing and publish it for the information of all members of the unit. In addition, noncommissioned officers have power to part and quell all quarrels, frays, and disorders among persons subject to military law and to order officers who take part in the same into arrest, and other persons subject to military law who take part in the same into arrest or confinement, as circumstances may require, until their proper superior officer is acquainted therewith. Any person refusing to obey the noncommissioned officer, or who draws a weapon upon or otherwise threatens or does violence to him, shall be punished by court-martial. Such authority is contained in AW 68; paragraphs 104c and 138, MCM, 1928; and AR 600-355.

It is evident, of course, that the noncommissioned officer at times must take rapid, drastic and effective action in disciplining a subordinate, for whom a stirring appeal to the man's higher nature may have little effect. Such occasions should be the exception rather than the rule. They are effective only as they are infrequently used. They are leadership's spare tire, mounted in an emergency when accepted methods have gone flat and there is no opportunity for deliberate, fundamental corrections at the source.

The ideal combination of leadership and authority is expressed quite aptly in MATTHEW VIII: 9 - "For I am a man under authority, having soldiers under me: and I say to this man, Go, and he goeth; and to another, Come, and he cometh; and to my servant, Do this, and he doeth it."

REDUCTION OF NONCOMMISSIONED OFFICERS

Of almost as great importance to the unit commander as promotion of noncommissioned officers is its corollary: reduction. There must be, in the interest of unit efficiency, a prompt removal of noncommissioned officers who fail to attain or maintain acceptable standards.

The Strategic Air Command has indicated that the caliber of many of its noncommissioned officers is far below the standards of pre-war years. The abilities and characteristics of many are not commensurate with their grades. As a result, inefficiency, incompetency, delinquency, or other unfavorable performance is in evidence. The lack of leadership and initiative, in ability to supervise, and neglect of duty are the major causes contributing to this unhealthy condition. Personnel, part-

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icularly noncommissioned officers, who conduct themselves in a manner that reflects discredit upon the Air Force, invariably possess qualities of poor leadership, and poor training in their squadron and group.

The continued retention of sub-marginal producers is deleterious to the efficiency and morale of any unit and should not be tolerated. Vigorous aggressive action should be taken to eliminate these sub-marginal airmen from the NCO ranks, or to reduce them to the grades commensurate with their capabilities.

As indicated in AR 615-5, as amended, a noncommissioned officer may have his appointment terminated by -

a. Court-martial - A sentence in the case of a NCO, which as ordered executed or as suspended includes either dishonorable discharge (whether suspended until release from confinement or not), or hard labor (whether with or without confinement), immediately reduces such NCO to the grade of private. Master sergeants, first sergeants, and technical sergeants cannot be tried before a summary court; NCO's below technical sergeant may not, if they object thereto, be tried before a summary court, unless such trial is authorized by the officer exercising general court-martial jurisdiction (CG, SAF).

b. The Secretary of the Air Force may terminate an appointment at will.

c. Authority competent to appoint - The authority competent to appoint a NCO (usually the Group Commander) may reduce him for misconduct or inefficiency, whenever a substantial question arises, by reason of alleged or apparent misconduct or inefficiency, of the fitness of the NCO to retain his current grade. Such reduction is accomplished by appointment of a board of three disinterested commissioned officers, whose findings and determination shall be final and conclusive in the matter.

d. At the request of the NCO, provided the request be submitted in writing. If the request is the outgrowth of misconduct it must be so stated both in the request and in the reduction order.

A unit commander may decide to recommend a noncommissioned officer for reduction for inefficiency for any of the following reasons -

a. Lack of leadership.

b. Inability to supervise effectively.

c. Inability to accomplish assigned duties.

d. Lack of technical knowledge.

e. Exhibition of poor judgment.

f. Lack of aggressiveness.

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g. Possession of weak traits of character, lack of integrity, negative personal habits, etc.

h. Record of mistakes in commission or omission.

Noncommissioned officers who are air crew members are responsible for the proper conduct of their subordinates while on the ground as they are for their proper performance of duty in the air. Any noncommissioned officer who accepts these responsibilities is competent to hold a senior position. He will be a credit to the service.

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#21.

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

REGULATION
No 51-1

3 August 1948

TRAINING

Flying Training Program for Fiscal Year 1949

1. PURPOSE: To outline a Flying Training Program for Fiscal Year 1949.

2. GENERAL:

a. Scope - This directive covers the training period for VHB & MED units from 1 Jul 48 to 30 Jun 49.

b. Objective -

(1) The general training objective of the Eighth Air Force is to achieve and maintain that state of tactical, technical, and administrative proficiency which will enable each unit to perform immediately and efficiently such missions as may be assigned. A continuous progressive training program designed to attain and maintain this proficiency will be conducted in accordance with the provisions of AF Training Standard 20-3, SAC Reg 50-8, and pertinent individual AF Training Standards.

(2) The Commanding General, Eighth Air Force, will from time to time order such field exercises and maneuvers as he considers necessary to the accomplishment of training objective, and to determine the tactical, technical, and administrative proficiency of the units of this command.

c. Training Policies - Following are the general training policies under which training programs will be effected under the provisions of this regulation:

(1) The minimums established by this regulation in no way limit or alter the responsibilities of Wing Commanders in complying with training requirements and standards established by higher headquarters.

(2) All training will be conducted on a quarterly proficiency basis, and the responsibility for the determination, attainment and maintenance of the desired state of proficiency will rest with the Wing Commander.

(3) The pilot as airplane commander is responsible for the performance of his crew; as such he will certify to the accuracy of the flight engineer's, radio operator's, and navigator's logs at time of completion of each mission.

(This regulation supersedes 8AF Regs 50-1, 30 Jul 47; 50-1A, 4 Dec 47 & 50-1B, 13 May 48.)

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(4) The unit training program will be of such flexibility as to provide interesting and complete instruction for all specialists, regardless of relative experience level.

(5) In order to insure a coordinated accomplishment of directed training, all training activities will be conducted at wing level.

(6) All combat crew members will accomplish a minimum of 30 hours of flying training monthly.

(7) Particular emphasis will be placed on the requirements of par 1b, Sup I, SAC Reg 50-8.

(8) Every effort will be made to reduce the average circular error of both radar and visual bombing. Careful analyses of bombing errors will be made, with particular emphasis on the reduction of recurrent errors. SCR 584 sites and camera attacks will be utilized to the maximum.

(9) Flying training will be so planned as to provide maximum training on all flights. Wing Staffs will provide subordinate units with the general requirements of several model missions devised to provide maximum crew training. This will have the dual benefit of giving squadron staffs and individual crews experience in mission planning, and further obviating the possibility of inefficient, ineffective utilization of flying time.

d. VHF Tactical Doctrine - Eighth Air Force units will serve as important agencies of development and test in the field of tactics and techniques. Appropriate recommendations for a prescribed tactical doctrine will be forwarded to this headquarters, Attn: Asst Chief of Staff, A-3, at the discretion of Wing Commanders.

e. Wing Training Organization - The unit training organization will include, but not necessarily be limited to, the following:

(1) Wing Training Officer: Responsible for all Ground School activities to include class scheduling and coordination, instructor training, training publications, maintenance of pertinent records, and the preparation of such reports as may be required by this or higher headquarters.

(2) Wing OJT Officers: In conjunction with the Wing Training Officer, establish a thorough On-the-Job Training Program in accordance with SAC Reg 50-11. Responsible for the accomplishment of a continuous study to determine future personnel requirements and present personnel shortages by SSN. Establish an accurate method of determining an individual's qualification for new SSN; coordination with personnel and classification sections on awarding new SSN. Maintain appropriate records and prepare such reports that may be required by this or higher headquarters.

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(3) Instructors: Personnel selected for duty as instructors will be carefully screened for technical knowledge and proficiency, and for their ability as instructors. Instructors will, under the supervision of the Wing Training Officers, prepare such outlines, curricula and syllabi as necessary to the courses to be taught, copies of which will be kept on file in the office of the Wing Training Officer.

f. Standardization Boards - Standardization Boards will be established at group levels in accordance with par 5, SAC Reg 50-8.

(1) Standardization Board members will serve on said board for a maximum period of 90 days.

(2) The minimum Standardization Board crew will consist of:

(a) 1 B-29 Airplane Commander.

(b) 1 Navigator.

(c) 1 Bombardier.

(d) 1 Radar Observer.

(e) 1 Flight Engineer.

(f) 1 RCT Gunner.

(g) 1 Radio Operator.

(3) Crew proficiency checks will be administered by the Standardization Board, and a complete current file will be kept. A minimum of one check ride will be administered each crew per quarter.

3. TRAINING REQUIREMENTS FOR COMBAT CREWS: Combat crews will accomplish the following minimum training requirements as specified. These minimums are not to be construed as relieving the responsibility of Wing Commanders or individuals from the applicable provisions of Supplements I and II, SAC Reg 50-8.

a. Pilots (Airplane Commander & Co-pilot) - Flight Training:

(1) Monthly - A minimum of 30 hours per month during which the following will be accomplished:

(a) A minimum of 4 separate flight missions.

(b) A minimum of 6 landings, 2 of which will be at night.

(c) A minimum of 6 hours of night flying.

(d) At least 3 hours of hooded or actual instrument time.

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(e) Participate in a minimum of 5 visual or radar bomb runs flown manually from a minimum altitude of 15,000 ft.

(f) Two hours of link trainer time.

(2) Quarterly -

(a) A minimum of 6 hours formation, to include forming on a leader after take-off, maneuvering in formation, climbs, descents, frontal penetrations, and landings from formation.

(b) Participate in a minimum of one heavy take-off, long range round robin flight quarterly, in accordance with the provisions of par 1b(5), (6), and (7), Supplement I, SAC Reg 50-8.

b. Navigator:

(1) Flight Training - Navigators will complete the following minim requirements quarterly:

(a) One long range navigation mission to include one long range navigation mission in accordance with par 5, Supplement I, SAC Reg 50-8, on which the navigator employs the "D" system to obtain drift, employing celestial as primary means of navigation, and making landfall by use of sun LOP.

(b) Two navigational missions on which the navigator will navigate, using the grid system of navigation. One mission to include an 800 NM flight track by using the grid syste

(c) One navigational mission on which the navigator will navigate by use of the assigned radar equipment.

(d) At least 25 Loran fixes will be obtained in the air.

(e) At least 18 celestial fixes will be obtained in the air.

(2) Technical Training -

(a) Obtain at least 3 celestial fixes on the ground each week when no celestial fixes in the air are obtained that current week.

(b) Receive a minimum of 4 hours Loran Trainer time, and 4 hours Celestial Navigation Trainer time per quarter, where trainers are available.

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c. Bombardiers:

(1) Flight Training - Bombardiers will complete the following minimum requirements quarterly:

(a) Fifteen camera-bombing attacks against industrial targets from 25,000' or above.

(b) The following quarterly requalifications:

1. Five bombs released from 6,000' to 8,000'.

2. Five bombs released from 12,000'.

3. Five bombs released from 15,000', manually flown.

4. Five bombs released from 15,000', flown by auto pilot.

5. Ten bombs released from 20,000' or higher (All altitudes are absolute altitudes).

(c) In addition, the following proficiency bombing quarterly:

1. Fifteen M-38-A-2, 100 lb practice bombs released from 25,000', or above.

2. Five 500 lb, G.P. bombs released from 25,000', or above.

3. Ten individual radar releases from 25,000', or above, bombardier occupying radar observer's position.

4. Ten SCR 584 attacks from 25,000' or above, occupying radar observer's position.

(2) Technical Training -

(a) Eight hours bomb-trainer time quarterly.

(b) Proficiency in loading, installation and operation of the bomb-scoring camera.

(c) Demonstrate proficiency in the computation and use of differential ballistic wind corrections by use of "Q" system.

d. Radar Observer:

(1) Flight Training - Radar Observers will complete the following minimums quarterly:

(a) Fifteen radar coordinated or synchronous attacks on industrial targets from altitudes not less than 25,000' absolute. These attacks to be scored by SCR 584.

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(b) Ten individual practice bomb radar releases on reflector targets from altitudes not less than 25,000' absolute, using coordinated or synchronous procedures.

(c) Five visual individual releases of M38A2 100 lb practice bombs or 500 lb GP bombs from altitudes not less than 25,000' absolute, occupying the bombardier's position.

(d) Participate in the obtaining of 50 radar-scope photographs.

(e) Obtain a minimum of 12 Loran fixes in flight.

(f) Obtain a minimum of 6 radar-beacon fixes.

(g) Ten camera attacks against industrial targets from altitudes not less than 25,000' absolute, employing coordinated or synchronous techniques as applicable.

(h) Five visual camera attacks against industrial targets from altitudes not less than 25,000' absolute, employing the M-series bombsight in the bombardier's position.

(i) One navigation flight occupying the navigator's station, of not less than 1,000 miles, during which dead reckoning, celestial fixes and map reading will be employed; and the total exclusion of radio aids will be required.

(j) One navigation flight of not less than 1,000 miles, using the assigned radar equipment as the only aid to dead reckoning.

(k) Participate in one long range mission in accordance with provisions of par 1b(5),(6), and (7), Supplement I, SAC Reg 50-8.

(2) Technical Training -

(a) Obtain a minimum of 6 hours of supersonic-trainer time, quarterly.

(b) Obtain a minimum of 2 hours of bomb-trainer time, quarterly.

(c) Obtain a minimum of 4 hours of navigation-trainer time, quarterly. In the absence of, or non-availability of navigation trainer, 12 celestial fixes, or 20 LOP's will be obtained on the ground, quarterly.

(d) Under supervision of squadron or group 0141, will achieve, and maintain proficiency in 1st and 2d echelon maintenance of radar equipment. A minimum of 2 hours weekly will be spent in radar maintenance shops to accomplish requirements.

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(e) Will attend a minimum of 1 2-hour training period, quarterly, in recognition of types of radar interference, jamming, and anti-jamming techniques.

e. Flight Engineer:

(1) Monthly Flight Requirements -

(a) Fly a minimum of 30 hours.

(b) Fly a minimum of 4 separate flight missions.

(c) Participate in a minimum of 6 landings, 2 of which will be at night.

(d) Participate in a minimum of 6 hours of night flying.

(2) Quarterly Flight Requirements -

(a) Participate in at least 6 hours of formation flight to include forming on a leader after take-off, maneuvering in formation, climbs, descents, frontal penetrations, and landing from a formation.

(b) Participate in a minimum of 1 heavy weight take-off, long range round-robin flight, in accordance with the provisions of par 11b(5),(6), and (7), Supplement I, SAC Reg 50-8.

(3) Cruise Control Requirements -

(a) Maintain an Eighth Air Force Flight Engineering log on every flight.

(b) Maintain a flight progress curve on every flight of more than 4 hours duration.

(c) Prepare a no-wind predicted cruise control flight plan for every flight of more than 4 hours duration.

(d) Prepare in flight cruise control flight plans on all flights for which a no-wind predicted cruise control flight plan was prepared and from which the flight has deviated more than 1,000' in altitude or 2 miles per hour calibrated airspeed.

(4) Technical Requirements -

(a) Participate in active aircraft and engine maintenance for a minimum of 40 hours per month.

(b) Be proficient in all standard and emergency operating procedures, and be familiar with all operating limits for the type equipment normally assigned.

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(c) Maintain a current information file of all current publications pertaining to flight engineering.

(5) The original copies of the cruise control flight plan prediction, any in-flight planning correction of the prediction, the cruise control log and the flight progress curve for each mission flown in compliance with pars 1b(5), (6), and (7), Supplement I, SAC Reg 50-8, will be forwarded to this headquarters, Attn: A-3 Division, within 1 working day of termination of the mission. This material will be forwarded for all missions flown to meet this requirement, regardless of the success of the mission.

f. Radar Observer, ECM -

(1) Flight Training - Radar Observers, ECM's, will complete the following minimums as indicated:

(a) Fly 1 long-range mission, and 3 other missions, quarterly, making a complete analysis of as many radar and/or radio signals as possible, and attempt to locate the originating stations by means of D/F bearings. Logging and reporting procedures will be in accordance with Eighth Air Force Reg 50-20.

(b) Fly 2 missions per quarter as a "spot-jammer" operator, employing "spot-jamming" techniques, and "look through" procedures to effectively jam ground radar equipment.

(2) Technical Training - Develop and prepare ECM plans and tactics for all model missions required in par 9.c. (6) to achieve ECM protection of aircraft by means of one or combinations of the following methods:

(a) Spot-jamming.

(b) Barrage-jamming.

(c) Window.

(d) Evasion.

(e) Diversionary, and deception tactics.

g. Radio Operator -

(1) Flight Training - Become proficient in obtaining visual and aural-null radio fixes.

(2) Technical Training -

(a) Synthetic net drill will be provided as near as possible to actual operating conditions to simulate air-ground and ground-air contacts.

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receiving Morse Code by means of signal lamp, at a speed of five-four character groups per minute for one minute, without error, out of a 3-minute test.

(2) Pilots, navigators, bombardiers, radar observers, and radar observers ECM will pass a proficiency check, quarterly, in transmitting and receiving International Morse Code by C.W. at a speed of eight-four character groups per minute for one minute, without error, of the 3-minute check.

(3) Successfully pass a standard proficiency check on their particular specialty, once each quarter.

(4) Complete a 3-hour indoctrination course in ECM, as outlined in 8AF Reg 50-11.

4. INDIVIDUAL TRAINING REQUIREMENTS: The following small-arms firing will be accomplished -

a. All assigned officers authorized to bear arms will fire qualification courses with individual assigned weapon, and are authorized to fire qualification course on all types of weapons authorized the unit, under appropriate TO/E.

b. Each enlisted man will fire a qualification course on his assigned weapon, and familiarization courses on all other types of weapons authorized the unit under appropriate TO&E, with which at least 10% of the enlisted men of the unit are armed.

c. Personnel assigned security duties utilizing types of weapons not authorized in TO/E will fire familiarization courses with these weapons.

d. Units authorized crew-served weapons will fire qualification courses, based on 4 men for each weapon authorized.

e. Fifty percent of the officers, and 50% of the enlisted men assigned must qualify to meet P.O.M. requirements.

5. REPORTS:

a. Wing Commanders will submit report under the provisions of par 8, SAC Reg 50-8, to reach this headquarters not later than 15 Aug 48.

b. Copies of wing training schedules, curricula, syllabi, proficiency examinations, and flight check lists, and future revisions thereof will be forwarded this headquarters, Attn: Asst Chief of Staff A-3, first report not later than 1 Sep 48.

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(b) Receive a minimum of 1 hour of lecture in recognition of types of radio interference and jamming.

(c) Receive a minimum of 1 hour of lecture in anti-jamming techniques.

(d) Demonstrate proficiency in receiving international Morse Code at a minimum rate of 12 words per minute through a jam to signal ratio of at least 12 db (representing a jamming signal at the receiver having approximately 16 times the power of the desired signal).

h. Gunnery -

(1) Flight Training - Each gunner-crew member will be required to complete the following quarterly:

(a) Firing of 200 rounds of ammunition under one of the following conditions:

1. Air to Air.

2. Air to Ground.

3. Over-water flights out of Zone of Interior.

(b) One gun camera combined fighter-bomber mission, exposing 50 feet of film aimed at attacking aircraft from assigned sighting station.

(2) Technical Training -

(a) A thorough knowledge of the tactical use of the RCT system as outlined in AF Manual 91-126-4.

(b) Ability to perform the operation procedure and postflight sections of the standard proficiency check for his assigned sighting station, and one other sighting station. Proficiency checks will be administered once each 6-month period, using tactical airplanes. Mockups and OL-Z aircraft will not be utilized for administering proficiency checks.

(c) Demonstration of proficiency on available synthetic trainers.

(d) Ability to operate the auxiliary-power unit.

(e) Ability to perform the duties of a scanner from either blister position.

i. All Combat Crew Personnel -

(1) Pass a proficiency check, quarterly, in transmitting and

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c. Reports required by paragraph 8, SAC Regulation 50-8 are exempt from Reports Control Symbol per paragraph 8, n, AF Regulation 11-5.

BY COMMAND OF MAJOR GENERAL RAMEY:

ROBERT W. BURNS
Brigadier Gen, USAF
Chief of Staff

OFFICIAL:
John E. Hall
JOHN E. HALL
Major, AGD
Asst Adj Gen

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#22

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

REGULATION
NO. 50-23

28 July 1948

TRAINING

Fighter Training Program for Fiscal Year 1949

1. PURPOSE: To outline a Fighter Training Program for Fighter Units.

2. OBJECTIVES: The general training objective is to achieve and maintain that state of proficiency which will enable each unit to perform immediately and efficiently such missions as may be assigned.

a. A continuous progressive training program designed to attain and maintain this proficiency will be conducted in accordance with provisions of AF Training Standard 10-1; Sup III, SAC Reg 50-8; and pertinent individual AF Training Standards.

b. The Commanding General, Eighth Air Force will, from time to time, order such field exercises and maneuvers as he considers necessary to the accomplishment of training objectives; and to determine the tactical, technical, and administrative proficiency of the units of this command.

3. ORGANIZATION:

a. Standardization Boards -

(1) Standardization Boards will be established at Group level, and will be composed of 5 rated officers. The President of the board will not be below the rank of Major.

(2) Group proficiency checks will be administered by the group Standardization Board, and a complete current file will be maintained on all Ground School activities.

b. Wing Training Organization - The Unit Training Organization will include, but not necessarily be limited to, the following:

(1) Wing Training Officer: Responsible for all Ground School activities to include class scheduling and coordination, instructor training, training publications, maintenance of pertinent records, and the preparation of such reports as may be required by this or higher headquarters.

(2) Wing OJT Officers - In conjunction with the Wing Training Officer, there will be designated a Wing OJT Officer, who will establish a thorough On-The-Job Training Program, in

(This regulation supersedes 8AF Reg 50-23, 1 Oct 47.)

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accordance with SAC Reg 50-11. The OJT Officer will -

(a) Be responsible for the accomplishment of a continuous study to determine future personnel requirements and present personnel shortages by SSN.

(b) Establish an accurate method of determining an individual's qualification for new SSN.

(c) Coordinate with Personnel and Classification Sections on awarding new SSN.

(d) Maintain appropriate records and prepare such reports that may be required by this and higher headquarters.

(3) Instructors -

(a) Personnel selected for duty as instructors will be carefully screened for technical knowledge and proficiency, and for their ability as instructors.

(b) Instructors will, under the supervision of the Wing Training Officer, prepare such outlines, curricula and syllabi, as necessary to the courses to be taught, copies of which will be kept on file in the office of the Wing Training Officer.

4. TACTICAL DOCTRINE - VERY LONG RANGE FIGHTER UNITS:

a. Eighth Air Force Fighter Units will serve as important agencies of development and test in the field of tactics and techniques.

b. Appropriate recommendations for a prescribed tactical doctrine will be forwarded to this headquarters, Attn: Asst Chief of Staff A-3, at the discretion of Wing Commanders.

5. TRAINING POLICIES: Following are the general training policies under which training programs will be effected:

a. The minimum established by this regulation will in no way limit or alter the responsibilities of wing commanders in complying with training requirements and standards established by higher headquarters.

b. Particular emphasis will be placed on the requirements of Sup III, SAC Reg 50-8.

c. The Unit Training Program will be of such flexibility as to provide interesting and complete instruction for all specialists, regardless of relative experience level.

d. Flying training will be so planned as to provide maximum training on all flights. Wing Staffs will provide subordinate units with the general requirements of several model missions devised to provide maximum pilot training. This will have the dual benefit of giving squadron staffs, and individual pilots experience in mission planning, and further obviate the possibility of inefficient, ineffective utilization of flying time.

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e. All training will be conducted on quarterly proficiency basis, and the responsibility for the determination, attainment, and maintenance of the desired state of proficiency will rest with the wing commander.

f. In order to insure a coordinated accomplishment of directed training, all training activities will be conducted at wing level.

6. TRAINING REQUIREMENTS:

a. Combat Pilots - Combat pilots will accomplish the following minimum training requirements as specified. These minimums are not to be construed as relieving the responsibility of wing commanders or individuals from the applicable provisions of Sup III, SAC Reg 50-8.

(1) Flying Training: Combat pilots will fly a minimum of 20 hours per month during which they will accomplish the following:

(a) Two hours of night flying.

(b) Two hours of instrument flying.

(c) Two navigation missions.

(d) Two hours of formation.

(e) Gunnery as prescribed in Sup III, SAC Reg 50-8.

(2) Technical Training:

(a) Spend a minimum of 10 hours on the line in practical maintenance of the aircraft every 30 days.

(b) Possess a valid instrument card (green or white) and receive 2 hours of Link-Trainer time each month.

b. Individual Training - The following small-arms firing will be accomplished:

(1) All assigned officers authorized to bear arms will fire qualification courses with individual assigned weapon, and are authorized to fire qualification course on all types of weapons authorized the unit under appropriate T/O&E.

(2) Each enlisted man will fire a qualification course on his assigned weapon, and familiarization courses on all other types of weapons authorized the unit under the appropriate T/O&E with which at least 10% of the enlisted men of the unit are armed.

(3) Personnel assigned security duties utilizing types of weapons not authorized in T/O&E will fire familiarization courses with these weapons.

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(4) Units authorized crew served weapons will fire qualification courses based on 4 men for each weapon authorized.

(5) Fifty percent of the officers and 50% of the enlisted men assigned must qualify to meet POM requirements.

7. REPORTS:

a. A report as outlined in par 8, SAC Reg 50-8, will be submitted by Wing Commanders to reach this headquarters not later than 15 Aug 48. Report is exempt from Reports Control Symbol per par 8n, AF Reg 11-5, 11 Feb 48.

b. Copies of wing training schedules, curricula, syllabi, proficiency examinations, flight check lists, and future revisions thereof will be forwarded this headquarters, Attn: Asst Chief of Staff, A-3, first report not later than 1 Sep 48.

BY COMMAND OF MAJOR GENERAL RANEY:

ROBERT W. BURNS
Brig Gen, USAF
Chief of Staff

OFFICIAL:

John E. Hall

JOHN E. HALL
Major, AGD
Asst Adj Gen

Distribution: "A"

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#23

OJT STATISTICS - INDIVIDUAL BASES

WALKER AF BASE

Mo.	No. SSN's Involved	No. in Trng. WH	No. in Trng. COL	Awarded SSN's WH	Awarded SSN's COL	Failed OJT WH	Failed OJT COL
July	66	357	9	32	1	30	0
Aug	69	330	13	63	1	16	0
Sept	76	317	18	76	0	10	0
Oct	73	337	14	59	1	16	0
Nov	75	372	16	84	0	20	0
Dec	68	218	9	91	0	5	0
Avg.	71.1	Avg. 321.8	13.1	405	3	97	0

CARSWELL AF BASE

July	85	495	20	43	6	0	0
Aug	83	450	49	157	17	0	0
Sept	104	528	8	39	2	0	0
Oct	94	386	7	94	14	0	0
Nov	91	556	15	38	0	0	0
Dec	89	540	7	12	0	0	0
Avg.	91	Avg. 492.5	17.6	383	39	0	0

DAVIS-MONTHAN AF BASE

July	73	311	10	89	0	5	0
Aug	69	296	9	55	1	22	1
Sept	69	277	9	47	0	1	1
Oct	62	251	5	54	2	9	1
Nov	65	270	5	58	1	7	1
Dec	68	300	0	67	0	0	0
Avg.	67.6	Avg. 283.1	6.3	370	4	44	4

KEARNEY AF BASE

July	49	127	16	1
Aug	55	139	51	1
Sept	44	157	3	0
Oct	39	108	29	9
Nov	39	131	11	1
Dec	45	129	51	3
Avg.	45.1	Avg. 131.8	161	15

BIGGS AF BASE

July	57	155	17	13
Aug	54	129	27	0
Sept	55	145	29	0
Oct	37	127	22	0
Nov	30	124	13	0
Dec	36	100	13	0
Avg.	47.1	Avg. 130	121	13

WH andCOL indicate white or colored airmen. There were no colored airmen assigned at Kearney AF Base, and at Biggs AF Base, no colored troops participated in the OJT program. Colored airmen were not assigned at this station until 1 December 1948.

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#24

SAC 337
Subject, Observer Ratings

OTR 211 (12 Aug 48) 1st Ind

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 most whole-heartedly in the existence of the observer rating problem as outlined in paragraphs 1, 2 and 3 of the basic communication. The conference proposed in paragraph 4 is further considered extremely timely. In an effort to provide the information requested in paragraph 5, this headquarters has received written recommendations from the bombardment wings of the Eighth Air Force and has convened discussion groups relating to the problem. The request of this headquarters for a delay in suspension date was occasioned by the diversity of recommendations and proposals received.

2. The comments of this headquarters will be divided into specific points of discussion and recommendations for the immediate needs of rated observers in the Eighth Air Force and some general points of discussion and recommendations pertinent to observer ratings on a long range basis.

3. There can be no question for the immediate present and for the immediate future (the next three or four years) that a critical requirement will exist within this command for rated observers as are authorized in the present bombardment wing tables of organization. Present indications are that the total requirement for the authorized observers will greatly exceed those presently available. It is therefore recommended that the basic types of observer ratings be retained as they are now presently designated. The principal duty responsibility of the bombardment observer (1037), of the flight engineer (1028), of the electronics countermeasures observer (7888), and the gunnery observer (2554) is sufficiently specialized to justify this recommendation. This headquarters concurs in the present procedure that initial observer ratings should be awarded by the Air Force Training Command. It is felt, however that major using commands should be authorized to award additional MOS's to the rated observer as he becomes qualified in another aeronautical specialty. Specifically therefore, this headquarters recommends that rated observers (either 1034s, 1035s, or 0142s) be authorized to qualify for and receive an MOS 1037 within this command. The further award of the 2554 or 1028, as required, is well within the capabilities of this command and should be so authorized under the condition that an observer's rating of any type has been previously awarded by Air Training Command. Because of the highly technical nature of training required, it is not believed judicious to request authority to award the 7888 or weaponeer MOS to rated observers, at least at the present time. Such a proposal

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permits advancement in aeronautical specialities of those personnel awarded an aeronautical rating under wartime conditions and in whom the Air Force has a considerable investment. This is especially important when considering rated observers who have been integrated into the regular Air Force.

4. The granting of any further observer ratings should be based on the successful conclusion of comprehensive aeronautical education in the basic fields of electronics, navigation, ballistics and engineering, thereby rendering the rated observer qualified for further specialization to meet current requirements. Because of the present organization of the Air Force, training and proficiency standards must be established by the major air commands and changed and maintained in accordance with their needs. The Training Command cannot possibly train observers in enough specialties to satisfy the needs of all commands. The Training Command should train observers generally, the way that a pilot is trained in general flying techniques. Pilots are exposed to transition by the using agency, and there is no reason why the same cannot apply to an observer. By this reasoning it follows that the observer should be rated as an observer, and should be considered trainable in any specialty required by a given command at no great expense to the government. Add to this the normal career schools and the observer should be a well rounded, valuable officer in a comparatively short time.

5. The general comments of the bombardment wings of the Eighth Air Force indicate that a very serious concern exists for the future of the rated observer in the future Air Force scheme. At present the observer looks forward to a highly unsatisfactory career with slow promotion, almost no opportunity for said promotion, and many limitations on the assignments he may apply for and/or receive. Except for prerequisities of certain types of specialized formal education, there should exist no limits as to an officer's possible duties because of the aeronautical rating he holds. Past Air Force policies and actions insofar as suspension and discontinuance of ratings and observer flying status, ie, MOS 1028, Flight Engineer, have resulted in all rated non-pilot personnel feeling insecure in their present assignments. Further, this has resulted in lower morale among these personnel, in some cases causing requests for relief from active duty. In many cases, the Air Force has lost officers with definite capabilities who were great potential assets to the Air Force. Definite career planning is very important for observer personnel. Monitoring of schools' programs, with a view toward insuring the homogeneity of assignments and duties is desirable, with increasing responsibility as a constant goal.

6. The utilization of rated observers in the regular Air Force, upon reaching the age when an air crew assignment is not desirable, it is felt should not present a problem in that these officers will be

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aminently qualified for the highly specialized ground duties of the Air Force of the future. The adoption and dissemination of this concept will go far toward alleviating the present uncertainty and morale problems of these officers.

7. In conclusion it is strongly recommended that observer personnel of senior regular ranks be included in any conferences convened to establish policies on this matter.

FOR THE COMMANDING GENERAL:

R. W. BURNS
Brigadier General, USAF
Chief of Staff

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John E. Hall.

JOHN E. HALL
Major, USAF
Adjutant General

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#25

BOMBARDMENT CROSS TRAINING 16-31 JULY 1948

	No. In Training	Position Being Trained For	
Pilots	26	Flight Engineer	(1028)
	117	Navigator	(1034)
	2	Bombardier	(1035)
	1	Radar Operator	(0142)
	126	A. O. B.	(1037)
Total	272		
Navigators	6	Bombardier	(1035)
	0	Flight Engineer	(1028)
	27	Radar Operator	(0142)
	5	A. O. B.	(1037)
Total	38		
Bombardiers	12	Navigator	(1034)
	0	Flight Engineer	(1028)
	87	Radar Operator	(0142)
	10	A. O. B.	(1037)
Total	109		

BOMBARDMENT CROSS TRAINING 16-31 AUGUST 1948

Pilots	28	Flight Engineer	(1028)
	112	Navigator	(1034)
	0	Bombardier	(1035)
	7	Radar Operator	(0142)
	113	A. O. B.	(1037)
Total	260		
Navigators	1	Bombardier	(1035)
	0	Flight Engineer	(1028)
	11	Radar Operator	(0142)
	0	A. O. B.	(1037)
Total	12		
Bombardiers	16	Navigator	(1034)
	0	Flight Engineer	(1028)
	86	Radar Operator	(0142)
	8	A. O. B.	(1037)
Total	110		

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BOMBARDMENT CROSS TRAINING 15-30 SEPT 1948

	No. In Training	Position Being Trained For	
Pilots ----------	58	Flight Engineer	(1028)
	6	Navigator	(1034)
	22	Bombardier	(1035)
	4	Radar Operator	(0142)
	78	A. O. B.	(1037)
Total	168		
Navigators ----------	1	Bombardier	(1035)
	0	Flight Engineer	(1028)
	25	Radar Operator	(0142)
	0	A. O. B.	(1037)
Total	26		
Bombardiers ----------	4	Navigator	(1034)
	0	Flight Engineer	(1028)
	60	Radar Operator	(0142)
	16	A. O. B.	(1037)
Total	80		

NOTE: Reports on these two pages were taken from the files of the Operations Division, Headquarters Eighth Air Force.

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#26

FLYING TRAINING 1-15 SEPT 1948 - BOMBERS

	7th	2d	43d	97th	509th	Total
Total Hours Flown	449:20	644:30	471:05	678:05	670:10	2913:10
Formation	21:20	379:10	27:30	89:25	74:50	592:15
Transition	60:00	45:45	38:45	14:35	0	156:05
Instrument	59:00	127:50	145:50	91:10	76:15	500:05
Grid Navigation			23:45		218:15	242:00
Night	17:00	3:00	138:35	42:50	67:45	269:10
Air Demonstration	35:30	143:50	94:35	56:50	277:25	608:10
Radar Scope Time	276:05	227:15	323:10	259:45	278:15	1364:30
No. Gunnery Missions	0	0	4	2	6	12
Rounds Ammo. Fired	0	0	4200	1600	5040	10840
Feet Gun Camera Film Exposed	0	1690	0	200	250	2140
No. Ftr-Bomb Missions	0	44	0	1	0	45
Total Bombs Dropped	321	20	182	174	41	738
Practice Bombs	321	0	180	73	20	594
HE Bombs	0	20	2	101	20	143
Special Bombs	0	0	0	0	1	1
No. Scored SCR-584 Runs	79	0	31	22	33	165
No. Complete Crews	18	30	34	22	29	133
Aircrew Personnel necessary to completely man units	28	16	241	14	not shown	299
No. Aircraft Assigned	14 B-29 15 B-36	40 B-29	7 B-50 19 B-29	42 B-29	32 B-29	15 B-36 7 B-50 147 B-29
No. A/C & Crews available for 15 day mission:						
48 Hr. Warning:						
Aircraft -----	14 B-29 15 B-36	29	28	26	26	15 B-36 123 B-29
Crews -------	18 B-29 9 B-36	30	34	20	27	9 B-36 129 B-29
15 Day Warning:						
Aircraft -----	14 B-29 15 B-36	29	28	42	30	15 B-36 143 B-29
Crews -------	18 B-29 9 B-36	30	34	28	29	9 B-36 139 B-29
30 Day Warning:						
Aircraft -----	14 B-29 15 B-36	29	28	42	31	15 B-36 144 B-29
Crews -------	20 B-29 11 B-36	30	34	30	31	11 B-36 145 B-29
60 Day Warning:						
Aircraft -----	14 B-29 16 B-36	29	28	42	32	16 B-36 147 B-29
Crews -------	24 B-29 16 B-36	30	34	30	31	14 B-36 149 B-29
No. Crews proficient for flts outside US	18	30	34	22	31	135

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Flying Training 1-15 Sept 1948 - Fighters

	27th Group	33d Group	Totals
1. Total Hours Flown	301:00	319:45	620:45
Day	277:00	313:40	590:40
Night	24:00	6:05	30:05
Avg. Hrs flown per Pilot	2:00	3:22	2:41
2. Total Hours Available	1624:00	2400:00	4024:00
3. Hrs Instrument Time	19:00	60:40	79:40
No. Hrs Link Utilized	69:00	37:00	106:00
No. Hrs Link Available	116:00	118:00	234:00
4. No. VLR Tng Flights	42	2	44
5. No. Nav. Formation Flts.	25	38	63
6. No. Pilots Assigned	140 *	92	232
7. No. & Type A/C Assigned	85 F-82E	82 F-84	167
81 No. Pilots Cap Pri. Mission	103	88	191
9. No. A/C and Crews available for 15 day mission:			
48 Hour Warning:			
Aircraft	71	53	124
Crews	70	88	158
15 Day Warning:			
Aircraft	75	64	139
Crews	75	91	166
30 Day Warning:			
Aircraft	80	81	161
Crews	75	91	166
60 Day Warning:			
Aircraft	85	81	166
Crews	75	91	166
10. No. of GCA landings	42	32	74

* Aircraft in this group require two pilots per plane.

NOTE: Figures shown on these two pages were extracted from the "Consolidated Semi-Monthly Combat Crew Training Report," file in the Operations Division, Headquarters Eighth Air Force. This does not constitute a complete two weeks report since only certain items have been extracted. - Historian.

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#27

Headquarters Fighth Air Force
Fort Worth, Texas
0900, 29 July 1948

FO 57

MAPS: As desired.

1. a. Omitted

b. Units of US AIR FORCE will participate in Aerial Review at NEW YORK INTERNATIONAL AIRPORT as specified in SAC Field Orders number 30, 31 and 32.

2. Commencing at H / 5 on 31 **July** the FIGHTH AIR FORCE participates in Aerial Review at INTERNATIONAL AIRPORT NEW YORK CITY.

a. TARGET: IDLEWILD AIRPORT (40°39'N - 73°48'W)

b. BOMBER ROUTE: BASE - GROUP ASSEMBLY POINT - AIR FORCE LINE ASSEMBLY POINT - IP - TARGET - BASE.

c. FIGHTER ROUTE: BASE - SELFRIDGE - GRENIER - RENDEZVOUS POINT - IP - TARGET - GRENIER - SELFRIDGE - KEARNEY.

d. H-HOUR: 1900Z

e. AXIS OF ATTACK: 10° M.H. Parelleling north south runway on west side of airport between tower and reviewing stand.

f. BREAKAWAY: All units will turn to magnetic heading of 65° after passing the northern boundary line of the airport. All units will remain in Air Force formation until cleared by Air Force Air Commander.

g. AIR SPEED FOR BOMBER AIRCRAFT: 200 CAS

h. BOMB GROUP ASSEMBLY POINTS: 7TH BOMB GP - NEWCASTLE RADIO RANGE, 43RD BMB GP - BALTIMORE RADIO RANGE. 2ND BMB GP - MARTINSBURG RADIO RANGE. 509TH BMB GP - PATUXENT RADIO RANGE, 97TH BMB GP - RICHMOND RADIO RANGE . Altitude of assembly at discretion of Unit Commanders.

i. SAC UNIT RENDEZVOUS POINTS:

(1) 82ND and 27TH FTR GPS: BRIDGEPORT, CONN.

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(2) BOMBER UNITS: PHILADELPHIA Radio Range.

(a) All Units will fall in division line at this point in the following order and at the specified altitude: 7TH BMB GP- 1500', 43RD BMB GP- 2500', 2ND BMB GP - 1500', 509TH BMB GP- 2500', 97TH BMB GP- 1500', 92ND BMB GP-2500', 98TH BMB GP- 1500', 22ND BMB GP will form composite sqdns with 98TH BMB GP

j. INITIAL POINT: 40°05'N, 74°02'W

k. ALTITUDE OVER IP:

(1) FIGHTERS: 3000'

(2) BOMBERS: Same as rendezvous altitude.

l. DEPARTURE TIME FROM RENDEZVOUS POINT: 7TH BMB GP will depart PHILADELPHIA Radio Range Station for IP at 18:32Z. Each subsequent Group will depart at one minute intervals.

m. TYPE OF FORMATION: Group box formation with lead, low and high sqdn as specified in EIGHTH AIR FORCE tactical doctrine.

3. a. 27TH FTR GP:

(1) FORCE REQUIRED: 39 F-82s, 39 F-51s. A total of 78 aircraft will be dispatched from KEARNEY, F-51s may be utilized to reach this total in event sufficient F-82s are not available.

(2) STAGING BASE: GRENIER AF BASE. Aircraft will refuel enroute at SELFRIDGE and arrive at GRENIER AFB 30 July 1948.

(3) TIME OVER TARGET: 1904Z

(4) ALTITUDE OVER TARGET: 500'

(5) RETURN ROUTE: GRENIER - SELFRIDGE - KEARNEY.

b. 7TH BOMB GROUP:

(1) FORCE REQUIRED: All available B-29 and B-36 aircraft.

(2) TIME OVER TARGET: B-29s - 1905Z, B-36s - 1911Z.

(3) ALTITUDE OVER TARGET: B-29s - 1500', B-36s - 1000'

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c. 43RD BOMB GROUP:

(1) FORCE REQUIRED: All available B-29s.

(2) STAGING BASE: CARSWELL AFB. Aircraft will arrive CARSWELL AFB not later than 0900 CST 30 July 1948.

(3) TIME OVER TARGET: 1906Z

(4) ALTITUDE OVER TARGET: 2500'.

d. 2ND BOMB GROUP:

(1) FORCE REQUIRED: All available B-29 aircraft.

(2) STAGING BASE: MACDILL AFB. Aircraft will stage at MACDILL AFB on return route.

(3) TIME OVER TARGET: 1907Z

(4) ALTITUDE OVER TARGET: 1500'

e. 509TH BOMB GROUP:

(1) FORCE REQUIRED: All available B-29 aircraft.

(2) Aircraft to be loaded to permit return to ROSWELL. In emergency, aircraft will land at DAYTON, CHANUTE or CARSWELL AFB.

(3) TIME OVER TARGET: 1908Z.

(4) ALTITUDE OVER TARGET: 2500'

f. 97TH BOMB GROUP:

(1) FORCE REQUIRED: All available aircraft.

(2) STAGING BASE: MAXWELL AFB. Refueling will be accomplished on return route.

(3) TIME OVER TARGET: 1909Z.

(4) ALTITUDE OVER TARGET: 1500'.

x. (1) MAJOR GENERAL ROGER M. RAMEY will act as Air Force Commander in aircraft Number 753. COLONEL ALLEN D. CLARK will fly in number two position as Deputy Air Force Commander.

(2) Deputy Lead Aircraft will circle ANDREWS FIELD for 30 minutes prior to GENERAL RAMEYS take-off time to enable lead aircraft to reach assembly point on time. In the event of a ground abort of the

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lead aircraft, Deputy Leader will land, pick up GENERAL RAMEY and proceed to assembly point.

(3) Weather aircraft will stage through ANDREWS FIELD and will be flown by COLONEL THOMAS J. DUBOSE, Weather information on group assembly points, Air Force rendezvous point and IP will be broadcast as specified in paragraph five at 13, 28 and 43 and 58 minutes after each hour.

(4) All aircraft will maintain assigned altitudes over IP and TARGET.

(5) Mission will not be flown if weather at assembly points, rendezvous point, IP and target is less than 5000' ceiling with three miles visibility.

(6) In event of cancellation of mission on 31 July one additional attempt will be made on 1 August.

(7) SAC will notify units of cancellation.

(8) In event weather forecast is marginal CAA stations at rendezvous and IP areas will relay cancellation messages to aircraft, if necessary.

(9) All altitudes specified are absolute.

4. a. Staging Bases will provide Govt housing, messing, refueling, inflight lunches and maintenance if required.

b. Necessary organizational maintenance personnel will be transported in unit aircraft to staging bases.

c. Responsibility for supply of spare parts for aircraft staging through MAXWELL FIELD will rest with the 97TH BMB WG.

d. MITCHEL AFB will furnish refueling at IDLEWILD for long range B-29 aircraft landing at IDLEWILD.

e. This is a Special Field Exercise. Per Diem is authorized while enroute to and from but not at IDLEWILD and is properly chargeable to SFE Proj 440 funds. Govt quarters will be occupied and Govt messing

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facilities will be utilized to maximum extent available in those instances where landings are necessitated away from home stations. The mayors provide necessary quarters and per diem to those crews required to land at IDLEWILD AIRPORT during auth duration of their stay. Crews will report to LT COL WILLIAM C. GARLAND, SAC Project Officer, or Representative, on arrival at IDLEWILD, TDY orders will be given to Project Officer at IDLEWILD.

5. a. Following VHF channels will be used as specified:

(1) Channel "A", 116.1 megacycles normal CAA.

(2) Channel "B" 126.18 megacycles IDLEWILD TOWER.

(3) Command Interplane Frequency, 137.88 megacycles channel "C"

(4) Group and unit interplane frequencies:

(a) Bomber aircraft common channel "E", 133.56 megacycles. One aircraft per group will standby and monitor this frequency after departing group assembly point.

(b) Fighter aircraft, channel "E" 148.86 megacycles.

(c) SAC common frequencies channel "F", 138.42 megacycles. AF leader and group leaders will switch to and standby on channel "F" after departing group assembly point.

(d) Group interplane frequencies are as follows and will be installed in channel "G". Aircraft with the exception of AF leader and wing commanders will continue to standby on respective group interplane frequency after departing group assembly point.

1 43RD BMB GP : 134.82 megacycles.

2 7TH BMB GP and 97TH BMB GP: 143.10 megacycles.

3 509TH BMB GP: 142.20 megacycles

4 2ND BMB GP will use channel "E" 133.56 as group interplane

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(e) Bomber aircraft equipped with SCR 522 will install 133.56 in channel "C" and respective group frequency in channel "D".

(f) Fighter aircraft equipped with SCR 522 will install 148.86 megacycles in channel "C".

(5) Aircraft will remain off "A" and "B" channels except when contacting CAA stations or control towers. Each group will have two aircraft to monitor "A" and "B" channels respectively.

(6) Military emergency 140.58 megacycles, channel "D".

(7) All reporting will be in accordance with existing regulations. One aircraft per group will report position for entire unit when passing reporting and fixing station to maintain radio discipline.

(8) All unnecessary air to air transmissions will be avoided to maintain proper air discipline.

(9) One aircraft designated as weather aircraft, call word "ARROW 1" will broadcast weather for group assembly points, line division point, and the IP on channel "F" 138.42 megacycles. In addition PHILADELPHIA weather and IP weather will be broadcast on channel "C" 137.88 megacycles for benefit of fighter aircraft. In the event of VHF failure in weather aircraft, weather will be broadcast on 4220 KC.

(10) Weather aircraft will report WX as follows:

(a) At 1628Z weather aircraft will commence transmitting group assembly point weather on channel "F" 138.42 megacycles.

(b) At 1758Z weather aircraft will commence transmitting Philadelphia and IP weather on channel "F" 138.42 megacycles and channel "C" 137.88 megacycles.

(11) Following frequencies are transmitted by the NEW YORK INTERNATIONAL (IDLEWILD) AIRPORT:

(a) Tower control: 239KC

(b) Range Frequency: 248 KC Identification: IDL

(12) Following call signs will be used by participating units:

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(a) ADC JETS - RED JET LEADER

SAC JETS - BLUE JET LEADER

TAC JETS - WHITE JET LEADER

(b) ADC and National Guard Conventional ABLE leader

(c) TAC Conventional - TARE leader

(d) SAC Conventional - SUGAR leader

(e) SAC Bomber aircraft will utilize voice calls as specified in SACCOM

(13) Personal and collective call word for EIGHT AIR FORCE aircraft Air Force leader GENERAL RAMEY is "ARROW". All EIGHTH AIR FORCE Bombers "ALL ICE CUBES".

7TH BMB WG	-	HONEY BEE LEADER
2ND BMB WG	-	CHEROKEE LEADER
43RD BMB WG	-	BARNACLE LEADER
97TH BMB WG	-	NOTEBOOK LEADER
509TH BMB WG	-	NUGGET LEADER

(14) One bomber aircraft per group will guard SAC Air ground frequencies 9320 KC or 12755 KC during entire mission for special instructions. Special instructions of interest to all aircraft participating will be relayed by the Air Force leader on channel "C" to all fighter aircraft.

(15) One aircraft per bomb group will transmit hourly position reports to HQS SAC (AUD) using assigned tactical call sign in SACCOM.

(16) One aircraft per group will transmit hourly position reports to the EIGHTH AIR FORCE ground station (AUG) on 10150 KC or 9320KC.

(17) One aircraft of each participating group will monitor the IDLEWILD tower on "B" channel for any special instructions and will inform tower: GP and time over IP.

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(18) No countermeasures equipment will be utilized during this mission.

b. COMMAND POSTS:

Headquarters EIGHTH AIR FORCE, CARSWELL AFB, FT WORTH TEXAS

BY COMMAND OF MAJOR GENERAL KAMEY:

ROBERT W. BURNS
Brigadier General, USAF
Chief of Staff

OFFICIAL

JOHN D. RYAN
A-3

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CH,AWS (5)
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#28

ISSU

Subject: Final Report on Aircraft Mission (21 Jul. 48.)

ISSU 373 6th Ind

Headquarters, 1st Strategic Support Unit, Carswell Air Force Base, Fort Worth, Texas

TO: Commanding Officer, 7th Bombardment Wing (H), Carswell Air Force Base, Fort Worth, Texas.

1. The following schedule of air line distances is submitted in compliance with the 3rd indorsement of the basic report:

a. From Castle Air Force Base to Okinawa via Southern Route.

FROM	TO	NAUTICAL MILES	FLYING TIME	MAXIMUM LOAD
Castle	Hawaii	2140	12:00	11,300 lbs.
Hawaii	Kwajalein	2137	12:00	11,300 lbs.
Kwajalein	Guam	1388	7:40	11,300 lbs.
Guam	Okinawa	1230	6:50	11,300 lbs.
	Total	6895	38:30	

b. From Castle Air Force Base to Okinawa via Northern Route.

FROM	TO	NAUTICAL MILES	FLYING TIME	MAXIMUM LOAD
Castle	Spokane	640	3:35	13,200 lbs.
Spokane	Elmendorf	1486	8:15	13,200 lbs
Elemendorf	Shemya	1447	8:05	13,200 lbs
Shemya	Tokyo	1805	10:00	13,200 lbs
Tokyo	Okinawa	850	4:45	13,200 lbs
	Total	6228	34:40	

c. From Fort Worth, Texas to Okinawa via Southern Route.

FROM	TO	NAUTICAL MILES	FLYING TIME	MAXIMUM LOAD
Fort Worth (via Bakersfield)	Fairfield	1315	7:15	11,300 lbs.
Fairfield	Hawaii	2145	12:15	11,300 lbs.
Hawaii	Kwajalein	2137	12:00	11,300 lbs.
Kwajalein	Guam	1388	7:40	11,300 lbs.
Guam	Okinawa	1230	6:50	11,300 lbs.
	Total	8215	46:00	

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ISSU 373
Subject: Final Report on Aircraft Mission (21 Jul 48)

d. From Fort Worth, Texas to Okinawa via Northern Route.

FROM	TO	NAUTICAL MILES	FLYING TIME	MAXIMUM LOAD
Fort Worth (via Billings Montana)	Spokane	1350	7:30	13,200 lbs
Spokane	Elmendorf	1486	8:15	13,200 lbs.
Elmendorf	Shemya	1447	8:05	13,200.lbs.
Shemya	Tokyo	1805	10:00	13,200 lbs.
Tokyo	Okinawa	850	4:45	13,200 lbs.
		6938	38:35	

2. The maximum load figures in paragraph 1. include such emergency equipment (life rafts and vests, emergency rations and water, sustainence kits, etc.) and other incidentals that are necessary for passenger carrying. These figures cannot be included in this report since the weight varies according to the number of passengers to be carried. The net pay load will be reduces by the weight of this equipment. Attention is invited to the fact that although passengers may not be scheduled to be carried on an outbound flight, they may be scheduled for the return flight. Thus the net pay load of the outbound flight is reduced by the weight of this equipment which must be carried on the outbound flight. It has proven impracticable to try to obtain emergency equipment from overseas bases. Attention is also invited to the fact that this organization is still receiving insufficient information concerning the loads to be carried on assigned missions. In such cases an estimate is made as to the number of passengers to be carried and a corresponding amount of emergency equipment is placed aboard the aircraft. In many cases the amount of equipment is excessive and the net pay load is reduced unnecessarily.

3. A point in consideration of the Adak-Shemya route is the fact that two (2) alternates are required on clearing into Shemya. The two closest combinations of alternates for Shemya (Attu-Amchitka and Amchitka-Adak) add approximately 400 miles to the flight plan. This in effect reduces the pay load of the flight by the weight of gas necessary for this additional distance.

RAY H. MARTIN
Lt Col, USAF
Commanding

A CERTIFIED TRUE COPY

John E. Hall.

JOHN E. HALL
Major, USAF
Adjutant General

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#29

SECRET

Headquarters Eighth Air Force
Fort Worth, Texas
1300 Z, 4 August 1948

Previously published FO 59 hereby cancelled. Following substituted therefore.

FO 59

MAPS: As Desired.

1. a. Intelligence Annex #1.

   b. USAFE provides normal base facilities.

2. EIGHTH AIR FORCE moves group of 30 B-29 and 1 RB-29 aircraft to land LAKENHEATH ENGLAND 8 August 48 for training with USAFE.

   Foreign Clearing Station: DAVIS-MONTHAN AFB.

   ROUTE OUT: TUCSON - GOOSEBAY - LAKENHEATH.

   ROUTE BACK: LAKENHEATH - LAGENS FIELD - MACDILL AFB - TUCSON.

3. a. 2nd BOMB GROUP:

   (1) Prepare 30 B-29 aircraft for 30 days TDY with USAFE.

   (a) Maximum of 750 personnel will accompany movement.

   (b) This is not an organizational move.

   (2) Aircraft depart ZI for GOOSEBAY by squadron increments.

   (a) First squadron arrive GOOSEBAY at sunrise 7 August 48 or as soon thereafter as possible.

   (b) Aircraft will refuel and depart individually for LAKENHEATH via PRESTWICK SCOTLAND on 7 August 48. Aircraft will pass over PRESTWICK SCOTLAND during daylight hours on 8 Aug 48.

   (c) Succeeding squadrons follow same itinerary at 24 hour intervals.

   (3) B-29 with responsible Flight Commander, Staff Flight Engineer will arrive GOOSEBAY with sufficient time to file ICAO flight plan 24 hours before departure main flight to LAKENHEATH.

   (4) 2 B-29 aircraft of the 1st squadron to depart ZI will proceed to LAKENHEATH via WESTOVER AFB AND KEFLAVIK ICELAND. On return to ZI

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2 aircraft will return via KEFLAVIK ICELAND and WESTOVER AFB.

(5) Upon arrival LAKENHEATH group comes under command jurisdiction USAFE.

(6) Group will return ZI upon completion of TDY.

b. (1) 1st SSU will transport 150 personnel and supplies to WESTOVER AFB.

(2) Under no circumstances will 1st SSU aircraft depart ZI.

(3) Air priority UK-USR-2D-5966-AF8 has been assigned to airlift 150 personnel and 65000 lbs. of freight by MATS from WESTOVER AFB to BURTONWOOD ENGLAND. Movement of personnel and supplies will commence 4 August 48.

(4) Personnel will arrive BURTONWOOD by 10 August 48. All shipping manifests and travel orders issued will show air priority as given.

(5) Arrangements to be made by Headquarters SAC for movement of personnel and supplies from BURTONWOOD to LAKENHEATH.

c. 311th AIR DIVISION RCN:

(1) Provides 1 RB-29 and crew to accompany 2nd BOMB GROUP to USAFE.

(2) Document activities of 2nd BOMB GROUP in still and moving pictures and other photographic missions as may be directed by CG, USAFE.

(3) RB-29 aircraft and crew will be under command of 2nd BOMB Group Commander who will direct loading of aircraft as desired.

(4) Return ZI upon completion of TDY.

d. Other units normal operations.

x. (1) Public information.

(a) Local and hometown news releases may be made on day of departure of units from home base for ENGLAND unless otherwise notified by SAC, the AF or AF concerned and units directly under SAC HQS are authorized (AF may delegate this authority to Wing Level) to release info on mission during departure of units or within reasonable time before takeoff if PIO is positive units will take off as scheduled.

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(b) Information released may contain statement that specific unit left on routine training mission to ENGLAND and will arrive on certain date whether unit is squadron or group, etc., General route aircraft will fly and that movement is part of routine training program.

(c) SAC to train its crew in flying techniques involved in long range overwater flights and to acclimate them to different regions of the world.

(d) Info released must not contain figures on number of aircraft and personnel involved in movement, length of units stay in ENGLAND or identification of unit being replaced by departing unit.

(2) Each B-29 will carry 20 personnel.

(3) All B-29 aircraft will be equipped to carry bombs and accomplish camera gunnery, scope, photo, radar bombing and camera bombing.

(4) Aircraft authorized flight over BELGIUM, HOLLAND, ENGLAND and IRELAND excepting ERIE, provided USAF notified prior to flight.

(5) Necessary personnel will be made available by 2nd BOMB Group Commander to assist in loading and unloading cargo of C-54 aircraft accompanying flight.

(6) Direct communication between CO 2nd BOMB WING and CG 311th AIR DIV RCN authorized on matters pertaining to this mission.

(7) Reports:

(a) 7 days prior to departure advise agencies listed in paragraph 2, a, (2) SAC letter 354 dtd 27 Apr 47, Subj, Operations Report to be Submitted by SAC Units on TDY Maneuvers.

(b) Paragraph 2, a, (1) above letter is deleted and following substituted therefore; 120 hours prior rendezvous PRESTWICK SCOTLAND advise CG US FL route and ETA LAKENHEATH.

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(c) 24 hours prior departure from home base advise AIR OFF COMMANDING NORTHWEST AIR COMMAND RCAF EDMONTON CANADA of flight plan of all aircraft overflying CANADA enroute to GOOSEBAY.

(d) Report in SAC letter paragraph 2, a, Subj, Operations Report to be Submitted by SAC Units on TDY Maneuvers, File SAC 354, 27 April 47 are directed.

(e) 3 copies of Final Reports as specified in Eighth Air Force Regulation 55-2 will be forwarded this headquarters upon completion this mission.

(8) Personnel will have first priority on airlift by MATS.

(a) Prepare priority list of personnel to be airlifted from WESTOVER AFB.

(b) 1 Officer will be dispatched to WESTOVER AFB with first load transported from DAVIS-MONTHAN and will remain at WESTOVER to coordinate airlift.

(c) Subject officer will depart for BURTONWOOD with last load of equipment to be airlifted.

(d) 1 officer will be dispatched to BURTONWOOD on 1st MATS aircraft available and will remain at BURTONWOOD to receive and coordinat shipment of personnel and equipment to LAKENHEATH. Subject officer will remain at BURTONWOOD until entire movement of personnel and supplies to LAKENHEATH is completed.

4. a. Flyaway kits complete with engines and unit essential equipment will be carried and will be used to support mission.

(1) All items consumed from flyaway kits will be requisitioned weekly or if necessary, twice weekly, from DAVIS-MONTHAN by radio marked "PROJECT SKIMCOTE" with info to SAC.

(2) If required items are not on hand at DAVIS-MONTHAN they will be requisitioned immediately through channels marked PROJECT SKIMCOTE.

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DAVIS-MONTHAN will effect air pickup and delivery of such material in accordance with SAC Regulation 55-41

(3) Headquarters SAC will be notified weekly by DAVIS-MONTHAN AFB of total weight, cubage and class of items to be airlifted to LAKENHEATH. Headquarters SAC will provide necessary transportation to deliver material to LAKENHEATH.

(4) Aircraft engines and AOCP Items will be requisitioned from sources under control of USAFE with info copies to Headquarters SAC. If these items are not available through USAFE channels they will be requisitioned from DAVIS-MONTHAN with info copies to Headquarters SAC.

b. Unserviceable, nonexpendable or expendable recoverable items replaced by like serviceable items from flyaway kits will be returned to home station of aircraft if such items cannot be repaired and returned to flyaway kits prior to return of unit. Unserviceable, nonexpendable or expendable recoverable items placed by supplies from other sources will be turned in to issuing agency.

c. RAF will provide, including personnel therefore, housing, messing, hospital transportation, limited field maintenance, crash, fire protection, fixed communication (to be augmented by DAVIS-MONTHAN) fuel, servicing and other facilities normal to fully operational base.

d. 2nd BOMB GROUP will provide aircraft maintenance personnel for ordnance maintenance and supply personnel to issue supplies and maintain records in accordance with SAC Regulation 65-4..

(1) 2nd BOMB GROUP will provide following crew personnel to augment RAF fixed communication facilities; 1 Power man, SSN 166. 3 Teletype Operators, SSN 237. 1 Wire Technician, SSN 261. 1 Clerk Typist, SSN 405. 1 Communication Chief, SSN 542. 2 Message Center Chiefs, SSN 667. 3 Crypto Technicians, SSN 805. 2 Radio Repairmen, SSN 648.

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6 Radio Operators, High Speed, SSN 766.

e. RB-29 will carry flyaway kits and UEE.

(1) Supplies not available from RB-29 kits will be provided from supplies of 2nd BOMB GROUP squadrons.

(2) 311th AIR DIVISION RCN will provide maintenance personnel for RB-29 aircraft to be carried in RB-29.

(3) CO, 2nd BOMB GROUP will load RB-29 as desired.

f. All personnel will carry mess kits and canteens. Inflight lunches will be furnished by MATS. Additional C2 or G type rations will be furnished by home stations. Each aircraft will carry minimum of 2 aerosol bombs.

g. Woolen uniforms are required during duty hours in US.FE.

(1) Uniforms will be in accordance with Theater Regulations and Standardized uniforms will be worn by all S.C personnel.

(2) All airplane crews will carry sufficient quantity cotton summer clothing in addition to wool uniform required for duty in ETO for use on flights to tropical and semitropical bases from LAKENHEATH.

h. Data regarding communication equipment and additional supplies to be airlifted by 2nd BOMB GROUP will be forwarded by Headquarters S.C to DAVIS-MONTHAN by priority message.

i. Each aircraft will be equipped with 1 bombay tank.

j. This is a special field exercise. Determination has been made by Headquarters S.C that open allotment 2190425 901-229 P 433-02 S99-999 is properly chargeable within limitations established by Technical Bulletin 14-700-4, 27 May 48 as amended by Memo 700-59 Department of the office of Chief of Finance dated 25 June 48 for this specific movement for authorized travel expenses and per diem to and from but not at general maneuver area. SFE440 Funds will not be charged in connections with this exercise.

k. Mail will be handled in accordance with S.C Regulation 182-1, 1 Jul 48.

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1. Following personal records will accompany personnel; Form 8-117 Immunization Record (Personal Copy only to be carried by individual); Form 5 Flight Record. Other personal records will be retained at home station.

m. Stat Control system aircraft reports required will be submitted in accordance with chapters 2, 3, 7, 12, 14 and 16 S.C Manual 15-200-1.

(1) Other reports required by S.C Manual 15-35-1 will be submitted from home station.

(2) Basic records will be retained at DAVIS-MONTHAN.

(3) Flight Commander will supply home station with changes and other inf. concerning TDY personnel.

(4) Mission report will include;

(a) Number of personnel by SSN taken on mission with recommendation as to modifications necessary.

(b) Summary of unusual maintenance supply, transportation and other problems encountered.

(c) Relative difference between amount of maintenance required as opposed to normal.

(d) Adequacy of base facilities and maintenance equipment for 1 VHB squadron, also one VHB Group.

(e) Complete list of spare parts consumed from flyaway kits in accordance with S.C Regulation 65-4 and list of parts consumed drawn from sources other than flyaway kits.

(f) Adequacy of this field order.

(g) Immediate report will be submitted to Headquarters S.C by teletype upon return to ZI or while in ETO of any major conditions or deficiencies which require corrective action.

5. a. (1) Normal AAOS-MATS procedures as directed in briefing received at clear-

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ing station will be effective.

(2) Provisions of Chapter 5 SAC communication will be effective.

(3) Compliance with provisions of classified messages Headquarters SAC date, time group 212200Z Jan 48 is directed.

(4) 1 aircraft first squadron will be designated to guard 17490 kilocycles throughout route.

(a) Hourly position reports will be transmitted to Headquarters SAC (AUD).

(b) If contact with Headquarters SAC (AUD) is not possible major AACS stations listed in SAC Communication chapter 5 article 555 (noting change call signs) will accept traffic on 17490 kilocycles for relay to SAC.

b. Command Posts:

(1) CG, SAC, ANDREWS AFB, WASHINGTON 20, D. C.

(2) CG, EIGHTH AF, CARSWELL AFB, FORT WORTH, TEXAS

BY COMMAND OF MAJOR GENERAL RAMEY:

OFFICIAL:

JOHN D. RYAN
A-3

ROBERT W. BURNS
Brigadier General, USAF
Chief of Staff

DISTRIBUTION:

CG, SAC (5)
CO, 43rd BW (10)
CG, 311th AIR DIV RCN (5)

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HEADQUARTERS 2D BOMBARDMENT WING (M)
Office of the Commanding Officer
Davis-Monthan Air Force Base
Tucson, Arizona

ZWCO 373.5 7 February 1949

SUBJECT: Final Mission Report

TO: Commanding Officer
43d Bombardment Wing (M)
Davis-Monthan Air Force Base
Tucson, Arizona

1. In compliance with SAC Field Order 33, dated 23 July 1948, and 8AF Regulation 55-2, dated 2 December 1947, the following final mission report is submitted.

2. Summary.

a. Mission: In compliance with SAC Field Order 33, as amended, dated 23 July 1948, the 2d Bombardment Group (M) departed DMAFB in squadron increments on the 6th, 7th, and 8th of August 1948 for RAF Station Lakenheath, England. This was a routine training TDY mission which lasted for ninety nine days. In compliance with SAC Field Order 33, as amended, dated 23 July 1948, the 2d Bombardment Group (M) departed RAF Station Lakenheath, England in squadron increments on the 15th, 16th, and 17th of November 1948 for DMAFB, Tucson, Arizona.

b. Personnel: The following SSN's were utilized:

1093	58	1034	26	0142	20
1035	27	1028	2	1037	4
1091	1	1051	4	1024	21
2110	1	2200	1	3171	1
3100	2	4823	2	7536	1
4902	2	0200	2	2756	30
1685	16	2750	1	684A	66
648V	2	750D	40	747	42
687	29	677	25	538	3
050	3	686	5	945	6
631	2	060	21	824	2
925	3	611	26	826	3
580	32	861	2	612	42
502	7	911	11	835	5
667	2	405	18	756	6
055	3	805	2	960	14
594	4	931	1	521	3
345	5	070	1	274	1
555	2	237	3	144	2
261	1	791	2	542	2

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These personnel were sufficient insofar as administration, maintenance, and the maintaining of operational efficiency in a medium bomb group were concerned.

(1) It is recommended that the Adjutant and Personnel Officer, plus the First Sergeant, be placed on TDY if the TDY is for more than thirty days. This is to insure rigid military discipline and it will expedite the submission of military reports. It is also recommended that SAC Regulation 35-3 be revised so as to include typewriters, as the reports that are required from a unit on maneuvers must be typed, and no typewriters were available in our group.

(2) The TO &E is sufficient to maintain operations for a period of thirty days, but over a longer period of time, it would be necessary to increase the number of personnel assigned to maintenance and to combat crews, as, in England, weather conditions and housing affected the health of the personnel concerned.

(3) Our group operated as wing, running a post exchange, a base theater, maintaining motor vehicles, drivers for those vehicles, operating a gasoline dump, a bomb dump and having security patrols and guards in those areas. If, in the future, a group is sent TDY for ninety days or more, it is recommended that a base housing or an Air Base Group be set up to care for those personnel in a tactical organization, as the TO&E of a bomb group will not stretch sufficiently to care for an entire wing. This recommendation was also made to Major General Johnson, Commanding General, 3d Air Division, Bushy Park, London, England, in 1948.

(4) A summary of the activities and facilities of the 2d Bomb Group while in England is as follows:

(a) Replacements: Seven 1093's, six 945's, three 050's, and numerous maintenance and operational personnel, making up a total of 164 men, arrived to aid the 2d Bombardment Group.

(b) Mail: The postal system was very slow at first as the 3d Air Division was just being set up, and could give us no information on how to bring in mail in the most expeditious manner, but after contacting the Commanding General USAFE where all mail came to Germany and was flown to England, a new APO was set up in England to expedite the mail to this group.

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(c) Sanitation: There was a very limited amount of Venereal Disease while on TDY, but approximately 70% of all personnel at one time had severe colds. This was due to the cold, wet British climate and to the lack of heating facilities which was the result of fuel rationing in England. The shelter was of a temporary nature and would suffice during the summer, but would not be adequate during the winter unless plenty of fuel was alloted.

(d) Leaves: All emergency leaves had to be cleared through the Adjutant General, Washington, D.C. by the Red Cross, and yet no facilities for transportation were available except by boat from the USAFE. This group, with concurrence of the 3d Air Division, utilized transient military aircraft returning to the United States.

(e) Pay: All officers and airmen assigned to the 2d Bomb Group were on partial pay for over a three month period. The finance office was located at Burtonwood, England, and it was necessary to fly the payrolls to Burtonwood, return with the money, pay all personnel, and return vouchers and payrolls to Burtonwood.

(f) Courts Martial: There was a very small percentage of courts martial. There were only two courts martial and only seven NCO's were reduced by the reduction board during the entire ninety days period.

(g) Religion: The local Catholic and Protestant Churches within the area surrounding Lakenheath were utilized:

(h) Recreation: The Red Cross and Special Services from USAFE sent over 700 books and plenty of baseball and football equipment. A movie projector for the base theater was also provided.

(5) On the reclassification of personnel assigned to this group, which is a continuous process in this organization, we complied with AF Manual 35-0-1. There were sufficient personnel assigned to accomplish our mission.

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c. Operations:

(1) Preparation for the move to Lakenheath: On 15 July 1948 the 2d Bombardment Group (M) was alerted for an overseas movement. On 28 July 1948 SAC Field Order 33 detailed the 2d Bombardment Group (M) to spend approximately thirty days at Furstenfeldbruck, Germany. A subsequent amendment changed the overseas station to read RAF Lakenheath, England. Various project officers were assigned and the SAC Mobility and Supply Plan as outlined at an operations meeting at Walker AFB in January 1948 was put into motion. An RB-29 was assigned to the Group from the 16th Photo Reconnaissance Squadron to accompany the Group on the overseas movement. The RB-29 was temporarily assigned to the 20th Squadron for operational control during the initial move to the overseas base. All pertinent notification regulations were complied with within the required times. The final briefing for the B-29 crews was prepared and conducted by the S-3 staff on 5 August 1948.

(2) Movement of the Group to Lakenheath: The movement of the Group is covered thoroughly in the operations paragraph of the Tucson to Lakenheath report attached.

(3) Operational facilities at Lakenheath: The 2d Bomb Group was under the operational control of the 3d Air Division which had a skeleton staff. The staff was soon augmented by an operations specialist from each of the three groups in the UK at that time. The RAF personnel were most cooperative and informative, especially in regard to flying rules and regulations in the UK and over the continent. Close coordination between the 2d Bomb Group weather officer and the 3-Group forecaster at RAF Station Mildenhall provided the 2d Bomb Group with the weather information for briefing purposes and warnings. An RAF navigation and radar officer was assigned to work with the group staff for the purposes of advising and procurement. The airdrome consisted of three runways, the longest being 9,000 feet, with a perimeter taxi track encircling the operational area. The long runway was equipped with 3,000 yards of approach lights on the west end and 1000 yards of approach lights on the east end. The tower was manned solely by RAF personnel, which staff also operated the VHF/DF and HF/DF facilities. The group and squadron operations buildings were within a reasonable distance of the aircraft parking ramps.

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The briefing room was large enough and adequately furnished to seat thirty complete combat crews. There were insufficient hardstands for a satisfactory aircraft dispersal plan, and the plan submitted by the group, and accepted by the 3d Air Division, made necessary the closing of the two shorter runways. There were several RAF bases, both active and inactive, within a fifty mile radius with runways of sufficient length and strength to serve as emergency fields for B-29's.

(4) Ordered and local missions flown in the UK: All field orders came from 3d Air Division or from USAFE through Frankfurt Flight service. The ordered missions consisted of fighter-bomber missions; aerial formation displays over England, Norway, and Germany; single aircraft static displays at various RAF stations; routine individual aircraft navigation training missions to Africa; Squadron increment TDY flights to Furstenfeldbruck, Germany; camera bombing attacks in England and Germany; and flights to test the radar defenses of the UK. The locally ordered missions consisted of flights to Heligoland utilizing domes; flight to targets in the wash using 100 lb practice bombs; instrument flights; and engineering flights. A chronological list of the ordered flights is shown in the index of this report.

d. Training:

(1) Pilots:

(a) Training aids were at a minimum at Lakenheath. A radio room was set up for all pilots and radio operators, and it is estimated that the average training received was two and one half hours per pilot assigned. Other classes conducted were: The use of the R/N/D, communications in the UK, flight control and flying regulations in the UK, and the care and use of personal equipment. The lectures on R/N/D's, communications in the UK, and flying regulations, were presented by R/F personnel.

(b) A total of 1958:35 instrument hours were flown. The radio range at Bovington, England was utilized by the 2d Bomb Group, but it was difficult to schedule flights on the range because of the amount of traffic in the London area. The restrictions placed on the use of the range were: the weather had to be CAVU, and the B-29's had to remain above 10,000 feet. A listening watch had to be maintained and the B-29's had to vacate the range when other

aircraft were using it. The VHF/DF and HF/DF facilities at Lakenheath were used extensively by the B-29 pilots. The operators of the VHF/DF stationed are to be commended for their accuracy and diligence. The pilots of the 2d Bomb Group had a great deal of confidence in the ability of the operators to steer the B-29's home after having had occassion to test their accuracy.

(c) Many of the ordered flights were formation missions. As a result, many hours of high and low altitude formation were flown during the TDY period. A total of 1627:30 formation hours were flown by pilots of the 2d Bomb Group.

e. Inadequacy of Field Order:

(1) Communications information vital to operation in the UK was not included, and this caused considerable difficulty.

(2) Information as to map requirements for flights outside the United Kingdom and Eastern Europe was lacking.

(3) The length of stay was given as thirty days and there was considerable discomfort to personnel due to clothing shortages.

(4) On the return flight through Iceland, no arrangement had been made for customs clearances at Davis-Monthan AFB for these aircraft successfully completing the non-stop flight from Keflavik to Tucson. No funds are available at this base for expenses of bringing customs officers to this station from Nogales, Arizona.

(5) No information was contained to the effect that three aircraft from each squadron would return to the ZI via Iceland, thence direct to Tucson.

(6) Par 3 (A) (1) (b) stated that this was not an organizational move, therefore personnel records were not taken and when the TDY was extended to ninety days, extreme problems were encountered on administration, payment of personnel, morning report records, statistical reports, etc.

(7) In connection with the above, problems were also encountered in setting up channels for supply of items necessary after flyaway kits had been depleted.

(8) Due to the poor ground communications set-up in England, it was necessary to submit recurring reports approximately five days earlier than normal to insure their reaching 8AF and 8AC on schedule. It is requested that in the future, reports from TDY organizations be submitted direct to the Hq requiring them, with information copies to the home base.

(9) Inadequacy of coding facilities at Lakenheath and hardship of sending and receiving classified messages caused considerable delays and difficulties.

f. Navigation summary:

(1) Personnel:

(a) Adequate personnel with the duty assignment of navigator were available to accomplish the flight of this group from DMAFB to Lakenheath. Twenty nine navigators and two 1037's were assigned at the time of the departure of the 2d Bomb Group from DMAFB.

(b) During the three months TDY at Lakenheath, three navigators were returned to the ZI, and one navigator from the 64th Bomb Squadron was placed on TDY with the 2d Bomb Group. This reassignment and movement of navigator personnel reduced the total number of navigators to 29. In the meantime, this group lost aircraft 2100 and aircraft 6341 was placed in unflyable condition due to fire. This loss reduced the assigned aircraft to 29. At no time did a shortage of navigators exist.

(2) Operations and Training:

(a) Ground training covering navigation subjects was conducted. Emphasis was placed on R/F consol navigation.

(b) 1. Excellent training was realized in the accomplishment of the flights from the United States to Lakenheath and return. Beneficial training was also derived in the conduct of 3d Air Division Field Order missions which prescribed routes over Europe and Africa. The majority of the flights over Europe were conducted under simulated combat conditions which

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involved control times to make good, IP turns, and bomb runs. It is believed that the maximum benefit from a navigational standpoint was not derived from the simulated combat missions flown over the United Kingdom due to the many turning points involved and the extreme shortness of many of the legs. The operation of a Division in a comparatively limited area and involving an excessive number of turning points does not provide the desired type of training for B-29 navigators.

2. In view of the fact that the majority of the missions were flown above the undercast, radar was used as the primary fixing aid. The radio stations in the UK were also utilized and were considered exceptionally competent in furnishing bearings and fixes.

(3) Supply and Equipment:

(a) This organization was equipped for a thirty day period of operation and each crew was furnished maps of the United Kingdom and Western Europe. With the advent of the extension of the period of temporary duty to ninety days and receipt of directives prescribing flights to Africa, the following difficulties pertaining to supply and equipment were incurred.

1. Air almanacs for the September - December period were ordered the first week in August. These almanacs were not received until one week prior to the return of this organization to the United States. RAF almanacs were procured and utilized during this period.

2. Equipment was not available to collimate the USAF sextants. The RAF collimators would not accomodate the A-10A, A-14, or A-15 sextant.

3. Obtaining maps in sufficient quantity and of desired accuracy was the most outstanding navigational supply problem. The USAF maps of the United Kingdom did not present sufficient detail to permit accurate pilotage. Maps of the UK were furnished by the RAF. Upon receiving orders to immediately conduct flights to Africa, RAF maps of the area were procured

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and utilized for the first flight. Navigators participating in the mission reported that the maps were inaccurate and unsuitable. It was then necessary to obtain USAF maps of Africa from Furstenfeldbruck and Wiesbaden. Upon receipt of orders for six aircraft to return to DMAFB via Lakenheath to Keflavik and direct to Tucson, it was discovered that the WAC 1:1,000,000 maps of the area north of Goose Bay were not available. Attempts to obtain maps of this region from Wiesbaden, Furstenfeldbruck, and 3d Air Division were unsuccessful. As a result of this, the long range 1:3,000,000 charts were used for this area.

(4) Recommendations:

(a) The map room of USAF organizations operating in the UK should be stocked with USAF maps giving complete coverage of the maneuver area and of any area in which there is a possibility that search missions will be flown. In connection with the above, it should be realized that the navigator, bombardier, and radar operator require maps of all land areas. It is believed that the RAF maps of the United Kingdom are more satisfactory for navigation in that area. However, for navigation outside the United Kingdom, the USAF WAC 1:1,000,000 and 1:3,000,000 maps are superior. A supply of 1:5,000,000 maps should be maintained for briefing purposes.

(b) In view of the navigational difficulties incurred in conducting formation flights over the United Kingdom during times of poor visibility, it is recommended that the RAF Gee Box be installed in the USAF aircraft. The following facts are furnished to substantiate the above recommendation:

1. Emphasis was placed on formation flying conducted at altitudes from 3,000 feet to 4,000 feet. The effectiveness of radar as a fixing aid at this altitude is greatly reduced.

2. As it is the responsibility of the lead aircraft to maintain the desired course, it is impossible for each aircraft to interrogate a radio station requesting a fix. Consequently, at low altitudes and during periods of poor visibility, aircraft other than the lead would have to rely almost completely on DR.

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3. Radio facilities with the exception of radio beacons in the United Kingdom are operated very efficiently, however during bad weather, an aircraft flying at low altitudes with the radio not functioning properly would incure extreme difficulty in locating and landing at the proper airfield. Utilization of the Gee Box would greatly reduce the potentiality of an accident, as the aircraft could "home" on the Gee Box to the proper destination.

(c) It is further recommended that sextant collimators be procured and made available for each USAF organization in the United Kingdom.

g. Radar Summary:

(1) Personnel: The 31 crew radar operator positions were filled by 25 regular operators (three of this number were on TDY with the 2d Bomb Group) and six on the job trainees.

(2) Operations and Training:

(a) Ground training covering radar operation and maintenance was conducted by each squadron. Emphasis was placed on the training of the OJT's.

(b) The radar operators received excellent radar navigation training due to the undercast conditions which existed on practically all of the field order missions. The reliance upon radar as a navigational aid on every mission flown contributed a great deal toward the improvement of radar operators in scope interpretation, target identification, and wind determination.

(c) The lead crew radar operators received beneficial training in the identification and conduct of simulated bombing attacks in the UK and on the following cities: Ipswich, Rugby, Ulm, Munich, Pforzheim, and Stuttgart.

(d) Ten actual releases were made on Heligoland from an altitude of 4,000 feet. The circular error is unknown.

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(3) Supply and Equipment:

(a) At the time the 2d Bombardment Group was stationed at Lakenheath, the depot at Burtonwood was not completely operational. As a result, difficulties were incurred in obtaining replacable units and in the accomplishment of 4th echelon maintenance. The supply and maintenance problems had an adverse effect upon radar operation in general. On occasions when maximum efforts were required, it was necessary to utilize equipment with restricted range capabilities and minor defects. In two instances this necessitated turning the lead over to the deputy lead aircraft.

(b) The effect of the war shortage as mentioned in the navigator's summary is applicable to the radar operators.

(4) Recommendations:

(a) It is recommended that a radar beacon be installed at each RAF base utilized by USAF personnel. This beacon could be used for homing during inclement weather.

h. Bombing Summary:

(1) Personnel:

(a) Upon arrival at Lakenheath, thirty bombardiers were assigned to combat crews of this organization. Of this number, four were on temporary duty with the 2d Bombardment Group and two were airmen, ex-officer bombardiers.

(2) Operations and Training:

(a) In compliance with letter, S.C, file 200.3, subject, "Radar Observers," dated 17 Aug 48 and 1st Ind 8AF, dated 30 Aug 48 to subject letter, a ground school was established to train airmen as bombardiers in order to fill vacancies in that position as some of the regular bombardiers were undergoing OJT radar training. Twenty-two airmen were selected and underwent a concentrated ground training program. This

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program consisted of twelve days of intensive study of all the basic fundamentals of bombing theory and operation. Twenty six hundred man hours was devoted to this program. However, upon return to the United States, sufficient radar operators were furnished this organization and the training of the airmen as bombardiers were terminated.

(b) The proficiency training of the regular bombardiers included classroom and line training in gunnery.

(c) The bombing altitude was restricted to 4,000 feet by 3d Air Division. The targets utilized were Heligoland, Broost Sands, and the special weapons display area near Bristol. 316 visual releases were accomplished by this organization on the above targets.

(d) Field Order missions from Hq 3d Air Division would normally designate one visual target and one radar target for simulated bombing attacks. However, due to undercast conditions, only visual attack was accomplished (Brough Air Field).

(e) A total of 560 AN-M-64 500 lb bombs were loaded during bomb loading exercises conducted at Lakenheath. The average time required to load one aircraft with 16 500 lb bombs was one hour and fifteen minutes.

(3) Supply and Equipment:

(a) Immediately upon the Group's arrival at Lakenheath, steps were taken to set up a centrally located and controlled bombsight maintenance section. This was done to derive the greatest benefit through utilization of the varied skills of maintenance personnel; and to pool the maintenance equipment and provide a source of adequate and controlled electrical power. An NCO was placed in charge of the section, under the supervision of the Group Armament Officer. One man was placed in each squadron engineering section to assist in trouble shooting, to report equipment status, and correct minor malfunctions.

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(b) A building was utilized which contained adequate electrical power control, both AC and DC, and a sufficient number of work benches. No procession stands had been brought and the lack of them was severely felt. The principal shortages were as follows:

1. Sight-head and stabilizer units. Each squadron should have had at least three extra of each of these units, but none were brought and none were available.

2. Auto-pilot flight gyros. As above, three per squadron.

2. Auto-pilot servo units. As above, three of each type per squadron.

(c) Cleaning and lubrication. The supply of carbon tetrachloride and bombsight oils was soon depleted, and only by using denatured alcohol (which was undesirable) from medical supplies could the equipment be kept operative. British supplies had none of the above on hand. Some oils were flown in from Furstenfeldbruck in a final effort to alleviate the situation. Maintenance was adequate in spite of the supply difficulties, chiefly because of the inventiveness and initiative of the maintenance personnel.

(4) Recommendations:

(a) Heavy equipment such as procession stands should be furnished each base in the UK and remain there to be used by subsequent groups.

(b) An exchange system for auto-pilot units, bombsights, and stabilizers should be set up between the group and the depot.

i. Gunnery Summary:

(1) At the time of departure from home base there were available only training barrels for caliber .50 guns. Immediately upon arrival at Lakenheath a requisition for combat type barrels was initiated.

(2) All weapons, after being fired, suffered from oxidation and corrosion due to the extreme humidity and salinity in the Lakenheath area. Eight-six per cent of the barrels were so worn and damaged by this condition by the end of the training period that they had to be replaced.

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All but four turrets were adequately maintained with what replacement parts were available. The four malfunctioning turrets were out of commision for lack of replacement compressor motors and drive cables. These parts were not available locally, and though they were requisitioned, did not arrive until too late to be installed. Maintenance at crew and squadron level was excellent. There were many stoppages and minor malfunctions due to the class 3 type of ammunition used for training, but these were quickly remedied.

(3) During the period 10 August 1948 to 16 November 1948, gunnery was limited to operational checks, fighter-bomber coordinated gun-camera missions, and scheduled ground training. Operational checks of guns, turrets, and sighting stations were carried out at every opportunity. These consisted of firing not more than two hundred rounds of ammunition, practicing change of control of turrets, and in-flight malfunction practice over water areas. All guns were cleaned and checked, and malfunctions reported immediately upon landing.

(4) Emphasis was placed on training of bomberdiers as gunners and the retraining of gunners. This training consisted of scheduled classes in the following subjects:

(a) Tracking and Framing.

(b) Ballistics.

(c) Headspacing and timing.

(d) Pre-flight checks.

(e) Field Check of Harmonization.

(f) Loading of Ammunition

(g) GSAP Camera Operation.

(h) Malfunctions.

(5) Sixteen fighter-bomber coordinated gunnery missions were flown, with approximately two hundred and twenty-eight attacks being made on B-29's by R/F aircraft. The R.F types used were Meteors, Vampires, Hornets, and Mosquitoes. A preponderance of attacks were made from the rear quadrants. GSAP cameras were used and a total of 11,920 feet of film was exposed and assessed. It was the opinion of all personnel to view the film

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that the bombers' defense against intercepting aircraft was highly successful. Experience gained through these coordinated missions indicated that the most successful attack by jet-type aircraft against a B-29 at 30,000 ft. would be coordinated runs of from three to five fighters from between ten o'clock and two o'clock with the degree of success becoming greater nearer to twelve o'clock. The training received by the gunners in tracking, estimating distances, and speeds of closure from various quadrants was excellent.

(6) Standard equipment for a group of B-29 type aircraft calls for one hundred and fifty GSAP cameras. The 2d Bomb Group had only 92 cameras. No gun camera film was brought over with the group, and five hundred magazines flown in from Furstenfeldbruck proved defective. There were no facilities for processing 16 mm film at Lakenheath, and all exposed film was processed and viewed at each fighter base from which the intercepting fighters were flown.

j. Ordnance Summary:

(1) At the time of the arrival of the 2d Bomb Group, the British had on hand a total of twelve hundred American AN-M64 and AN-M64A 500 pound bombs and 160,000 rounds of caliber .50 ammunition broken down as follows:

API (Class I) - 118,000 rounds
Incendiary ---- 39,000 rounds
Ball ---------- 9,000 rounds

This supply was considered inadequate as training expenditures alone were anticipated at 144,000 rounds per month, and a reserve sufficient for at least two combat missions would require 360,000 rounds.

(2) Third Air Division Headquarters was informed of the situation and immediate steps were taken by them to bring up the level of stocks. 2d Bomb Group aircraft transported 800 M38A2 100 pound bombs and 100,000 rounds of caliber .50 ammunition from Furstenfeldbruck; and with the arrival of bombs from RAF dumps, the stock level by 1 November 1948 stood as follows:

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AN-M64 500 pound Demo -------1957
AN-M81 260 pound Frag ------- 800
M38A2 100 pound practice ---- 800
Cal .50 API (Class I) ------- 118,000 rounds
Cal.50 API (Class 3) -------- 100,000 rounds
Cal .50 Tracer -------------- 39,000 rounds
Cal .50 Ball ---------------- 9,000 rounds

(3) In August there were 34 bomb trolleys available. These were capable of transporting six bombs each. By November there were 56 trolleys. There were no type M4 bomb handling trucks, cranes, or other mechanical devices for bomb handling.

(4) The station was equipped to store only 500,000 rounds of ammunition, so all Class I caliber .50 ammunition (138,000) was equally divided and loaded in the group aircraft to provide dump storage space for emergency ammunition.

(5) During execution of a dispersal plan forty bombs were placed at each dispersal point, alternating AN-M64 500 pound Demolition and AN-M81 260 pound fragmentation bombs for convenience and speed of emergency loading. This further reduced the H.E. load in the bomb dump area, allowing for increased supplies.

(6) During the period 10 August 1948 through 15 November 1948, the following ammunition expenditures were reported:

AN-M64 500 lb Demo w/nose and tail fuse assys - 45
M38A2 100 lb sand-loaded practice bombs -------326
Caliber .50 API----------8080 rds

The reason for this low expenditure figure was due to numerous missions set up by 3d Air Division which interrupted the scheduled training program, and the extremely poor weather.

(7) Bomb handling personnel provided by the RAF were inadequate for the work load. Only eight men were assigned to load bomb trolleys, drive tractors, and service the bomb dump. In view of the above, a specialized team of bomb handlers was provided by the 2d Bomb Group. A total of 39 men were selected and trained to assist the RAF personnel. This action was deemed advisable in the event of an emergency.

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k. Communications Summary:

(1) In order that necessary base communications facilities might be established at the maneuver base, personnel listed hereunder were placed on temporary duty with the 2d Bomb Group to supplement the assigned personnel strength of one 0200, one 7808, one 542, and one 405:

1 Communications Technician (542)
3 Radio Operators High Speed (766)
1 Radio Operator Mechanic (2756)
1 Radio Operator AF (756)
2 Radio Repairmen (6484)
1 Wire Chief (261)
5 Teletype Operators (237)
4 Cryptographic Technicians (805)

(2) Squadron communication operating and maintenance personnel were employed only on airborne equipment. These officers and airmen are listed below:

1. 20th Bombardment Squadron
1 Communication Officer - 0200
1 Communications Technician - 542
3 Radio Mechanics - 754
10 Radio Operator Mechanics - 2756

2. 49th Bombardment Squadron
1 Radar Observer - 0142
1 Communications Technician - 542
2 Radio Mechanics - 754
10 Radio Operator Mechanics - 2756

3. 96th Bombardment Squadron
1 Navigator - 1034
1 Communications Technician - 542
4 Radio Mechanics - 754
11 Radio Operator Mechanics - 2756

(3) Many of the base communication facilities used were in operation and maintained by British personnel at the time of arrival of the group in the maneuver area. Certain new facilities were installed and some R/F activities were reinforced by American personnel.

(a) A point-to-point radio back-up to teletype circuits was provided by the R/F. American operators were used.

(b) A common battery telephone system was found in

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operation and no difficulty was encountered in obtaining sufficient drops to satisfy all requirements. Additional outgoing trunks were obtained but traffic to other installations was always heavier than those circuits could satisfactorily handle. To reduce the language difficulties and otherwise improve telephone service, American operators supplemented British operators at the switchboards. All maintenance was performed by General Postoffice linemen and repairmen and while the number of line failure was at first high, this trouble was corrected.

(c) A Royal Air Force signal center with teletype circuits to other RAF stations was in operation at the operating base, but a USAF signal center, using British equipment, was soon organized. Teletype lines to RAF station Marham were the only ones available. For some weeks, the only enciphering device available was Converter M-209, and many messages were handled by courier, but a secret cipher system was installed before departure.

(d) A control tower with HF/DF and VHF/DF facilities was in operation by British personnel upon the arrival of the group. These installations remained unchanged.

(e) A medium frequency radio beacon was erected and operated by the RAF during the period of TDY.

(4) Throughout the maneuver, this headquarters was handicapped by lack of communications publications. The most important lack was that of information on air traffic control and required communications procedures. No ICAO documents were available and ATLD Memo 100-1 is deemed inadequate in that in concerns only the North Atlantic Routes and has become obsolescent even there. The only action taken to alleviate this difficulty was to attempt to obtain information as needed from other activities.

(5) (a) It is recommended that in the future, a cryptographic officer and sufficient cryptographic technicians be carried with each group departing for a maneuver base, and that these personnel be briefed as to what will be required of them.

(b) It is further recommended that ICAO documents and air traffic regulations for all parts of the world be distributed to all tactical organizations in order that proper and more complete training may be accomplished in the zone of interior.

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(6) Maintenance of airborne communications equipment was made somewhat difficult by the lack of mock-up equipment and shortage of spare components. The flyaway stocks of several components was exhausted long before the ninety day period was completed and replenishment of stocks was rather slow. These difficulties did not have any considerable effect upon operations, however.

(7) It is recommended that each squadron be outfitted with sufficient mock-up equipment before departure for a maneuver base. It is further recommended that a source of components of field echelon maintenance facilities be provided before exhaustion of flyaway spares whenever the period of temporary duty is expected to extend beyond thirty days.

1. Supply and Maintenance Summary:

(1) The biggest difficulty encountered was the facilities available at Lakenheath. The mission was organized to operate from a base with the facilities available that are listed in SAC Manual 67-50-1, Mobility Plan, however the only facilities that were found to be available were inadequate quarters, inadequate transportation, inadequate refueling service, and inadequate messing facilities.

(2) No coal or coke was available on ration for quarters until October 15, and then the amount was not sufficient to ward off the cold and dampness that lowered the efficiency of all personnel.

(3) The RAF personnel who were used to support us in transportation and refueling were operating on a peace time schedule and could not be relied upon to perform the duties that were necessary for our operational commitments.

(4) No shop facilities or test equipment for shops were available.

(5) No heavy equipment, such as fork lift, cranes, and elotracs were operational over 30% of the time as a result many C-54's were unloaded by use of very hazardous methods.

(6) RAF refueling service was entirely inadequate because twenty-two hours were required to refuel the group after a maximum effort mission and the storage tanks were much too small to adequately support sustained operations of a B-29 group.

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(7) Airlift transportation for reparable parts shipment to Westover AFB was operated very haphazardly because aircraft would arrive at Lakenheath unannounced except for a call to the control tower when in the traffic pattern and then, about two days later, a TWX would arrive announcing the intended arrival time. This made loading and unloading of transports very difficult because most of the requests for fork lift, crane or other transportation was dependent on RAF personnel and little action could be received in less than 12 hours.

(8) Action Taken:

(a) An immediate survey of facilities was made upon arrival, telephone lines and phones were requested, letters were sent to 3d Air Division requesting F-1 and F-3 refueling units, jeep's, weapons carriers, cletracs, and 6 x 6 trucks. In about one month after arrival, three F-1, three F-3 refueling trucks, one ambulance, three jeeps, and three weapons carriers were received.

(b) Requests were made through RAF channels and also through 3d Air Division for earlier ration of coal and coke, but with no results, and at the time of departure from the UK, the coke ration was still inadequate for health and comfort.

(c) All possible efforts were made to secure additional drivers for the RAF motor pool and requests were made that American personnel be authorized to operate RAF vehicles, but no action had been taken upon our departure, therefore, transportation and refueling service was passable, but far from adequate.

(d) Some trips were made to Furstenfeldbruck, Germany where shops were available to take care of required work and RAF stations other than Lakenheath were contacted through the Lakenheath RAF Chief Technical Officer.

(e) A fork lift and C-2 wrecker was requisitioned from RAF supply depot at Burtonwood to be used for air freight and also to facilitate 3350 engine changes, but no action had been taken when the group departed the UK. About three days were lost on each engine change because of non-availability of hoists and cranes.

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(f) R/F refueling trucks were available, but would pump only 40 gallons per minute and had 2500 gallons capacity, so after receipt of the AF F-1 and F-3 trucks, refueling time was cut from 22 hours down to approximately 7 hours.

(g) Requests were made to the A-4 section, 3d Air Division to give advance notice and also request were made to the Air Freight Officer at Westover AFB. The pilots on Seaboard and Western Airlines, who were doing most of the repairable air lift were instructed to send a radio message as far out as possible so that we could give them quicker loading and unloading service. With the cooperation of the transport crews, the air freight conditions were improved considerably.

(9) Recommendations:

(a) That a reduced Wing Base Complement be set up on United Kingdom bases and as little dependence on R/F personnel and equipment as possible be made. Much better results could be obtained if entire bases were manned by American personnel and the only R/F personnel present were Liaison Officers.

(b) It is recommended that on future TDY missions, the TDY group be notified at least 30 days in advance as to what facilities will be available at the TDY destination, if the facilities differ from those listed in S.C Manual 67-50-1.

(c) It is recommended that the items listed below be made available on TDY missions in the quantities shown:

Truck, Fuel servicing - - - - - - 3 per squadron
Truck, Oil servicing - - - - - - - 1 per squadron
Hoist, Portable engine type A7 - 2 per squadron
Tractor, Cletrac M-1 - - - - - - 2 per squadron

(d) It is recommended that closer inspection of valve clearances be made at engine build up and at depots because all clearances were found to be out of adjustment at time of installations.

(1) UPR were submitted on all malfunctions and failures that

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warranted UR action and on some 00-30 kits that were found to be inadequate.

(11) Comparison of Maintenance Required:

(a) Consumption of aviation petroleum products:

1. Aviation gasoline - 1,997,230 US gallons.

2. Aircraft oil - 30-595 US gallons.

(b) The following listed items were found to be needed over and above those listed on flyaway kits lists:

NOMENCLATURE	STOCK NO.	UNIT
Cowl flap assy	0108-8-3533-1	2 ea
Cowl flap assy	0108-8-3534-1	2 ea
Accumulator Hyd	0108-9-3569-1	1 ea
Valve assy, 2 way shut off	4808-404846	2 ea
Tube assy, weld	0108-14-3525-29	2 ea
Tube assy, weld	0108-14-3525-502	2 ea
Switch special	42-64-W2-R31	3 ea
Acetone		10 gal
Tape, adhesive, 6 in	8700-842222	6 rolls
Tape, linen, pinked, 4 in		2 rolls
Sodium silicate		5 quarts
Zinc Chromite	8500-788000	3 gals
Compressor, GE	5901-8252-882G2	2 ea
Plug fuse	0108-3-22552-6	8 ea
Wrench pneumatic speed, cyl hold down		2 ea
Compound, Pickling		20 gal

WILLIAM E. EUBANK, JR.
Colonel, USAF
Commanding

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#31

MISSION REPORT 97TH BOMBARDMENT GROUP (MEDIUM)

HAWAIIAN TRAINING FLIGHT

7 SEPTEMBER 1948

SECTION I.....MISSION REPORT

SECTION II.....NAVIGATORS REPORT

SECTION III..... ..... RADAR OBS REPORT

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HEADQUARTERS 97TH BOMBARDMENT GROUP (MED)
97TH BOMBARDMENT WING (MED)
Biggs Air Force Base
Biggs Field, Texas

97GS-3 319.1 23 September 1948

SUBJECT: Mission Report

TO: Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas
ATTN: A-3 Division

HAWAIIAN TRAINING FLIGHT 7 SEPTEMBER 1948

On 7 September 1948, two (2) B-29 aircraft of the 97th Bomb Group departed Biggs Air Force, Base, Biggs Field, Texas for Castle Air Force Base, Castle Field, Merced, California to participate in a Hawaiian training flight. This flight was directed by Eighth Air Force Headquarters, (1st Ind to SAC Ltr A30 373.5, Hq 8th AF)

The planning and preparation for the flight of the two (2) aircraft scheduled began on 1 September 1948. Some information was received from Eighth Air Force Headquarters converning the bombing target to be used enroute to Barber's Point Naval Air Station. T. H. from Castle Air Force Base. The information received was very inadequate as there was no definite target established on the island of Kahoolawe, no target elevation given, and no aiming point designated. Difficulty was encountered in securing the E-9A droppable rescue kit, as the suspense date was passed with no immediate word being received by the 97th Group S-4 office. However, on 3 September 1948, a B-29 was dispatched to Smoky Hill Air Force Base, Salina, Kansas to pick up the E-9A kits. Eight (8) kits were checked and the parachutes repacked on 4 September 1948, and then turned over to the respective personal equipment sections. Prior to the flight the two (2) airplane commanders participating in the Hawaiian training flight, drew the E-9A kits, and extra six (6) man life raft, and five (5) boxes of in-flight rations to be used for emergency only.

Briefing for the mission was held at 1330 MST, 3 September 1948, with all crew members and passengers attending. All phases of the mission were covered with specialized briefings for the navigatiors, bombardiers, radio operators and radar observers. Compliance with pragraphs 12, 17b, 17c and 17d of SAC letter, number 373, dated 20 April 1948 was accomplished on 3 September 1948. A letter to that effect was submitted to the 97th Bombardment Group S-3 office by the Project Officer on 3 September 1948.

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97GS-3 319.1 23 September, 1948
Subject: Mission Reports

Operations Orders, number 23, paragraph 1, dated 3 September 1948; Headquarters 97th Bombardment Group, Biggs Air Force Base, Biggs Field, El Paso, Texas were packed up by the Project Officer and distributed to the personnel participating in the flight. Take off time was set for 1000 MST on 7 September 1948.

At 0630 MST, 7 September 1948, all crew members and passengers reported to their respective aircraft for preflight, loading bombs, and loading baggage. Five (5) five hundred (500) pound demolition bombs were aboard each aircraft. The fuses were carried in the original containers to be installed prior to take off from Castle Air Force Base, Merced, California for Barber's Point Naval Air Station, T.H. Gun cameras were installed in anticipation of fighter interception at Hawaii and two hundred (200) rounds of fifty (50 caliber ammunition was loaded per gunner and bombardier, making a total of one thousand (1000) rounds on each aircraft.

The first aircraft was off the ground at 1050 MST on 7 September 1948 and landed at Castle Air Force Base at 1515 MST, At which time the plane was serviced. The cooperation at Castle Field was excellent concerning briefing, messing, and billeting. All maintenance and last minute servicing was accomplished on 8 September 1948. The foreign clearance briefing was conducted at 2130 MST by the foreign briefing officer and takeoff was made for Barber's Point Naval Air Station, T.H. at 2340 MST. Both planes made uneventful toke offs and departed for Santa Cruz, California, direct to Red Head Fox, direct to Hilo intersection. Further clearance was obtained at Hilo intersection from KVM radio for bombing on Kahoolawe island (20-33 North 156-36 West) at a bombing altitude of 12,000 feet. The two (2) aircraft were advised by KVM radio that there was no fighter interception available at this time. Both planes proceeded to the target where the five (5) bombs were dropped. (three visual releases and two (2) radar realeases) After completion of the bombing the planes were cleared VFR to Barber's Point Naval Air Station for landing.

Upon landing the planes were sprayed by the crew members in accordance with existing regulations and the liaison officer from Hickam Field met the planes. The liaison officer obtained all the necessary information as to maintenance required, in-flight lunches needed for the return trip, and all clearance data. The crew members were then taken to the proper buildings for messing and billeting. Excellent service and cooperation were received due to the efforts of the liaison officer.

The aircraft were scheduled for a 1900 MST take off on 10 September 1948, but were unable to meet the schedule due to a two hundred fifty (250) magneto drop on number two (2) engine and the other aircraft had maintenance difficulties on the APN-9 loran set. The rest of the 10th September 1948 was spent in clearing up all minor maintenance and servicing. Take off time was rescheduled for 1500 MST 11 September 1948. Briefing for the return mission was conducted by the liaison officer at 1600 MST on 10 September 1948.

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97GS-3 319.1 23 September 1948
Subject: Mission Report

The agriculture clearance was c nducted at 1430 MST on 11 September 1948 by a representative of the United States Department of Agriculture The take off was made at 1540 MST on 11 September 1948 with both aircraft making successful take offs. The return mission was to be a thirty eight hundred (3800) nautical mile long range mission from Barber's Point Naval Air Station, T. H. direct to Seattle, Washington, direct to Merced, California, direct to Biggs Air Force Base, Biggs Field, Texas. The ammunition aboard each aircraft was fired approximately two (2) hours out of Barber's Point at the descretion of the airplane commanders after properly ascertaining that the area was clear. Head winds were encountered between Barber's Point and Seattle Washington, thus shortening the range of the aircraft considerable. Aircraft number 44-61562 landed at Castle Air Force Base, Merced California for refueling at 0650 MST on 12 September 1948. Take off was then made for Biggs Field, Biggs Field Texas. Aircraft number 44-86391 landed at Davis-Monthan Air Force Base, Tucson Arizona after, for refueling. Then a take off was made for Biggs Field, Biggs Field Texas. Both aircraft arrived at Biggs Field at approximately 1255 MST on 12 September 1948.

The in-flight lunches carried from Castle Field were of the in-flight ration type and were not adequate for the mission. The in-flight lunches prepared for the return mission by the Hickam Field Air Trainsport Command were very satisfactory and very palatable. It is recommended that all inflight lunches be patterned after this type lunch.

The total flying time for the complete mission was approximately thirty eight (38) hours per aircraft.

Recommendations:

(1) That more target information be obtained before attempting more missions of similiar nature. Also target folders be prepared if possible.

(2) That flights be planned with the idea of more favorable winds along the course flown in mind.

(3) That better in-flight lunches be prepared.

(4) That per diem be authorized for these flights.

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ANNEX #1 Navigational Report

The navigational briefing was conducted on 3 September 1948 at a specialized briefing for all navigators. The flight plans were drawn up by the four (4) navigators participating in the Hawaiian training mission. The flight plans were changed two times due to to later information concerning the mission received from the group S-3. All navigational equipment was checked for proper operation prior to take off time.

T he main method of navigation used for the mission was celestial, both day and night. One aircraft was able to use Loran successfully for about five (5) hours, but theother aircraft was unable to use Loran as a navigational aid due to the poor operation of the set. However, due to constant recalibration, the set became operational above 15000 feet on the return mission from Barber's Point to Biggs Field, El Paso, Texas.

Attitudes shown in the flight plans were changed by the briefing personnel at Castle Field and also at Barber's Point because of cloud coverage at original altitude and expected turbulance. This made extra work for both navigators and flight exgineers, as it became necessary to make up new flight plans.

(a) Flight Plan: From Biggs Air Force Base, Biggs Field, El Paso, Texas direct to Castle Air Force Base, Castle Field, Merced, California. From Castle Field, Merced, California direct to Red Head Fox direct to Hilo intersection. From Hilo intersection direct to Maui Radio intersection direct to Maui Radio direct to Kahoolawe Island for bombing.
From Kahoolawe Island direct to Barber's Point Naval Air Station, T.H.
From Barber's Point Naval Air Station, T.H. direct to Seattle, Washington.
From Seattle Washington direct to Merced, California. From Merced, California direct to Biggs Air Force Base, Biggs Field, El Paso, Texas.

(b) Individual flight time: #44-61562 - 37:30
#44-86391 - 38:40

(c) Average flight time: #38:05

(d) Hours of Grid navigation: Four (4) hours

(e) Hours of celestial navigation: 41 hours 30 minutes

(f) Hours of Loran navigation: 13 hours

(g) Navigation difficulties encountered: #44-61562 - Fluxgate compass inoperative.
#44-86391 - ABN-9 Loran set inoperative.

(h) Navigation supply difficulties: Proper maps were not available at home station. Secured maps at Castle Field, Merced, California, Up to date Loran charts not available.

Recommendations:
(1) Orginal flight plans be flown without so many changes being made. Also courses be drawn with more favorable winds along course.

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ANNEX #2 Radar Report

Prior to departure time for the Hawiian training flight, the complete radar equipment was checked for proper operation and minor maintenance was preformed. All radar equipment checked okay.

All target information available was distributed to each radar observer with proper instruction given for bombing and navigation.

No difficulties were encountered with the APQ-13 radar equipment and numberous navigation fixes were given to the navigators throughout the flight. Aircraft number 44-86391 experienced difficulty in getting the APN-9 Loran set to work properly. The scope tube was replaced at Castle Field. Loran set was also inoperative on flight to Hawaii and had to be replaced at Barber's Point Naval Air Station. Aircraft number 44-61562 had no difficulties on flights to Barber's Point Naval Air Station, but the Loran inverter and the APQ-13 crystal burned out on the return flight.

Specific information on this mission included the following:

(a) One scored radar release. B Alt- 12,000 feet(two (2) bombs released)

(b) Number hours radar operation -
$44-61562 - 18 hours #44-86391 - 20 hours 33 min.

(c) Radar used as navigational aid throughout the mission. No frontal penetration made.

(d) No radar beacon fixes were received.

(e) Sixteen (16) scope photos were taken.

(f) No Loran fixes were taken by the radar observer

(g) No radar interference or jamming encountered on the mission.

(h) There were no aborts due to radar failure.

(i) Total number of radar failures:

(1) APQ-13 crystal burned out.
(2) APN-9 Loran inverter burned out.
(3) APN-9 Loran scope tube out.
(4) APN-9 Loran set in operative. Removed and replaced.

Recommendations:

(1) That more target information be disseminated to radar observers prior to future flying of this mission.

(2) A definite radar target be established on the island of Kahoolawe, preferbly on extreme western tip of island. (Runs made on 090 degree heading)

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ANNEX #3 Bombing Report

The Bomb riders were briefed for the Hawaiian Training Flight on 3 September 1948. The target information available was very inadequate thus making a successful bombing mission extremely difficult. The mission was briefed for using the Southeast end of the island for the target with a left handed pattern being flown on a heading of 275 degrees. After contacting KVM radio for clearance to bomb, the aircraft were informed to use the West end of the island for the aiming point and just prior to the last release's the aircraft were instructed to bomb the old fighter strip on the South side of the island. Five (5) bombs were dropped from each aircraft with the last two (2) bombs on aircraft number 44-61562 being released together.

(a) Visual Bombing: Eight (8) visual releases were made from a bombing altitude of 12,000 feet. The bombs were GP 500 lb, AN-M-43 type. No malfunctions were experienced with the bombing equipment.

(b) Pictures were taken of each bomb impack. Estimated CE was 100 feet and was computed against synchronization.

Recommendations:

1. That definite targets be established on the island of Kahoolawe if these missions are to be continued. Training for the bombardiers is very poor.

2. Target folders be made with more complete bombing information contained therein.

3. That specific aiming points be designated.

4. That a demolition and/ or radar target be constructed on the island of Kahoolawe.

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ANNEX #4 Flight Engineer's Report

Two (2) 97th Bombardment Group aircraft participated in the Hawaiian training mission and there were no air aborts at any time. The flight engineers for the respective aircraft accomplished their own preflight planning for predicted fuel consumption and drew their own predicted flight progress curves.

The original flight plan for the 3800 nautical mile flight called for:
(a) Cruise and maintain five thousand (5000) feet for fourteen hundred (1400) nautical miles.
(b) Climb to twenty five thousand (25,000) feet which is to be maintained for four hundred (400) nautical miles.

(c) Climb to twenty eight thousand (28,000) feet and maintain rated power (40''Hg. and 2400 rpm) for thirty (30) minutes.

(d) Decend to seventeen thousand (17,000) feet for remainder of mission. Total distance 3802 nautical miles.

The revised flight plan called for:

(a) Cruise and maintain fifteen hundred (1500) feet for fourteen hundred (1400 nautical miles.

(b) Rest of flight plan is the same as the original.

(c) The change was made because of cloud coverage between two thousand (2000) feet and ten thousand (10,000) feet and expected turbulance.

The average take off gross weight was 130,000 pounds for each aircraft. Head winds were encountered on the first leg of the mission from Barber's Point to Seattle, Washington which decreased the range of the aircraft considerable. The average flight time for each aircraft for the complete mission was thirty eight (38) hours and five (5) minutes.

(a) Fuel load in gallons: #44-61562 - 7870 gallons
#44-86391 - 8070 gallons

(b) Fuel computed used: #44-61562 - 6670 gallons
#44-86391 - 7664 gallons

(c) Fuel actually used: (Dipstick) #44-61562 - 6770 gallons
#44-86391 - 7620 gallons

(d) Miles per gallon obtained: #44-61562 - .438
#44-86391 - .480

(e) Total time on mission: #44-61562 - 37:30
#44-86391 - 38:40

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ANNEX #4 Flight Engineer Report (cont'd)

Recommendations:

(1) That better utilization of specific altitudes be maintained on maximum range flights.

(2) That aircraft provided by the squadrons for maximum range flight should be:

(a) B-29's equipped with the thirteen hundred (1300) gallon center wing sections.

(b) Equipped with turbo shrouds.

(c) Just off the wash racks.

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ANNEX #5 Gunnery Report

Gun cameras were installed in all positions on both aircraft in anticipation of fighter interception at Hawaii. However KVM radio informed both aircraft that there was no fighter interception available on 9 September 1948. 12 September 1948 ammunition was loaded in all guns to be fired. After the area had been properly cleared, the ammunition was expended at the airplane commanders discretion. Tail guns on 44-86391 were inoperative due to a bad circuit breaker in the compressor system. Lower aft turret, left gun jammed on aircraft 44-61562 due to missing ammunition guide pin. Same discrepancy noted on lower forward turret guns.

(a) Ammunition expended: #44-61562 - 800 pounds
#44-86391 - 800 pounds

(b) Percentage of guns operational: 44-61562 - 75%
44-86391 - 83%

(c) Percentage of turrets operational: 44-61562 - 100%
44-86391 - 80%

Recommendations:

(1) That better coordination be made concerning fighter interception as considerable time and effort were spent in preparing a gun camera mission. Morale considerably let down due to the failure of completion of this mission.

(2) That more information be received concerning fighter interception as to type of aircraft to expect and number of aircraft to participate in the fighter runs.

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ANNEX #6 Communication Report

Air Communication

(1) Number aircraft participating: Two (2)

(2) Position Reports:

Frequency	Emission	No positions
10,150 kc	A1	10
9,320 kc	A1	12
5,165 kc	A3	2
2,940 kc	A1	26
5,145 kc	A1	15
11,344 kc	A1	10
4,595 kc	A1	4
8,200 kc	A1	18
2,870 kc	A3	8
8,561 kc	A1	2
3,105 kc	A3	1
4,765 kc	A3	1

(3) No D/F assistance required or utilized.
(4) No Fox transmissions intercepted. Busy with position reports
(5) No distress or emergencies encountered.
(6) Interference:

(a) 8200kc Very busy net including bugs, keys, and tape.
(b) WZA station key on CW. 0246 Z to 0310 Z on 12 September 1948. OP traffic being exchanged - unable to read station worked.

EQUIPMENT MALFUNCTION

Mission	No aircraft	Type equipment	Malfunction	No cases	Remedial Action
Hawaiian training flight	1	AN/ARC-3 Receiver	Receiver very noisy	1	Communication maintenance checked

(7) Difficulties: None
(8) Communications Channels:
(a) Sent PX to AUF on 9320kc at 1545Z on 12 September 1948. At 1735Z AUF sent series of V's. AUF called immedately by operator, but AUF refused to answer. ART-13 was functioning properly.
(b) KVM radio and KSF radio communications very good on all assigned frequencies. Operators very good and cooperative.

Recommendations:
(1) T.O. 16-1-45 be utilized in checking ART-13. Impossible to tune up on 17490 kc.

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ANNEX #7 Supply and Maintenance

(a) B-29A, 44-61562, forward bomb-bay compressor assembly inoperative, fluxgate amplifier inoperative giving erratic readings, fluxgate transmitter inoperative, magneto drop of two hundred fifty (250) on number two (2) engine.

Corrective Action: New compressor assembly installed, new fluxgate transmitter installed, new fluxgate amplifier installed. New spark plugs installed and magneto points adjusted.

(b) B-29A, 44-86391, number two (2) engine rear propeller chevron seal leaking, number four (4) engine oil liquidometer inoperative, number four (4) engine rear oil pressure low, Loran scope tube inoperative. Loran set inoperative.

Corrective Action: New chevron seal installed on # two (2) engine. propeller, New oil liquidometer installed on # four (4) engine, # four (4) engine oil line bled, New APN-9 scope tube installed, New APN-9 loran set installed.

No recommendations for the elimiation of difficulties encountered for future missions.

See Comsumption Report Attached.

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Form 63-2-1

PARTS CONSUMPTION RECORD

B-29A 44-61562
Aircraft - Model & Serial No.

Biggs AFB, 341st B, Sq. 97th B.G.
STATION & ORGANIZATION

September 1948
Month - Year

FLYING TIME
BEGINNING 553:30
END 591:00
TOTAL 37:30

QUANTITY	CLASS	STOCK OR PART NUMBER	NOMENCLATURE	SOURCE	DATE	BY
1 ea	11E	5915-32R 400	Compressor Assembly	C.A.F.B.	9-7-48	Gilson
1 ea	05-A	& 6234-12076-1A	Amplifier Fluxgate	"	"	"
1 ea	05-A	6234-12002-1B	Transmitter Fluxgate	"	"	"
6 ea	03H	4708-LS86	Plug, Spark	"	"	"
4 ea	03-1-2	4851-30868	Filter, Elemets	"	"	"
800 cu ft	03-H	7500-826000	Oxygen, Breathing	Hickam	9/8/48	"
2 ea	06B	4708-LS65	Plug, spark	C.A.F.B.	9/7/48	"
20#	21	7100-249000	Cloth, Wiping	Hickam	9/8/48	"

WENDALL W. SANDERS
Capt., USAF
Engr Officer

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FORM 63-2-1

PARTS CONSUMPTION RECORD

B-29 44-61691
AIRCRAFT - MODEL & SERIAL NO.

September 1948
MONTH - YEAR

342nd Bomb Sq. Biggs AFB, Texas
STATION & ORGANIZATION

FLYING TIME
BEGINNING 288:35
END 327:15
TOTAL 38:40

QUANTITY	CLASS	STOCK or PART NUMBER	NOMENCLATURE	SOURCE	DATE	BY
1 ea	05-G	2327-EA48-16	Indicator, Quantity, oil Supply			Pearson
1 ea	16-A	1600-215157865	Receiver, Ind, R-65/APN-Supply			Pearson
1 ea	03-A	4013-52190	Ring, Spider & Shaft Seal			Pearson
1 ea	03-A	4 013-52191	Washer, Spider & Shaft Seal			Pearson
1 ea	03-A	4013-52192	Seal, Spider & Shaft			Pearson

GEORGE W. COOK
Capt., USAF
Eng. Officer

John E. Hall

JOHN E. HALL
Major, USAF
Adjutant General

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#32

Strategic Air Command
ANDREWS AF BASE
1700Z, 17 Aug 48

FO 34

MAPS: As desired

1. a. Omitted

b. Omitted

2. This comd participates in OPERATION COMBINE III at Eglin AFD, Florida.

ROUTE OUT: Home Sta direct to Maneuver Base.

RETURN: Maneuver Base direct to Home Base.

3. a. 307th Bomb Wg

(1) 82d Ftr Gp

(a) Dispatch 40 F-51 acft to EGLIN AF BASE AUX #6, VALPARISO, FLA for 75 days TDY.

(b) Acft will be in place 3 Sept 48.

(c) Acft will be under opnl control of CG Ninth AF on arrival.

b. Eighth AF

(1) 97th Bomb Wg

(a) Dispatch 15 B-29 acft to MACDILL AFB for 75 days TDY.

(b) Acft will be in place 8 Sept 48.

(c) Acft will be under opnl control CG Ninth AF on arrival.

c. 56th Ftr Wg

(1) 56th Ftr Gp

(a) Dispatch 20 F-80 acft to BROOKLEY AFB, MOBILE, ALA. for 75 days TDY.

(b) Acft will be in place 30 Aug 48.

(c) Acft will be under opnl control of CG Ninth AF on arrival.

d. Other units normal opr.

x. (1) 48 hours in advance of departure home sta, notify bases concerned of ETA their sta, with information cy to this hq.

(2) Each unit will submit a report to this hq on completion of maneuver, orig and 2 cys.

4. a. Except as specified herein, the instructions contained in "Operation COMBINE III, General Plan", Hq Ninth AF, 15 Jul 48, as amended by "Changes to General Plan Operation COMBINE III", HqNinth AF, 21 Jul 48, will apply.

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b. 56th Ftr Wg, 82d Ftr Wg and 97th Bomb Wg M.

(1) Personnel

(a) 56th Ftr Wg. Will furnish approx 22 Offs and 100 EM.

(b) 82d Ftr Wg. Will furnish approx 65 Offs and 375 EM.

(c) 97th Bomb Wg M. Will furnish maximum 20 pers per B-29 (15 B-29s).

(2) Acft fld maint will be performed at the maneuver sites or at the home stas of the units, at discretion of the wg comdrs.

(3) Re-supply of units and movements by air between home stas and maneuver sites after units are in place will be accomplished in unit transport or tactical acft., Reqmts for add transport acft will be forwarded to this hq.

(4) Supplies required en route and not available from flyaway kits accompanying units will be requisitioned from base at which acft is located. If base cannot provide supplies, they will be requisitioned by radio from home sta giving complete nomenclature and estimated time of repairs. An info cy of the radio sent to CG SAC, Attn: DCofS, Materiel.

(5) Reparables replaced by supplies from flyaway kits will be returned to home sta of unit if they cannot be repaired at maneuver site and replaced in flyaway kits. Reparables replaced by supplies from sources other than flyaway kits will be turned in to issuing agency.

(6) Pers and acft will be rotated on this opr between home stas and maneuver sites at the discretion of the Wg Comdrs.

(7) Finance. Offs will be paid from their home stas. Partial payments may be obtained in the maneuver area from the nearest Finance Off. EM payrolls will be presented to the nearest Finance Off.

(8) (a) Per Diem. Per diem will be auth and is properly chargeable to SFE 440 for required tvl to and from but not at the established general maneuver area (which later will include Mobile, Ala., Eglin AFB, Fla., and MacDill AFB, Fla.).

(b) Other expenses incident to this opr. The expenses which may be incident to the shipment of equipm vehicles, or materiel which must be shipped to support this opr are properly chargeable to FSC Proj applicable for troop movements (see Par 2c, AF Ltr 172-80, 15 Jul 48).

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(c) Obtaining Funds. TAC accepts complete responsibility for funding from SFE P 440 for this opr. Requests for funds, therefore, should be carefully drawn up with proper substantiating details and submitted to Hq SAC for appropriate funding action. Such requests for funds should be clearly identified as being required in support of "Operation COMBINE III".

(9) Records, SAC Reg 35-3, 26 May 48, will apply.

c. 56th and 82d Ftr Wgs

(1) Pers, flyaway kits and UEE for 60 day reqmts will be airlifted from home stas to maneuver sites by transport acft of TAC and SAC. For the 56th Ftr Wg, equip to be airlifted will include spare acft engines and 2 F-2A refueling trailers. At completion of this exercise, equipm materiel and pers will be airlifted from maneuver sites to home stas by transport acft of TAC and SAC.

(2) Source of re-supply while in maneuver area will be flyaway kits. When not available from flyaway kits, supplies will be obtained from home stas. Supply of replacement acft engines for the 82d Ftr Wg will be the responsibility of TAC and will be procured from Eglin AFB.

(3) Blankets, sheets and pillow cases will be furnished by TAC.

(4) TAC will furnish ground comm pers and equip.

(5) Medical

(a) 82d Ftr Wg. Necessary pers and equip to operate the dispensary at the maneuver site will be furnished by 82d Ftr Wg. One ambulance will be furnished by TAC. Two ambulances will be furnished by 82d Ftr Wg and moved overland to the maneuver site. Flt line coverage will be the responsibility of 82d Ftr Wg. Re-supply of expendables will be provided by TAC.

(b) 56th Ftr Wg. Necessary pers and equip to operate the dispensary for the 56th Ftr Wg will be furnished by TAC. A surgeon from Selfridge AFB will accompany and remain with the 56th Ftr Wg.

d. 82d Ftr Wg.

(1) Move overland vehicles required at the maneuver site. These vehicles are in addition to those agreed to be furnished by TAC at the conference at Greenville, S.C. on 3-4 Aug 48. At completion of this exercise, vehicles will be returned overland to home sta.

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(2) Furnish 14 crash and structural fire ftrs to man fire fighting equip to be provided by TAC.

(3) Furnish sufficient portable night lighting equipment, including generators, to service one 8,000' strip.

(4) Provide sufficient spare parts required for organizational maintenance on asgd motor vehicles.

e. 97th Bomb Wg M

(1) Normal base services will be furnished at MacDill AFB to the unit of the 97th Bomb Wg M during this exercise by the CO 307th Bomb Wg M.

(2) Flyaway kits and UEE will be carried in each B-29 acft and will be used for support while at MacDill AFB if necessary. While at MacDill AFB all acft supplies will be requisitioned from the MacDill Accountable Supply Off. Only in case supplies are not readily available at MacDill AFB will they be issued from flyaway kits.

5. a. Normal CAA-AACS facilities will be used.

b. Comd Posts

(1) CG SAC, Andrews AF Base, Wash 20 D C

(2) CG AF8AF, Carswell AF Base, Ft Worth, Tex

(3) CG 307th Bomb Wg M, MacDill AF Base, Fla

(4) CO 56th Ftr Wg, Selfridge AF Base, Mich

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CG 307th Bomb Wg M (10)
CG AF8AF (10)
CO 56th Ftr Wg (10)
CO 82d Ftr Wg (10)
CO 97th Bomb Wg (5)
CG TAC (10)
CG AF9AF (10)
CS USAF (5)
CO Aeronautical Chart Sv (2)
CO Brookley AF Base, Mobile, Ala (5)
CG Eglin AF Base, Fla (5)
CG AACS Wash 25 D C (5)
CG AMC Wright-Patterson AFB (5)

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#33

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HEADQUARTERS EIGHTH AIR FORCE
FORT WORTH, TEXAS
1500Z, 29 Sep 48

F.O. 67

MAPS: As desired

1. a. Omitted

   b. Omitted

2. The EIGHTH AIR FORCE participates in OPERATION COMBINE III at EGLIN AF BASE, FLA., with squadrons of the 43rd Bomb Wing

3. a. 43rd Bomb Group:

   (1) ROUTE OUT : HOME STA - DIRECT TO MANEUVER BASE

   ROUTE BACK : MANEUVER BASE - DIRECT TO HOME BASE

   (2) MANEUVER BASE : MACDILL AF BASE, TAMPA, FLA.

   (3) EFFORT : 15 B-29 acft

   (4) PERIOD OF MANEUVER : All acft will be in place at MACDILL AF BASE on 7 October 48 , and remain thereat for TDY period of 30 days

   (5) Acft will be under operational control of CG 9AF on arrival MACDILL AF BASE

   (6) REPORTS

   (a) 48 hours advance of departure home sta , notify MACDILL AF BASE / of ETA , with info copies to HQ 8AF , HQ SAC , HQ 9AF.

   (b) Submit final report in compliance with 8AF Reg 55-2 , on completion of maneuver , original and 3 copies

   x. The 43rd Bomb Wg will furnish a field grade officer to act as SAC liaison bombing comptroller . Report to General Olds at Eglin AFB

4 a. Except as specified herein , the instructions contained in "OPERATIONS COMBINE III , GENERAL PLAN ", Hq 9AF 15 Jul 48 as amended by "CHANGES TO GENERAL PLAN OPERATIONS COMBINE III ", HQ 9AF 21 Jul 48 will apply

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b. (1) PERSONNEL : 43rd Bomb Wg will furnish maximum 20 pers per B-29 (15 B-29's)

(2) Acft field Maint will be performed at the maneuver site or at home sta of the units, at discretion of Wg comdrs

(3) Resupply of units and movement by air between home sta and maneuver site after unit is in place will be accomplished in unit transport or tactical acft. Reqmts for add transport acft will be forwarded to Ho. SAC

(4) Supplies required enroute will be requisitioned from base at which acft are located. If base cannot provide supplies , they will be requisitioned by radio from home sta giving complete nomenclature and estimated time of repairs. An info cy of the radio sent to CG SAC , Attn DCofS , Material

(5) Pers and acft will be rotated on this opr between home sta and maneuver site at the discretion of the wg comdrs

(6) FINANCE. Offs will be paid from their home sta. Partial payment may be obtained in the maneuver area from the nearest finance Off. EM payrolls will be presented to nearest finance Off.

(7) (a) Per Diem. No per diem will be auth

(b) Other expenses incident to this opr. The expenses which may be incident to the shipment of equipment vehicles, or materiel which must be shipped to support this opr are properly chargeable to FSC proj applicable for troop movements (See Par 2c , AF Ltr 172-80, 15 Jul 48)

(8) Records, SAC Reg 35-3 ,26May 48 will apply

c. 43rd Bomb Wg Maintenance:

(1) Normal base services will be furnished at MACDILL AF BASE to the

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unit of the 43rd Bomb Wg M during this exercise by the CO 307th Bomb Wing M.

(2) UFE will be carried and used to support mission. CO 307th Bomb Wg will provide all acft supplies for 43rd Bomb Gp while it is based at MACDILL

5.a. Normal CAA - AACS facilities will be used

b. Comd Posts

(1) CG SAC Andrews AF Base, Wash 20, DC

(2) CG 8AF , Carswell AF Base , Ft. Worth, Texas

BY COMMAND OF MAJOR GENERAL RAMEY

ROBERT W. BURNS
Brigadier General, USAF
Chief of Staff

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DISTRIBUTION :

CO, 43rd Bomb Wing (10)
CG, 9th AF (5)
CG, 307th Bomb Wing (5)

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340TH BOMBARDMENT SQUARRON, MEDIUM
97th Bombardment Group, Medium
Biggs Air Force Base
Biggs Field, Texas

GAD/drb #34

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 #34, 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. UEE 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

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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, 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 UEE 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 0600 MST. All aircraft took off and arrived at MacDill on 7 September 1948.

Two C-47 loads of UEE 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

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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 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, briefing 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 6 October 1948 and were the same except that some of the missions were made without ordnance. All miss-

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ions 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 ordinance the bomb load was ten 500 lb. GP per aircraft. Fuzing was one-tenth second for both nose and tail fuses.

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 cnacel 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 impack 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 essembly 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 semmed 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 be 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 radarm 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.

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There is a phychological factor that should be mentioned here as it concerns the lead bombardier when he is participating in bombing of this kine, 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 "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 useable 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.

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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 was initiated by TWX 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 6 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 B-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 UEE 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 UEE on their return trip to Tucson.

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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.

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-1B 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.

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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 impack time, and has the lowest average CE.

4. CONCLUSIONS:

a. The 31 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 bombine.

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 necessitiated 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

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provide a basis for any specific remedial action other than normal care, maintenance and inspection. Normal and regular use of all bombine equipment is probably the best preventative action indicated.

GORDON A DRESSLER
Major, USAF
Commanding

A CERTIFIED TRUE COPY

John E. Hall.

JOHN E. HALL
Major, USAF
Adjutant General

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#33-

SUBJECT: SAC TWX, dtd 22 Oct 48. Commendation applicable to units of the 43d and 97th Bombardment Wings participating in Operations Combine.

"ODC2A1 1164 PD THE FOLLOWING MESSAGE WAS RECEIVED FROM MR. FORRESTAL QUOTE THE PERFORMANCE OF THE UNITS PARTICIPATING IN OPERATION COMBINE THREE THIS MORNING REFLECTS GREAT CREDIT ON COORDINATION EFFORTS OF ALL PD MY CONGRATULATIONS TO THOSE WHO CONTRIBUTED TO THIS OPERATION UNQUOTE THE FOLLOWING MESSAGE WAS RECEIVED FROM LT GENERAL QUESADA QUOTE THE STRATEGIC AIR COMMAND UNITS PARTICIPATING IN COMBINE THREE CONTRIBUTED A LARGE PART OF THE SATISFACTORY IMPRESSION THAT WAS GATHERED BY THE SECRETARY OF NATIONAL DEFENSE ON HIS RECENT VISIT TO COMBINE THREE UNQUOTE"

CERTIFIED A TRUE COPY:

John E. Hall.

JOHN E. HALL
Major, Air [illegible]eral

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#36

Strategic Air Command
ANDREWS AFB
1700Z, 31 Aug 48

FO 38

MAPS: As desired

1. a. Intel Annex #1, dtd 1 Sept 48

   b. Normal base facilities will be provided by Alaskan Air Comd, CAIRC, PACAIRCOMD, USAFE and MATS.

2. In conjunction with Air Force Day (18 Sept 48), it is planned to base acft of SAC outside the ZI and take off from these bases so as to land at bases within the ZI at H Hour on Air Force Day.

   BASES: Details ofbases listed in Annex #2.

   H HOUR: 1200 hours local standard time.

3. a. Eighth AF

   (1) Provide 16 B-29 acft for participation in Air Force Day demonstrations.

   (2) Dispatch acft to arrive at bases outside the ZI by 14 Sept 48 as fols:

   (a) 4 acft of 509th Bomb Gp to KINDLEY AFB. Newsmen will arrive Roswell AFB 11 Sept 48 to participate in flt. Acft will not depart HOME STA without newsmen unless notified otherwise by this hq.

   (b) 8 acft of 43d Bomb Gp to FURSTENFELDBRUCK AFB, GERMANY, via WESTOVER AFB. Newsmen will arrive WESTOVER AFB 0900 EST 12 Sept 48 and will be taken aboard acft for participation in flt. Acft will not depart WESTOVER AFB without newsmen unless notified otherwise by this hq.

   (c) 4 acft from any 8th AF units, with exception of 509th Bomb Gp, to KEFLAVIK, ICELAND via WESTOVER AFB. Newsmen will arrive WESTOVER AFB 0900 EST 12 Sept 48 and will be taken aboard acft for participation in flt. Acft will not depart WESTOVER without newsmen unless notified otherwise by this hq.

   (d) 7th Bomb Group will provide available B-36 acft for flyover of cities within the ZI as agreed upon between CO 7th Bomb Wg and PIO Off this hq.

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(3) Dispatch acft from above bases to land at designated bases within the ZI (See Annex #2) at H Hour. If it is ascertained in flt that H Hour will not be met, the route will be altered so that acft will land at H Hour.

(4) Acft are to fly over city at designated bases at a minimum of 1,000' above ground level prior to landing.

(5) In event of unfavorable weather minimum at bases within the ZI, a list of recommended alternates is shown in Annex #4 to this order.

b. Fifteenth AF

(1) Provide 28 B-29 acft for participation in Air Force Day demonstrations.

(2) Dispatch acft to arrive at bases outside the ZI by 14 Sept 48 as fols:

(a) 8 acft of 92d Bomb Gp to ELMENDORF AFB, ALASKA

(b) 8 acft of 93d Bomb Gp to BARBERS POINT NAS, HAWAII

(c) 6 acft of 301st Bomb Gp to LAGENS FLD, AZORES

(d) 6 acft of 22d Bomb Gp to GOOSE BAY AIRPORT, LABRADOR

(3) Newsmen will arrive HOME BASES of acft concerned 11 Sept 48 for participation in subject flts. Acft will not depart HOME STA without newsmen unless notified otherwise by this hq.

(4) Dispatch acft from above bases so as to land at designated bases within the ZI (See Annex #2) at H Hour. If it is ascertained in flt that H Hour will not be met, the route will be altered so that acft will land at H Hour.

(5) Routes to be followed and distances involved are shown in Annex #3.

(6) Acft are to fly over city at designated base at a minimum of 1,000' above ground level prior to landing.

(7) In event of unfavorable weather minimum at bases within the ZI on Air Force Day, a list of recommended alternates are shown in Annex #4 to this order.

x. (1) Reports

(a) Reports in ltr, this hq, file SAC 354 (27 Apr 48), subject "Opr Reports to be Submitted by SAC Units on TDY Maneuvers"

(b) Upon arrival at designated base outside the ZI, advise CG SAC, CSUSAF and CO designated base in the ZI of ETD giving route, frequencies, list of call signs, number of acft involved, num-

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ber Off and EM involved, reqmts for messing, housing and servicing, with info cy to appropriate Air/Sea Rescue Units.

(c) Daily position report to this hq.

(2) All acft will carry sufficient personal equip to accommodate two newspaper correspondents.

(3) PIO Annex attached.

4. a. Items of technical acft supplies calculated to be sufficient to sustain the opr will be carried in B-29 acft at Flt Comdrs discretion. Maint equip as necessary will be carried in the B-29 acft. In event of an AOCP, the item will be requisitioned from base at which acft is grounded. If item cannot be provided from that base or obtained by that base in sufficient time to complete the mission, the acft comdr will notify the home base of the acft item by radio, with info to S.C, of the required item. Home base is responsible to provide B-29 airlift of the AOCP item to grounded acft.

b. Sufficient number of maint pers to perform maint required will be carried in each acft.

c. Arrangements are being made to provide fuel at all ZI bases. Acft will refuel in the ZI with only sufficient fuel for safe return to home sta.

d. Woolen uniforms will be worn at GOOSE BAY, KEFLAVIK, SONDORF and FURSTENFELDBRUCK. Cotton uniforms will be worn at KINDLEY, LAGENS and HARPERS POINT. Where required, add uniforms will be carried to comply with uniform regulations in the ZI. A standard uniform will be worn within each flt.

e. Mission report will include a summary of maint and supply difficulties encountered, air or ground aborts and reasons therefor.

f. This is a Special Fld Exercise. Per diem is auth chargeable to SFE Proj 440 while en route to and from, but not at, bases outside the ZI. Govt quarters will be occupied and govt messing facilities will be utilized to the maximum extent available.

5. a. Communications

(1) Call Signs

(a) Acft working AACS-MATS-ICAO stas will use acft serial number.

(b) Acft working SAC stas will use and expand call signs in accordance with SACCOM.

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(2) Codes and Ciphers

(a) Air/Ground - SIGLP (Tng edition)

(3) VHF Radio

(a) Plan 62, CAA and GCA standard crystallization.

(b) Air/Air tactical freq as asgd by SACCOM.

(c) Military emergency DOG channel

(4) HF Radio

(a) 1 acft of each 2-plane flt will make formation position reports in accordance with AACS-MATS-ICAO route briefing.

(b) 1 acft of each 2-plane flt will make formation position reports every 2 hours as fols:

Station Departing	Receiving Ground Station	Operating Org	Freq KCS	Station Call Sign
Elmendorf, Alaska	Rapid City AFB	AACS	17490	AUJ
Barbers Point NAS	Hamilton	AACS	17490	WYH
Kindley AFB, Bermuda	MacDill	AACS	17490	WZN
Goose Bay, Labrador	Rapid City	AACS	17490	AUW
Iceland	SAC Hq	SAC	17490	AUD
Furstenfeldbruck AFB, Germany	SAC Hq Rhein/Main	SAC AACS	17490 17490	AUD AFK5
Lagens Fld, Azores	SAC Hq	SAC	17490	AUD

If unable to work station indicated, the nearest sta listed in Article 555, SACCOM, will be contacted for position reporting. Acft departing Furstenfeldbruck will work Rhein/Main until able to contact Hq SAC; sta shift should be made when crossing 30° W long. Make fol corrections to Article 555, SACCOM:

Guam, M. I.	APV5
Change Manila to Clark AFB	AXKS
Rapid City AFB	AUW
Ramey AFB (Borinquen), P. R.	WZQ

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1 Acft R/O will be prepared to shift indicated freq when 17490 KCS fades and will then transmit position reports as fols:

Station Departing	Ground Station	Operating Organization	KCS Freq	Call Sign
Elmendorf AFB, Alas	Hq 15AF	15AF	9320	AUF
Kindley AFB Bermuda	Hq 8AF	8AF	10150	AUG
Barbers Pnt, NAS, Hawaii	Hq 15AF	15AF	9320	AUF
Lagens Fld, Azores	Hq SAC	SAC	9320	AUD
Goose Bay, Labrador	Hq 8AF	8AF	10150	AUG
Iceland	Hq SAC	SAC	9320	AUD
Furstenfeldbruck AFB, Germany	Hq SAC	SAC	9320	AUD

If unable to maintain contact as directed reports will be transmitted to nearest SAC base on 9320 KCS.

2 Position reports under 5b and 5b(1) will include passing instructions for delivery to: Hq SAC, Hq appropriate numbered AF and to home base of acft.

3 SAC ground stas will pass position reports by intr-SAC nets.

(c) Airplane comdrs will file departure and arrival messages addresses to: COMDRSAC, appropriate numbered AF Comdr, base Comdr of home sta.

(5) Navigational-Aids: See applicable facility charts.

(6) Electronic counter measures will not be used.

(7) Operating instructions of Chapter 5 SACCOM will apply except in those cases in conflict with this Fld Order.

(8) Airplane Comdrs and Radio operators will sign the radio logs and forward through channels to Hq SAC for review.

b. Command Posts

(1) CG SAC, Andrews AFB, Wash 20 D C

(2) CG 8th AF, Carswell AFB, Ft Worth, Tex

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(3) CG 15th AF, Colorado Springs, Colorado

KENNEY
Gen

OFFICIAL

H. J. Hutchison

HUTCHISON
Opr

ANNEXES:

1 - Intel
2 - Bases used
3 - Routes & Distances
4 - Alternates
5 - Public Info

DISTRIBUTION

CG Eighth AF (10)
CG Fifteenth AF (10)
CSUSAF (5)
CG Alaskan Air Comd (5)
CG Cairbbean Air Comd (5)
CG PacAirComd (5)
CG USAFE (5)
Comdr MATS (5)
CO Kindley AFB, Bermuda (5)
CO Furstenfeldbruck AFB, Germany (5)
CO Elmendorf AFB, Alaska (5)
CO Barbers Point NAS, Hawaii (5)
CO Lagens Fld, Azores (5)
CO Goose Bay Airport, Labrador (5)
CO 59th AACS Gp, Elmendorf AFB, Alaska (5)
CO 5th AACS Wg, Wiesbaden, Germany (5)
CO 7th AACS Wg, Tokyo, Japan
CO 66th AACS Gp, Stephenville, Newfoundland (5)
CO 73d AACS Gp, Roney AFB, Puerto Rico (5)
CG ATID MATS Westover AFB Mass (5)
CO Flt A, 8th Rescue Unit, Hamilton AFB, San Rafael, Calif (5)
CO Flt C, 5th Rescue Sq, Pope AFB, NC (5)
CO Aeronautical Chart Service, Wash 25 D C(5)
CO 56th Ftr Wg, Selfridge AFB, Mich (5)
CG Tactical Air Comd (5)
CG Air Defense Comd (5)
CG Air Materiel Comd (5)
CG Air University (5)

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Strategic Air Command
ANDREWS AFB
1700Z, 30 Aug 48

ANNEX #2 to SAC FO 38

Bases Within and Outside the ZI to be Used for Air Force Day Long Range Flights.

KINDLEY AFB, Bermuda - four (4) acft:

2 acft will land at Los Angeles, Calif (Burbank)

2 " " " " Riverside, Calif (March AFB)

ICELAND - four (4) acft:

2 acft will land at Pittsburgh, Pa (Municipal)

2 " " " " Chicago, Ill (Orchard Place)

FURSTENFELDBRUCK AFB, Germany - eight (8) acft:

2 acft will land at Washington, D. C. (Bolling AFB)

2 " " " " Detroit, Mich (Selfridge AFB)

2 " " " " Boston, Mass (Logan)

2 " " " " New York City, N. Y. (Mitchel AFB)

ELMENDORF AFB, Alaska - eight (8) acft:

2 acft will land at Birmingham, Ala (Municipal)

2 " " " " Charleston, W. Va. (Kanawha)

2 " " " " San Antonio, Texas (Randolph AFB)

2 " " " " Montgomery, Ala (Maxwell AFB)

HARPERS POINT NAS, Hawaii - eight (8) acft:

2 acft will land at Omaha, Nebr (Offutt AFB)

2 " " " " Cincinnatti, Greater Cincinnatti, Covington, Ky.

2 " " " " New Orleans, La (Municipal)

2 " " " " Niagra Falls Municipal, N. Y.

LAGENS FLD, Azores - six (6) acft:

2 acft will land at St. Louis, Mo. (Scott AFB)

2 " " " " Cleveland, Ohio (Municipal)

2 " " " " Milwaukee, Wis. (Gen. Mitchel)

GOOSE BAY AIRPORT, Labrador - six (6) acft:

2 acft will land at Boise, Idaho (Municipal)

2 " " " " Dallas, Texas (Hensley)

2 " " " " San Francisco, Calif (Hamilton AFB)

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Strategic Air Command
ANDREWS AFB
1700Z, 30 Aug 48

ANNEX #3 to S.C FO 36

Routes and Distances for Air Force Day Long Range Flights

ELMENDORF AFB, Alaska

TO:	San Francisco, Calif	2002.5 SM
TO:	Chicago, Ill	1848.7 SM
TO:	Montgomery, Ala	649.4 SM
	TOTAL	4500.6 SM

ELMENDORF AFB, Alaska

TO:	Sacramento, Calif	1979.4 SM
TO:	Racine, Wis.	1792.9 SM
TO:	Birmingham, Ala	649.4 SM
	TOTAL	4404.5 SM

ELMENDORF AFB, Alaska

TO:	Las Vegas, Nevada	2293.8 SM
TO:	Nashville, Tenn	1572.9 SM
TO:	Randolph AFB, Texas	797.4 SM
	TOTAL	4664.1 SM

ELMENDORF AFB, Alaska

TO:	Santa Barbara, Calif	2277.7 SM
TO:	Knoxville, Tenn	2011.7 SM
TO:	Charleston, W.Va.	205.0 SM
	TOTAL	4494.4 SM

LAGENS FIELD, Azores

TO:	Savannah, Ga.	3031.9 SM
TO:	Shreveport, La.	740.5 SM
TO:	Milwaukee, Wis.	788.8 SM
	TOTAL	4561.1 SM

LAGENS FIELD, Azores

TO:	Tallahassee, Fla	3251.3 SM
TO:	Springfield, Mo.	698.4 SM
TO:	Cleveland, Ohio	676.5 SM
	TOTAL	4626.2 SM

LAGENS FIELD, Azores

TO:	Waco, Texas	3892.1 SM
TO:	St. Louis, Mo	635.6 SM
	TOTAL	4527.7 SM

BARBERS POINT NAS, Oahu

TO:	Little Rock, Arkansas	4048.7 SM
TO:	Omaha, Nebraska	483.1 SM
	TOTAL	4531.8 SM

BARBERS POINT NAS, Oahu

TO:	Oklahoma City, Okla	3748.1 SM
TO:	Cincinnatti, Ohio (Covington, Ky)	748.5 SM
	TOTAL	4496.6 SM

BARBERS POINT NAS, Oahu

TO:	Medford, Oregon	2497.0 SM
TO:	New Orleans, La	2003.0 SM
	TOTAL	4500.0 SM

BARBERS POINT NAS, Oahu

TO:	Niagra, Buffalo, N.Y.	4702.2 SM

KEFLAVIK, Iceland

TO:	Chattanooga, Tenn	3253.6 SM
TO:	Tulsa, Oklahoma	605.7 SM
TO:	Orchard Pl, Chi Ill	590.1 SM
	TOTAL	4449.4 SM

KEFLAVIK, Iceland

TO:	West Palm Beach, Fla	3599.6 SM
TO:	Pittsburgh, Pa	955.7 SM
	TOTAL	4555.3 SM

GOOSE BAY AIRPORT, Labrador

TO:	Rochester, N. Y.	1052.5 SM
TO:	Pendleton, Oregon	2019.7 SM
TO:	Dallas, Texas	1468.2 SM
	TOTAL	4540.4 SM

GOOSE BAY AIRPORT, Labrador

TO:	Tampa, Florida	2080.8 SM
TO:	ElPaso, Texas	1454.3 SM
TO:	Boise, Idaho	971.9 SM
	TOTAL	4507.0 SM

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GOOSE BAY AIRPORT, Labrador

TO: Orlando, Florida	2012.8 SM	
TO: Hamilton AFB Calif	2442.3 SM	
TOTAL	4455.1 SM	

KINDLEY AFB, Bermuda

TO: Corpus Christi	1974.8 SM
TO: Butte, Montana	1506.2 SM
TO: March AFB, Calif	876.3 SM
TOTAL	4357.3 SM

KINDLEY AFB, Bermuda

TO: Abilene, Texas	2034.7 SM
TO: Seattle, Wash	1575.3 SM
TO: Los Angeles Calif	961.5 SM
TOTAL	4571.5 SM

Furstenfeldbruck AFB, Germany to:	Mitchel AFB, N.Y.	3999.7 SM
Furstenfeldbruck AFB, Germany to:	Boston, Mass	3824.7 SM
Furstenfeldbruck AFB, Germany to:	Bolling AFB, Wash DC	4219.7 SM
Furstenfeldbruck AFB, Germany to:	Selfridge AFB, Mich	4283.0 SM

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Strategic Air Command
ANDREWS AFB
1700Z, 30 Aug 48

ANNEX #4 to SAC FO 36

List of Probable Alternates to be Used If Necessary for Air Force Day Long Range Flights:

BASE	ALTERNATE
Montgomery, Ala	Tampa, Florida
Birmingham, Ala	Tampa, Florida
Randolph, Texas	Waco, Texas
Dallas, Texas	Waco, Texas
Charleston, W. Va.	Andrews AFB, Md
Milwaukee, Wis.	Chanute AFB, Ill
Cleveland, Ohio	Lockbourne AFB, Columbus, Ohio
Cincinnatti, Ohio	Lockbourne AFB, Columbus, Ohio
St. Louis, Mo.	Chanute AFB, Ill
Omaha, Nebraska	Topeka AFB, Kansas
New Orleans, La.	Barksdale AFB, La.
Buffalo, N. Y.	Rome, N. Y.
Mitchel AFB, N. Y.	Andrews AFB, Md
Chicago, Ill	Chanute AFB, Ill
Pittsburgh, Pa	Andrews AFB, Md
Boise, Idaho	Spokane AFB, Wash
Hamilton AFB, Calif	Castle AFB, Calif
March AFB, Calif	Castle AFB, Calif
Los Angeles, Calif	Castle AFB, Calif
Boston, Mass	Westover AFB, Mass
Bolling AFB, Wash DC	Mitchel AFB, N. Y.
Selfridge AFB, Mich	Lockbourne AFB, Columbus, Ohio

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#37

ROUTING AND RECORD SHEET
HEADQUARTERS EIGHTH AIR FORCE

TO: Chief of Staff, Eighth Air Force.

1. For your information following is report of Eighth Air Force committments for Air Force Day:

27th Fighter Wing

36 static displays scheduled
35 completed as scheduled
1 cancelled due to inadequate runways (somehow USAF directed this, not 8AF)
31 F-82 acft returned to home station as of 0900 21 September
3 F-82 acft not returned to home station due to engine change and are located at: 1 - Mobile, 1 - Fairfield-Suisun, 1 - Fort Worth
1 F-82 accident - crashed 4 miles north of Randolph Field at 1540 CST. Two fatalities. Pilot - 1st Lt H. Kornegay, Jr; passenger - Corporal Pangrac, Andrews AFB. Aircraft made low level, high speed pass at field, peeled up to right, steep turn to the left, and did not recover from resulting dive. Weather - 3500 scattered, 12 miles visibility. Pilot previously involved in similar accident at Kelly Field in December 1947.

33d Fighter Wing

45 F-84 static displays scheduled
43 completed as scheduled
2 scheduled to fly over Abilene not completed dueto weather
8 have not returned to home base due to : 3 enroute home RON'd at Pyote (weather), 1 Pyote (maintenance), 1 Kirtland (engine trouble), 2 March (engine trouble), and 1 Mines (maintenance - routine training flight)
36 returned home station as of 0900 21 September.
1 F-84 accident - disintegrated at Hensley Field. Lt Hart escaped with no serious injury. Pilot made pass at Hensley Field at close to 600 mph at approximately 500 feet, began a gentle climb, wing folded and pilot blacked out. Both wings were gone when pilot regained co sciousness. Successful bailout was accomplished and pilot was rescued from lake.

509th Bomb Wing

8 B-29s scheduled for static display
3 B-29s scheduled for long range flight from Kindley Field, Bermuda to land at Burbank, California
2 B-29s scheduled for long range flight from Kindley Field, Bermuda to land at March Field, California

All aircraft commitments met as scheduled,and all aircraft arriving 5 minutes of ETA. All aircraft have returned to home base.

97th Bomb Wing

3 B-29s scheduled for static display
3 static displays accomplished as scheduled and all aircraft have returned to home base.

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43d Bomb Wing

2 B-29s scheduled for long range flight from Germany, to land Selfridge AFB, Michigan.
2 B-29s scheduled for long range flight from Germany, to land Mitchell AFB.
2 B-29s scheduled for long range flight from Germany, to land Bolling AFB.
2 B-29s scheduled for long range flight from Germany, to land at Boston.
2 B-29s scheduled for long range flight from Iceland, to land Pittsburg.
2 B-29s scheduled for long range flight from Iceland, to land Chicago.

All commitments met as scheduled with the following exceptions: 1 aircraft landed Selfridge 25 minutes early; 1 aircraft landed Selfridge 35 minutes late due to landing at Bangor for refueling. All aircraft returned to home station except one at Boston with 2 cylinder changes.

7th Bomb Wing

1 B-29 scheduled for static display
1 B-36 scheduled for static display (Selfridge)
9 B-36s scheduled for flight over major cities of the U. S.
1 B-36 over Birmingham (see below)

All commitments met as scheduled with the following exceptions: 30 cities were missed due to weather and various mechanical difficulties. All aircraft have returned to home station. Flights will be made over the 30 cities missed during normal training - they have been notified.
The 1 B-36 over Birmingham was scheduled for 19 Septembmer for under Secretary of Air. Was scheduled for 1300 local, but arrived at 1700. PIO, however, was notified at Birmingham and late appival was ok'd.

W. H. BLANCHARD,
Col USAF, DCS, Operations

CERTIFIED A TRUE COPY:
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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#38

Map of the United States showing "Fly-over Routes"
of B-36 Bombers on Air Force Day, 18 September 1948.

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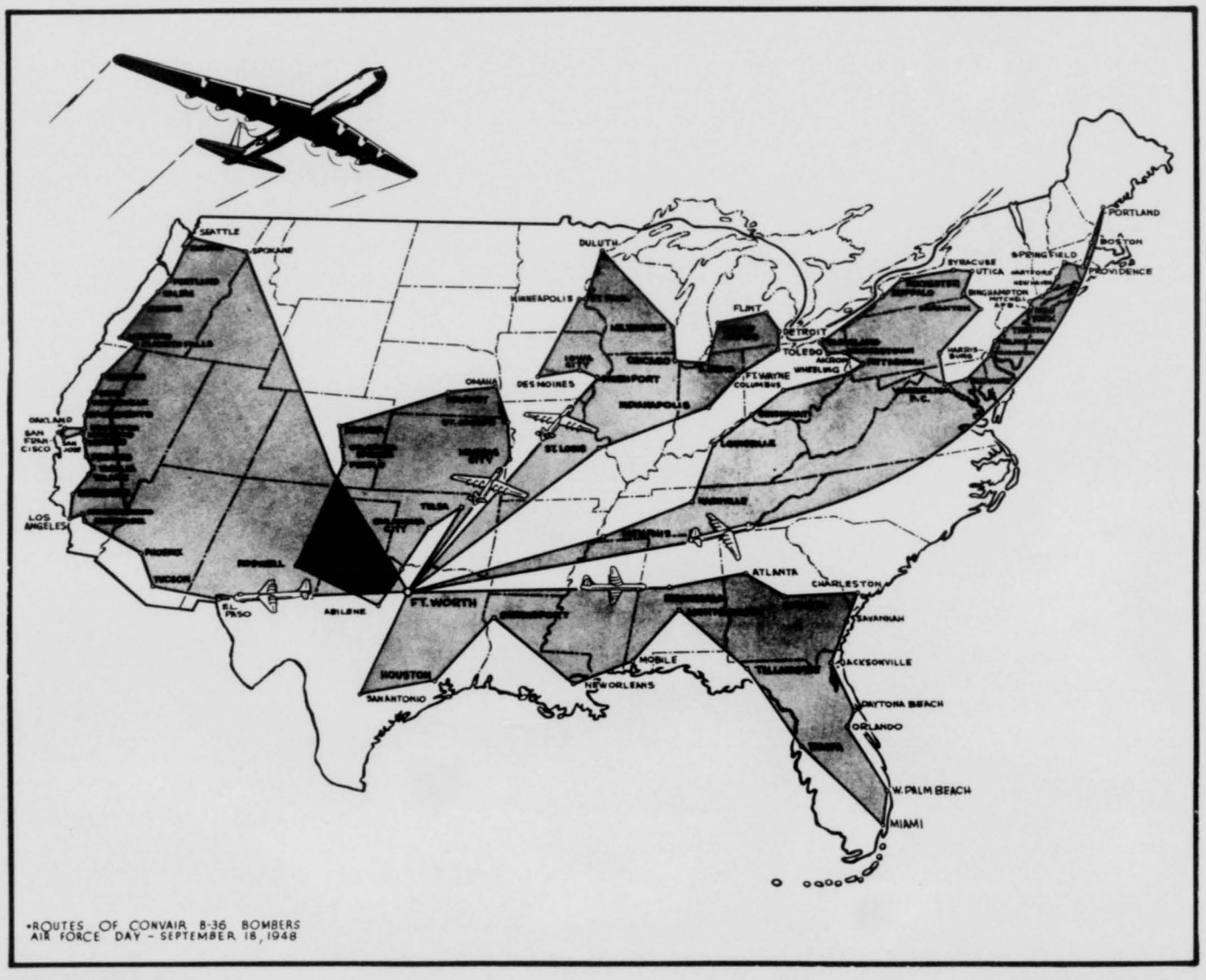

*ROUTES OF CONVAIR B-36 BOMBERS
AIR FORCE DAY - SEPTEMBER 18, 1948

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#39

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Headquarters Eighth Air Force
Fort Worth, Texas
1400Z 14 October 1948

FO 70

MAPS: As desired

1. a. Omitted

   b. Bases enroute provide normal base facilities.

2. a. 27TH FTR WG will dispatch a group navigation training flight of 48 F-82 acft

3. a. 27TH FTR WG:

   (1) ROUTE: KEARNEY AFB - SELFRIDGE AFB - STEWART AFB - MITCHEL AFB - LOCKBOURNE AFB - KEARNEY AFB.

   Flt will depart Kearney AFB 14 Oct and return 17 Oct 48.

   (2) A maximum of formation and navigation training will be derived.

   (3) Night formation flts in New York Approach Control Area will be restricted to flts of not more than four (4) acft.

   (4) Reports

   (a) Arrival reports will be sent to 8AF at each point of landing, giving date and time of arrival, number of acft and number of aborts, and estimated date and time of next departure and point of intended landing.

   (b) A final report will be submitted to 8AF, three (3) copies in narrative form giving training accomplished, recommendations for future flts of this nature, and any outstanding features of the flt.

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FO 70

4. a. Hq 8AF will make necessary arrangements with bases of intended landing to provide normal base facilities and services.

b. Sufficient maint pers will accompany flt to service acft.

c. Sufficient spare parts will be carried to perform anticipated maint.

5. a. Communications

(1) Normal VHF channels will be used.

(2) Plan 62 will be followed.

(3) Direct comm with bases of intended landing is auth

b. Command Posts:

(1) 8AF, Fort Worth, Texas

(2) 27th Ftr Wg, Kearney AFB

BY COMMAND OF MAJOR GENERAL RAMEY:

ROBERT W. BURNS
Brigadier General, USAF
Chief of Staff

OFFICIAL:

W. H. BLANCHARD
Opns

DISTRIBUTION:

CO, 27th Ftr Wg (10)

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#40

HEADQUARTERS 43RD BOMBARDMENT GROUP (M)
Office of the Commanding Officer
Davis-Monthan Air Force Base
Tucson, Arizona

43GCO 19 October 1948

SUBJECT: 43rd Bombardment Group Arctic Operations

TO: Commanding Officer
43d Bombardment Wing (M)
Davis-Monthan Air Force Base
Tucson, Arizona

The following is a report of problems encountered and action taken or indicated with reference to squadron rotational movement of this group to Alaska for Arctic operations:

1. The 63rd Bomb Squadron is the first squadron of this group scheduled for Arctic operations in Alaska. Present deployment date is on or about 2 November 1948. A limited P.O.M. inspection was made of the 63rd Squadron on 14 October by Lt Col Brown and two officers from the Air Inspector's office USAF. There were no deficiencies reported in this inspection which would delay or cancel the deployment of this squadron on the date specified, with the following exceptions:

a. That the inspecting team did not feel that enough information and data was available on the operation and maintenance of the B-50 type aircraft.

b. The aircraft were not received from Boeing, Wichita, in complete condition.

2. With reference to the operational data in possession of this group, we now have three sets of cruise data all based on different versions of the aircraft. Number one is predicted date based on engineering design by Boeing. Number two is data furnished by AMC which is believed to be based on 115/145 octane gasoline. Number three is date furnished by Strategic Air Command based on a stripped version (no armament) of the B-50. All of these data have been converted to the standard B-50 A Type aircraft with armament. This organization has not had the combat type aircraft for sufficient time to prove or obtain confirmation of any of these power settings. It is felt that none of these power charts will be applicable, with any degree of accuracy, to the production type airplane. It is felt this is particularly true when

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this organization is supplied with the dropable wing tanks. It is believed that, based on past experience with the B-50 and the operational mission we will conduct prior to the move to Alaska and the initial training missions in the Alaskan theater, sufficient data will be obtained to successfully complete the training requirements as attached in Inclosure 1. These requirements have been coordinated with Alaskan Air Command and concurred in b asically.

3. With reference to maintenance, no major difficulties have been encountered that would preclude the deployment of this squadron.

4. With reference to the condition the aircraft were received from Wichita, arrangements have been made with the USAF representative at the plant to return these aircraft to the factory for completion of modifications. The first aircraft departed this station 18 October. It is anticipated each airplane will be at the factory approximately three days' duration. A letter has been forwarded, Reference: 43d Bombardment Wing Ltr 337, subj, "B-50 Conference", dated 14 Oct 48, Incl 2, indicating the modifications considered necessary to the airplane to make it operational in the Arctic.

5. In addition to the work indicated in the referenced letter, the following is considered necessary to make the B-50 operational in accordance with the SAC mobility plan:

a. Bomb bay tanks or dropable fuel tanks.

b. Bomb bay bins and fly-away kits. (One or the other of the items in a and b above must be designed to be installed in the forward bomb bay as installation of both in the rear bomb bay will exceed the % M.A.C. limit.

c. Relocation of equipment in the rear pressurized compartment to allow more than eight occupants. More than eight people cannot be carried in the rear pressurized compartment because of moving the radio operator and his equipment, plus putting more electronics equipment in this compartment. It is considered that the maximum number of personnel that can be carried in the B-50 safely and without extreme discomfort is 15. This will necessitate additional air lift per squadron for the SAC mobility plan (See Incl #4.)

6. As can be seen in the attached schedule, Incl 1, the last two missions are over the geographic and magnetic North Poles. The missions preceding are considered the minimum training and indoctrination necessary to prepare the crews for these last two missions. It is felt this is a

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very comprehensive schedule considering the B-50 is an untried airplane. Based on past weather information indicating rapid rise in temperatures after March 15 and on the comprehensive flying schedule as attached, it is not believed desirable to delay the deployment date of the first squadron if the group is to benefit from the best period for cold weather conditions.

7. It has been determined from close liaison, which consists of frequent visits and through liaison officers stationed at Eielson Air Force Base, that sufficient items of TO&E and spares for a Medium Bomb Group with B-29 type aircraft are available in the theater. A survey was made by the liaison officer at Eielson on 13 October, at which time a total of 41 per cent of Table II equipment for B-50's had arrived and a much smaller percentage of Table III. A majority of the Table II equipment on hand is standard for both B-29 and B-50. These spare parts will not directly affect the 43rd Group Arctic operations since 85 per cent of Table II equipment for B-29's is available in the theater. Attached as Incl 3 is a copy of Alaska Air Command Responsibility in regard to supply for Arctic operation of this group. In addition to the responsibility as outlined in this inclosure, the 43rd Group will establish a shuttle run of a minimum of one B-29 per week from Tucson to Eielson. This action is concurred in by Alaskan Air Command. This headquarters feels that the weak point in the Arctic operations of this group will be supply action of critical Table II and Table III supplies since a very small quantity of items peculiar to the B-50 have arrived at Eielson. It is recommended that an inspection of Eielson Air Force Base be conducted by higher headquarters just prior to the movement of the tactical unit to determine if sufficient spare parts and special equipment is on hand to insure completion of the mission.

8. A visit to Eielson Air Force Base was made by the Group Commander on 1 October, at which time final agreement on the number, SSN, and utilization of personnel was made with a representative of the Alaskan Air Command.

4 Incls:
1 Summary of Missions
2 Ltr, 43BW, 43GS-4 337, 15 Oct 48
Subj: Conf on B-50 Aircraft
3 Ltr, Eielson BW, EBCO, 28 Jun 48,
Subj: Arctic Oprn of B-50 TDY Gp
4 Ltr, 43BG, 43GS-3 452.02, 19 Oct 48
Subj: Max No of Prsl on B-50 Flights

DALENE E. BAILEY
Colonel, USAF
Commanding

A CERTIFIED TRUE COPY
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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#41

ROUTING AND RECORD SHEET
HEADQUARTERS EIGHTH AIR FORCE

From: OTO To: ODC 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 1605 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 7,189 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 2,763 gallons at the second refueling (Los Angeles).

4. Each B-29 tanker grossed 140,600 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.

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 droped 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 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.

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10. The B-50 was at a disadvantage through lack of accurate performance curves and the Magnesyn Torquemoters which are too erratic for good cruise control. As a result of increased gasoline consumption xx the B-50 arrived over the new second refueling point (San Nicolas Island) with 78 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 x not successful. Contact was made on the third pass and fuel was transferred while both tanker and receiver proceeded on co rse 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 xxx upon landing was approximately 1,400 gallons.

12. The B-50 proceded to Montgomery and Atlanta, Georgia and then to Fort Worth, landing with a reserve of 527 gallons after a flight of 9,870 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.

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 altemator.

17. The radar observer's position is impractical and uncomfortable and not condusive to efficient operation.

18. The C15 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.

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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/APS-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 E-6 autopilot sent out, requiring manual flying for over 20 hours.

JAMES L. PATTILLO
Major, USAF

CERTIFIED A TRUE COPY:

John E. Hall

JOHN E. HALL
Major, USAF
Adjutant General

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#42

HEADQUARTERS, KEESLER AIR FORCE BASE
& 3380th Technical Training Wing
Keesler Field, Mississippi

21 September 1948

SUBJECT: Appreciation for Services Rendered

THRU: Commanding General
8th Air Force
Carswell Air Force Base
Ft. Worth, Texas

TO: Commanding General
Carswell Air Force Base
Ft. Worth, Texas

1. The celebration at Keesler Air Force Base last Saturday has been widely acclaimed as the most successful and the most spectacular ever presented in this area. It is estimated that more than 50,000 people attended Keesler's Open House, reported by news services as "the second largest of any held in the country to mark the Air Force anniversary." The unprecedented attendance at the Keesler Open House was assured by widespread advance publicity by press and radio, in New Orleans, Mobile and Jackson as well as locally. A large percent of this publicity centered on the anticipated visit of the B-36 airplane.

2. Even though the time schedule permitted only one low level approach at Keesler, the large crowd appeared to be well pleased to have had even a glimpse of the huge super-bomber.

3. Please accept this letter as evidence not only of my personal appreciation for a major contribution to the Keesler Open House realized from the visit of the B-36 but also of the appreciation of over 50,000 people for a vivid demonstration of Air Force Progress and development. The visit of the B-36 airplane has helped the public to know the Air Force better.

/s/ C. W. Lawrence
/t/ C. W. LAWRENCE
Major General, USAF
Commanding

CERTIFIED A TRUE COPY
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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#43

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

OERE 413.44 9 Nov 1948

SUBJECT: Bombardment Radar Flyaway Kit

TO: Commanding Officer, 43d Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona
Commanding Officer, 509th Bombardment Wing, Medium, Walker Air Force Base, Roswell, New Mexico

1. Considerable comment has arisen among electronic maintenance personnel as to the adequacy of the flyaway kit for bombardment radar equipment directed by SAC Manual 67-50-1. The flyaway kit outlined in this publication consists of a duplicate set of the components and cables used in the particular aircraft installation (one (1) set for the portable mockup, now a part of the UEE) plus some organizational expendable items. From a practical maintenance stand point it is unlikely that a duplicate listing of non-expendables will be adequate to sustain a squadron and insure a high percentage of operational radar in the field. Past experience proves that in many cases certain APQ-13/23 components need replacement or repair more often than others, and that further study of the problem is indicated.

2. In view of the foregoing, it is desired that each Bombardment Wing above submit a list to this headquarters itemizing minimum amounts of components and repair parts, by parts number, considered sufficient to maintain a high level of performance from the following unit electronic equipment during the thirty (30) day period of the Strategic Air Command Mobility Plan:

a. Radar and associated equipment

b. Radio and associated equipment

c. ECM and associated equipment

3. The list will be divided into two (2) parts based on:

a. Operation at peace strength of sixty (60) hours per aircraft per month.

b. Operation at war strength of one hundred (100) hours per aircraft per month.

NOTE: The list at war strength will not show an increase in number of components, but will increase the number of expendables carried to sustain the heavier operations.

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4. The list will include the following items as well as any others deemed necessary.

a. Minimum components considered necessary to provide continuety of operations at levels specified in SAC Regulation 66-24.

b. Expendable items for both organizational and Field Maintenance necessary to provide continuety of operations at levels specified in SAC Regulation 66-24.

c. Mock-ups.

d. Power units, considering weight, power capabilities, and dependability.

e. Necessary test equipment and expendables to repair such equipment.

5. The above action is being taken in order that units of this command, operating under the Mobility Plan, will carry with them in Electronics Flyaway Kits a sufficient supply of components and repairs parts to assure the same level of Organizational and Field radar maintenance as is provided at their home station.

6. It is further desired that comments and/or recommendations be submitted relative to the following concepts of radar maintenance at an unsupported location:

a. Inclusion of one (1) Field maintenance radar repairman (955) and a relatively small weight of expendables in lieu of a much larger weight of replacement components on a squadron move.

b. A portable field mockup in the Field maintenance section to preclude the forced use of one of the squadron mockups by the Field maintenance activity in the event of a complete Group movement.

7. It is requested that all lists and comments outlined above be compiled and forwarded so as to arrive at this headquarters before 10 December 1948.

BY COMMAND OF MAJOR GENERAL RAMEY:

/t/s/ W.H. BLANCHARD
Colonel, USAF
Deputy Chief of Staff, Operations

CERTIFIED A TRUE COPY:

JOHN E. HALL
Major, USAF
Adjutant General

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#44

HEADQUARTERS EIGHTH AIR FORCE
FORT WORTH, TEXAS

OERE 413.44 9 November 1948

SUBJECT: Radar Mock-ups

TO: Commanding Officer, 7th Bombardment Wing, Heavy, Carswell Air Force Base, Fort Worth, Texas
Commanding Officer, 43rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona
Commanding Officer, 97th Bombardment Wing, Medium, Biggs Air Force Base, Biggs Field, Texas
Commanding Officer, 509th Bombardment Wing, Medium, Walker Air Force Base, Roswell, New Mexico

1. Reference is made to letter Headquarters Strategic Air Command, subject, "Bombardment Radar Mock-ups in the Mobility Plan," dated 1 September 1948, file SAC 400 (1 September 1948).

2. Paragraph 4 of the above referenced letter has been rescinded. It is desired that organizations proceed with the least possible delay in producing workable fly-away mock-ups of search radars with which each organization is equipped.

3. It was the original intention of Headquarters Strategic Air Command to supply bases with model installations of fly-away mock-ups. However, in view of the time element involved and the fact that mock-ups already constructed are not necessarily the final solution it was decided that each organization would construct its own. By utilizing the past experience of radar personnel, it is believed that more ideas might be forthcoming. In view of this it is requested that after completion of your first working model and improvements thereon, pictures and data be forwarded to this headquarters.

4. It was further decided that it was not feasible to standardize fly-away mock-ups until such time as one is designed by Air Material Command and factory produced. Requirements for such a mock-up for the AN/APQ-24 and future radar sets have been submitted.

5. Reference paragraph 3 above, it is desired that all photographs and data concerning portable radar mock-ups be forwarded in triplicate.

BY COMMAND OF MAJOR GENERAL RAMEY:

W.H. BLANCHARD
Colonel, USAF
Deputy Chief of Staff, Operations

CERTIFIED A TRUE COPY:

John E. Hall.

JOHN E. HALL
Major, USAF
Adjutant General

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#45-

Tally No._____

File No._____

Date 3 January 1949

SUBJECT: Report of Supervisory Staff Visit

THRU: Coordination & Compliance Officer

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

Station Visited - Wright Patterson Air Force Base

Visited on 27, 28, and 29 December 1948

Purpose - To discuss the installation of the AN/APQ-24 Radar and B-50-D Type Aircraft.

Staff Visit made by Captain W. D. Morris of 7th Bombardment Wing 1037

JAMES L. PATTILLO
Major, USAF

Countersigner

Visiting Staff Officer

Incl #2
SAF Form 11-13 M (48)
(Supersedes Incl #2, 47)

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1. The conference was called to discuss the installation of AN/APQ-24 Radar and B-50-D Type Aircraft. Present plans called for the installation of this equipment in the forward compartment, in a position such as the radio operator now has in B-29's. This installation would cause considerable difficulty because of lack of space. In order to eliminate some of the difficulties, the plans at Wright-Patterson Air Force Base were to use remote controls at the operator's station, thus permitting the placing of some of the larger control components in positions not readily accessible to the operator in flight.

2. Inspection of photographs of the B-50-D Mock-up showed that the intended positionings of the operator's controls were on the whole undesirable and that some necessary controls were neither available nor accessible. Captain Morris discussed the radar observer's requirements with Mr. McCay and his staff from the Engineering Section, and Mr. Easley and his staff from the Armament and Electronic section. After thorough discussion of all the problems and suggestions by Captain Morris an what he considered satisfactory installation, it was decided that the entire installation would result in a series of compromises between maintenance, operation, and the installation plans as formulated by Boeing. The final decisions will be made at the Boeing Plant, Seattle with this entire group plus Lt. Colonel Black and Mr. Charlton of the Eighth Air Force Electronic Section. This next conference is scheduled for 5 January 1949.

3. A second conference was called in order to discuss informally the operation and maintenance problems of AN/APQ-24 equipment as related to B-36 type aircraft. This conference was attended by the aforementioned group in addition to electronic supply personnel and technical representatives. Supply problems, maintenance troubles, the accuracy of supporting equipment and the over-all opinion of the equipment from an operator's point of view were discussed. The following is a resume of the discussion, and the opinions that were expressed by Captain Morris:

a. Operations - That the 7th Wing lacked the proper training facilities with which to produce trained operators efficiently and rapidly. That training was carried on in flight by the coach and pupil method which, with no other aids is cumbersome and slow.

b. Maintenance - Carswell Air Force Base lacks the trained personnel to maintain the AN/APQ-24 and the quota for entering maintenance personnel in school had just recently been granted. At present maintenance is being done by three (3) enlisted men who have received one (1) months training at the Consolidated Plant Electronic Lab. The necessary spare parts and spare units are not available, and the necessary test equipment non-existent. That manning tables authorizing two (2) radar maintenance personnel per squadron are insufficient to maintain all the radar equipment assigned, and that a request for increasing the authorization have been submitted.

c. Auxiliary Equipment - That the Gyrosyn compass has failed on several flights, and the fact that the power to the compass is dependent on the APA-44 computer being "ON", is not a desirable feature. That there is some skepticisms as to whether a ground swing is sufficient to get the

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compass to the accuracy required (one-half of one degree). Recently after an air swing which was made on 72 headings it was found that the sine curve showed deviations from a plus three to a minus two, although the sine curve was almost perfect in shape. There have been some failures in the magnatorns in that they "kick out" in the higher ranges or with the introduction of sweep delay. It is understood the manufacturer became aware of this trouble in the earlier models and has since made corrections in the newer units.

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John E. Hall.

JOHN E. HALL
Major, USAF
Adjutant General

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#46

Resume of the Conference of Motor Transportation Personnel
19 Through 23 July 1948

1. The meeting was called to order at Carswell Air Force Base at 0700, 19 July 1948 with the following people in attendance:

a. Headquarters Eighth Air Force
Major Douglass Symington, Chief of Transportation
1st Lt. Alfred G. Mello, Automotive and Marine Maintenance Officer
S/Sgt. I. C. Deatherage, Automotive Inspector

b. Carswell Air Force Base
Major Charles P. Bialka, Commanding Officer Squadron E.
Captain Millard H. Gassaway, Automotive Operations Officer
1st Lt. Thomas L. Butler, Motor Maintenance Officer
M/Sgt. Lott, Truck Master
M/Sgt. Walker, Maintenance Shop Foreman

c. Kearney Air Force Base
Major William P. Moore, Commanding Officer Squadron E
1st Lt. Erwin W. Melvin, Automotive Maintenance Officer
1st Lt. Joseph C. Alexander, Automotive Operations Officer
T/Sgt. Bane, Truck Master
T/Sgt. Thomas, Maintenance Shop Foreman

d. Walker Air Force Base
Major Albert N. McCreight, Commanding Officer Squadron E
Captain Robert Scott, Automotive Operations Officer
S/Sgt. Holmes, Truck Master
T/Sgt. Jalbert, Maintenance Shop Foreman

e. Davis-Monthan Air Force Base
Major Robert P. Chestnutt, Wing Base Transportation Officer
Captain Homer R. Baskin, Automotive Maintenance Officer
1st Lt. Ivan S. Bailey, Automotive Operations Officer
Captain Eugene R. Blalock, Formerly Automotive Maintenance Officer, but will be replacement for Major Chestnutt while that officer is on extended TDY.
T/Sgt. Greenlee, Truck Master
T/Sgt. Ruble, Maintenance Shop Foreman

f. Biggs Air Force Base
Captain Charles I. Heimsoth, Commanding Officer, Squadron E

2. The meeting was opened with a fifteen minute welcoming address by Colonel Frank G. Jamison, Assistant Chief of Staff, A-2, this Headquarters.

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"Gentlemen: I want to any 'Hello' and welcome you to this conference. Some of you may wonder why we take you away from your work for a week and take you on a tour of all the stations. We have arrived at the conclusion that a lot of good can be accomplished by your...finding out the other fellow's problems, how he is organized and how he operates. I think....automotive maintenance is most important.... You have had much pressure put on you in the last three months regarding automotive maintenance.... You will hear more about this. We know that you people are working hard at your job and that much has been accomplished in the way of reorganization and improvement in your operations. It is believed that one of your biggest problems has to do with driver maintenance. We intend to raise the level of that maintenance.... Another of our major problems has to do with accident prevention. I don't know how many of you have a chance to see the Command Data Book Eighth Air Force puts out. We think that if Major Symington and Lt. Mello and you people can get together and swap ideas in order to raise the standards reflected in those Data Books, we will have accomplished a lot.... We have a new SAC Regulation 65-21 requiring reports on vehicles out of commission for parts and/or maintenance. It is essential that you acquaint yourselves with this regulation and see that the required reports are submitted properly. This report is similar to one that has been used in reporting aircraft and equipment. If used properly, it can benefit you and at the same time present an accurate picture of your operation. I recommand that you acquaint yourselves with this regulation.... If, during this visit, we can convince you of the importance of matters that are in your hands, we....feel that we will have accomplished something useful by taking up your time this week."

3. Major Symington continued the meeting with a thirty minute talk outlining the plans for the week. "Gentlemen: This conference has been called for the purpose of helping you with your own problems and giving you a chance to see, at first hand, the other fellow's problems and how he handles them.... This is by no means an inspection trip, remember these same people will be visiting your base. No doubt you can find fault and pick the other bases to pieces....observe and make a not of the best features with a view to putting them into effect at your home station.... You will have a chance to do your beefing and make comments on your own or the other fellow's work, when Lt. Mello conducts the critique at Davis-Monthan on the morning of the 23rd.

Now I am going to bring up a subject that you may not like. Organization. In many cases Officers are loath to delegate authority when they assign a man to a job.... Good organization requires delegation of authority. Give your NCOs support. That is all that is needed.... Some of you are, no doubt, wondering how your outfit is running this week while you are away. If well organized, it will run as well as if you were there....

Aggressive action is required to improve transportation and maintenance, especially maintenance. Your daily dispatch is too high. You must continually study the utilization of vehicles so assigned.

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In most cases when a request is made for a vehicle, justification is established and from that day on it is SOP to send the vehicle on daily dispatch whether or not it is needed. You should personally study the needs of the Sections requesting vehicles to determine the necessity for such. Continuous study must be made on this subject....

Many of your people do not understand their jobs. In some cases very little effort has been made to indoctrinate them.... In other cases duties are overlapping....some responsibilities are placed on no one. Organization Functional Charts and individual job descriptions are not in all cases in existence.... Job descriptions should define responsibilities and make reference to Publications and Directives pertaining to the work of the individual.... You can not tell by sitting in your office what is going on in the rest of your establishment. It is necessary to get out and observe. Let people see you. Make corrections on the spot and it won't be long before your presence will pay dividends.... Be square and firm.

Supply.... In a majority of cases, stock levels of supplies and spare parts for maintenance of your vehicles are inadequate.... We do not feel that this is wholly the fault of Supply.... In all cases where I have coordinated with Supply, they have been willing to increase stock levels when asked to do so. Supply does not know your requirements if you don't tell them. The general idea on the part of maintenance is to submit a request to Supply, and then forget it. I have found requisitions over 90 days old without action and no indication that any follow-up had been made. Closer coordination and cooperation between Supply and Maintenance is indicated.... Local Purchase is not being used to capacity. There has been no shortage of funds for local purchase for the last 6 months....expenditure of 10% of each quarters allotment is authorized for local purchase of parts for stockage.... You have not been utilizing these funds.... Money has been returned.... I believe it would pay for P & C and B & F and Transportation people to get together and openly discuss their differences....

Now I want to leave these thoughts with you.... Delegate authority with the job....back up your NCOs....we have a big job to do.... we are doing it better than any other Air Force....but we are going to do it still better...."

4. Lt. Mello outlined plans for a school in the Principles of Automotive Engineering. This was presented to the group for consideration with a view to incorporation into the curriculum of the Driver's Training Course. "The plans for this school are still in the formulative stage.... Briefly, we are after an indoctrination program wherein each person qualified to drive a government motor vehicle will receive an education in the principles of automotive engineering so that he will know <u>what</u> he is driving.... I think you will agree with me that all people do not know what a motor vehicle is.... It has been my observation that each station has a very good weekly maintenance <u>system,</u> but that is about as far as it goes inasmuch as we have to depend on individuals who are not qualified to do the work. This is not in criticism of you supervisory people; you don't do the actual work; you merely set up the manner in which it is done....

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I have plans in formation for a course to be conducted at each base.... It is intended that every person, holding a government driving license will attend this school.... It is intended to cover in general the functions of the various components of a basic motor vehicle, i.e., the engine and power train from the fan belt to the driving wheels.... Some time will be devoted to construction and care of storage batteries and tires.

This may be shooting at the moon, but I velieve that a more comprehensive understanding of the basic motor vehicle will improve the quality of our weekly inspections and maintnenace. Suitable tests will be prepared to determine if the people are absorbing this information.... These instructions and tests will be written into the new driver training course which is being compiled by this Headquarters.... If people can not meet these requirements, I feel that they are not qualified to hold a government driver's license.... We may lose a lot of drivers but those we may lose, we don't want anyway for they are the ones who are building up our maintenance factor.... As you visit the various driver's schools and maintenance set-ups, you will see what I mean.... When this school goes into effect....I will probably take Davis-Monthan first as they are going to Alaska. It is particularly important that the people going there know all there is to know about a vehicle because that is one country where the driver must also be a mechanic. You are a million miles from nowhere with practically no shop facilities....

I would like to have you carry these thoughts with you this week and Friday I will go into more detail....get all your views on the thing...put them all together and try to come up with something pretty good."

5. Mr. Fulkerson, the Ground Safety Engineer, Headquarters Eighth Air Force, presented the picture on motor vehicle accidents and accident prevention within this Command. "You might compare safety with the song here in Texas, 'The Eyes of Texas Are Upon You'; well, the eyes of SAC are upon us.... First I would like to mention the definition for a motor vehicle accident as handed down by the American Automobile Association, it is, 'Any act which interrupts the normal progress of a vehicle'.... To show you what a good maintenance job you have done in comparison with the other commands, only three of our accidents this year have resulted from defective equipment. Most of our accidents are the result of poor judgment and lack of training and supervision of the drivers....

Investigation and reporting of accidents is required not only by this Headquarters, but by SAC and USAF. This information is utilized for comparison and in the planning of corrective and preventive measures .... It is essential that all accidents be reported.... Reporting of accidents is primarily the responsiblity of the Motor Transportation Officer who will be assisted by the Safety Engineer in determining the cause.... and completing a comprehensive report to higher Headquarters.... You will note in AR 850-15 that the Claims Officer enters the picture only when damage exceeding $25 is incurred. The Claims Officer is interested only from the pecuniary standpoint, while we as Operations Officers and Safety Engineers are interested in the cause for preventive purposes.... That is why accidents of even the smallest nature must be reported.... To date the motor vehicle accident rate for this Command is 6 per 100,000 miles of operations. That is approximately double the rate averaged by SAC which is 3.1 for 100,000 miles.... All of our

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stations are doing an excellent job of reporting. We received a strong letter from Gen. McMullen.... We had the Safety Director from SAC down here and he told us that we had the best reporting system in the Strategic Air Command. I have checked thoroughly with you fellows in the field and even though we are criticized by SAC for doing the job that they want done, I am willing to take that criticism.

Gen. Ramey is really bearing down on the Wing Commanders these days....he has informed them that motor vehicle and maintenance activities will be their number one ground problem and that we will follow through in any way possible to reduce motor vehicle accidents. We know that our drivers are weak. I am confident we have a number of drivers that are not qualified. We are partially at fault in that the personnel testing driver applicants are overlooking some things....

I know you don't have the right kind of people in all cases. I have been needling the personnel assignment branches about the 345 MCS. I came out with this approach to it and they will go along with us.... Suggest that we review the 201 file of each driveror driver applicant, accidents before.... It should be required that every driver have in his file a drivers qualification record.. Gen. Ramey has said that if an unauthorized person is permitted to operate a Government motor vehicle, that man's supervisor will be held responsible.... You will find if you check back that the majority of accidents this year have been incurred by people who are not assigned to Squadron E.

Classification people have indicated that we should consider as driver potentials only those people with an AGCT score of 90 or better .... Three months ago I made a survey of this command and found that the AGCT score of people now holding drivers licenses averaged from59 to 80."

6. Mr. Beasely explained the operation of the school for training instructor personnel in driver selection and testing. This school is conducted at Carswell Air Force Base under the direction of the Ground Safety Officer and is available to instructor personnel from all stations within this Command.

7. Major Bialka briefed the group in the organization and functions of the Motor Transportation and Maintenance activities at Carswell and conducted a tour through the various activities.

On Tuesday, July 20th, Major Moore and his assistants conducted a tour of pertinent activities at Kearney Air Force Base. The group visited Walker Air Force Base on the 21st where the operation and maintenance of motor vehicles was observed after a briefing by Major McCreight. Motor Transportation activities on Davis-Monthan Air Force Base were explained by Major Chestnutt and the various installations were visited on the morning of the 22nd.

8. The afternoon of the 22nd was devoted to a critique and a general discussion of the week's observations.

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a. Outstanding features noted on the tour were discussed
   1. Excellent 3rd echelon repair facilities at Walker Air Force Base
   2. An ideal vehicle parking area at Carswell Air Force Base
   3. Excellent follow-up system on parts for dead-lined vehicles at Kearney Air Force Base.
   4. Exceptionally well organized refueling operations at Davis-Monthan Air Force Base.
   5. Very satisfactory facilities for weekly inspections at Walker Air Force Base.

b. It was pointed out to the automotive operations officers that the local AAA groups are more than willing to cooperate with the Military in furnishing material for driver testing and training.

c. SAC Regulation 66-21 was discussed and several points were clarified.

d. It was brought out that in many cases, the Wing Base Transportation Officer has not been delegated the authority to determine transportation requirements. Davis-Monthan apparently has the best set-up in this respect in that the Wing Base Transportation Officer actually works at Wing Staff Level and has the complete backing of the Base Commander.

e. The local purchase situation was brought up for discussion and a general exchange of ideas resulted in a better understanding of the possibilities and benefits to be derived from exploitation of the local purchase program.

f. Eighth Air Force Regulation 65-15, subject, "Exchange of Motor Vehicles", was discussed and explained to the group.

9. Meeting was concluded at 1600 and personnel returned to their home stations on the 23rd July 1948.

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#49

HEADQUARTERS
EIELSON BOMB WING (BG)
EIELSON AIR FORCE BASE
APO 937, SEATTLE, WASHINGTON

EBCO 28 June 1948

SUBJECT: Arctic Operation of B-50 TDY Group, Eielson AFB, Winter Operation 1948-49.

TO: All Personnel

1. The following communication is reporduced for the information and guidance of all concerned:

1. Action has been taken to provide supplies and TO & E equipment for B-50 type aircraft as follows:

a. Supply and equipment will be requisitioned based on a troop strength of 1836 total personnel for the 43d Bomb Group. Aircraft parts and equipment are being requisitioned based on the assignement of 15 B-50 type aircraft. Petroleum products and other supplies have been requisitioned based on the fact that each crew will be required to fly 110 hours. It is estimated that a total of 3300 hours will be flown by B-50 type aircraft during the winter training period.

b. Class I Supply

The Alaskan Air Command will be responsible for all Class I supplies. Class B rations will be available at Eielson and Class A bonus items will be shipped from Fort Richardson or Ladd Field.

c. Class II Supplies (Air Force)

(1) The AAC will be responsible for in will have in place a complete TO&E equipment required to support the 43d Bomb Group. The TO&E equipment not at Eielson and formerly used by the 97th Bomb Group is now being inventoried. All shortages are being immediately requisitioned. AMC advised that a special project has been established for the procurement and shipment of all supply items, spare parts, and ground handling equipment peculiar to B-50 type aircraft. These items are now being assembled at Ogden and will be given priority shipment by surface transportation. The balance of the items will be shipped by air priority in order to assure their arrival at Eielson prior to the Bomb Group.

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(2) There is a total of 130 Herman Nelson heaters at Eielson-TO 00-3019A authorizes 20 heaters per each ten aircraft. Adequate number of heaters will be available. Of the total number now at Eielson AFB, 64 are serviceable. A project has been established to process all repairable heaters prior to 1 Nov 48.

(3) A wire has been forwarded to AMC in regard to the use of emersion heaters. If the emersion heaters are required, action will be taken by AMC to make these items part of the aircraft equipment.

(4) Gen. Hutchinson, A-3 SAC, advised that the aircraft would be completely winterized and equipped with all navigation equipment prior to arrival in this theater.

d. Class 13.

This Command will be responsible for replacement of clothing. SAC has been instructed that all flying personnel should arrive in this theater fully equipped and that only replacement clothing would be furnished.

e. Spare Parts.

Hq, AMC has advised this Command and Hq, SAC that the shipment of spare parts and special equipment required to maintain B-50 type aircraft will be an automatic shipment. These parts are now being assembled and will be handled as a special project.

f. Oxygen.

This Command will be responsible for the supply of oxygen. Definite requirements have not been made known to this office at this time by the Dep C/S, Operations.

g. Chemical.

This Command will be responsible for the supply of all chemical equipment.

h. Engineer.

This Command will be responsible for all engineer supplies.

i. Medical.

This Command will be responsible for the supply of medical equipment.

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j. Ordnance.

(1) Weapons, Aircraft will be fully equipped with weapons. The installation of aircraft weapons should be accomplished prior to the arrival in this theater.

(2) Individual weapons. All personnel will arrive in this theater with individual weapons authorized by TO&E.

(3) Other weapons. Weapons to be used for the base defense will be furnished by this Command in accordance with the Base Defense Plan.

(4) Vehicles. This command will be responsible for the supply of all TO&E vehicles for the 43d Bomb Group. Vehicles that were formerly used by the 97th Bomb Group will be made available.

(5) Motor transportation equipment. This Command will be responsible for supply of all items such as chains, towing equipment, etc.

k. Quartermaster Equipment.

(1) This Command will be responsible for all organizational equipment.

(2) Individual Equipment. All members of the 43rd Bomb Group will arrive and return with clothing allocations listed on pages 13 and 14 in the SAC Manual 67-50-1, dated 1 March 48. This command will be responsible for the issue of replacement items only.

(3) Signal. This Command will be responsible for all Signal equipment.

(4) Supply Procedure. Supplies will be received, stored, and issued in accordance with TM 38-410. All technical supply activities will be operated by the base complement and will augmented by the personnel of the Materiel Squadron from the TDY Service Group.

l. Class III.

This Command will be responsible for the supply of all Class III Quartermaster petroleum products and all class 06A Air Force supplies. Only 100/130 Avgas will be available due to shortage of terminal facilities required to handle 115/145. Adequate fuel supplies will be available to accomplish the TDY mission. Adequate coal and diesel fuel will be available for heating purposes and the supply of these items will be the responsiblity of this command.

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m. Class IV Supplies.

(1) Housing will be made available based on the emergency housing figure of 50 sq ft per enlisted man. Limited organizational supply rooms and recreational rooms will be made available.

n. Class V Supplies

It will be the responsibility of this Command to furnish training ammunition. These requirements are not firm at this time; however, the Dep C/S, Operations and Training will submit the requirements not later than 1 July 1948.

o. Other operating problems.

(1) Bakery. No bakery facilities are available at Eielson AFB. Bread will be supplied from Ladd AFB or from Fort Richardson. It now appears that Ladd will be able to meet the backery requirements.

(2) Laundry Facilities. No Laundry facilities are available at Eielson. Action is now being taken by this office to have all laundry done by Ladd AFB. The Ladd Laundry will be rehabilitated and adequate personnel will be available to handle the laundry requirements from Eielson.

(3) Dry Cleaning. Adequate dry cleaning facilities are not available at Eielson AFB. Action has been taken to have Ladd perform this service.

(4) Recreational Facilities. 1 NCO Club, size 8,000 sq ft, and 1 Officers Club, size 4,000 sq ft. will be available. Other facilities such as ski run and ice skating rink will be operated during the winter months. Baseball diamonds, hand courts, and other outside recreational facilities will be made available during the early fall.

p. Personnel - Supply and Maintenance.

Gen Hutchinson, A-3 SAC, has agreed to furnish the following personnel as of 1 August 1948:

(1) 1 liaison officer to be stationed at Hq AAC for the purpose of coordinating supply and maintenance problems between this Hq, Alaska Air Depot and Eielson AFB.

(2) 2 Supply Officers and 20 enlisted men will arrive at Eielson AFB on 1 August for the purpose of receiving, inventorying, storing and rewarehousing B-50 and B-29 parts as well as TO&E equipment.

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(3) 1 Officer and 15 enlisted men will arrive on the above date for the purpose of processing TO&E vehicular equipment.

q. Maintenance Facilities.

(1) 4 winterized B-29 or B-50 maintenance docks will be completed and available on 1 October 1948.

(2) 1 Hanger (Birchwood) which will accomodate 2 B-50 type aircraft will be available.

(3) The 3rd Echelon shops should be completed by 1 Nov (the building is now complete but is being used by the District Engineer). This building will be evacuated on 1 August 1948 and the 3rd Echelon Shop equipment will be installed at that time.

(4) Vehicular repair shops and warming sheds will be available. These facilities are being reqhbilitated this summer and additional heating units of a permanent nature are being installed.

BY COMMAND OF COLONEL GENEROUS:

/t/ R. B. ROBBINS
Lt. Col, USAF
Dep C/S, Materiel

FRANK J. HANCOCK, Capt., USAF
Adjutant

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John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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#48

Special Release from England, written by Captain Davis S. Hornbeck, 49th Bombardment Squadron, 2nd Bombardment Group, and published in the "Desert Airmen", Davis-Monthan AF Base, 30 Sept 1948.

"The English scene was a familiar story to many of the 2nd Bomb Group personnel as we landed at RAF Lakenheath early in August. However, the rest of us stared with wonder at people driving on the wrong side of the road, bicycles everywhere, and children calling "Any gum - Chum." The veterans, though, said for the most part it all looked much the same.

The pubs, country roads, green hedges and fields, sometimes a warm sun and sometimes a cold rain. That's England. But there were still traces of war scars, and the air fields that for many claimed the "best years of their lives."

We soon found outselves the object of curiosity. "The Americans are back." The word spread, and they seemed glad to see us even if we hadn't passed out some of our rations.

We found our daily P. T. was not to be neglected. Walking was a daily routine that we learned to take for granted. At least it is cheap and not overcrowded and a lot more social if you can remember which side of the road to walk on. Now no one seems to mind the quarter mile walk to the mess hall, or the shower room, or the mile to work for the late sleepers.

****

Thanks to the efforts of Lt Wayne Porter a task force of forty-niners enjoyed passes to, or should we say a skirmish in the Bavarian Alps. The side trip was staged during our weeks stay in Germany. Everyone took advantage of the facilities available. To say the least, there were many queer forms of baggage lugged back to the planes the Sunday we reluctantly departed.

****

September 12th saw the 49th up for something new in the European sky. First flight Scandinavia. The occasion: The Norwegian Aerial Club Air Show, and the dedication of Oslo Air Port by the King of Norway. They wanted superforts and we didn't disappoint them. We supplied five and the Twentieth (Squadron) three for the formatinn. And we can now proudly say we were the first American military planes to fly over Norway since the war. Our route took us up the Oslo Fiord, the war path of the German invasion of '41. The weather was low and our formation had to follow low terrain, so they got a good look at us. It was plain to see from the waving people in the streets that we would have been well received had we landed. We made three flights over Oslo and two passes over the airport, the second on the moment of dedication. It was a great day for Norway and us.

This flight as well as others has made us conscious of a greater harmony of crew and squadron cooperation. As General Vandenberg put it, our uprooting from the concrete at home has fused us together into a better team. It is apparent that we are gaining a better understanding."

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#49

SECRET

DEPARTMENT OF POLICE
City of Tucson

September 25, 1948

COL. J. C. SELSER, Jr.,
Commanding Officer,
Davis-Monthan Field,
Tucson, Arizona

Dear Sir:

It is not often that the law enforcement agencies in this area are called upon to assist and provide personal security measures for the President of the United States and those in the Presidential Party.

The assistance and cooperation provided by you and those under you during the early morning hours of September 25, 1948, in preventing any overt act against Mr. Truman or any member of his party is personally and officially appreciated.

Gratefully yours,

/s/ D. J. Hays
/t/ D. J. Hays
Chief of Police

CERTIFIED A TRUE COPY:

John E. Hall.

JOHN E. HALL
Major, USAF
Adjutant General

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RESTRICTED

1 AUG 1948

#50

Command

PERSHING

PREPARED BY STATISTICAL CONTROL OFFICE
HQ. EIGHTH AIR FORCE
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EIGHTH AIR FORCE

1. Purpose. The mission of the Eighth Air Force as stated in letter, Hq SAC 322, subject: "Mission of the Eighth Air Force", dated 10 January 1947.

2. General. The Commanding General, Eighth Air Force, will be responsible for exercising command jurisdiction over and operating the Eighth Air Force in accordance with policies established by the Commanding General, SAC.

3. Mission. The Eighth Air Force will:

a. Command and administer such units and installations as may be assigned thereto, including the administration of military justice to all personnel subject to military law.

b. Man, train and equip, in accordance with priorities established by Headquarters, Strategic Air Command, such tactical units and their associated services as are designated; maintain these units in a state of training and indoctrination with the latest available equipment necessary to permit immediate long range offensive bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort operations in any part of the world, either independently, or in cooperation with land and naval forces.

c. Train units, crews, and individuals for maintenance of the combat efficiency of strategic combat units assigned to separate theater commands to include long range bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort, based upon requirements furnished by the Commanding General.

d. Conduct such Universal Military Training as may be directed by the Commanding General, Strategic Air Command.

e. Support the Air Reserve and National Guard programs in accordance with instructions issued by this headquarters.

f. Perform such special missions and assignments as the Commanding General, Strategic Air Command may direct.

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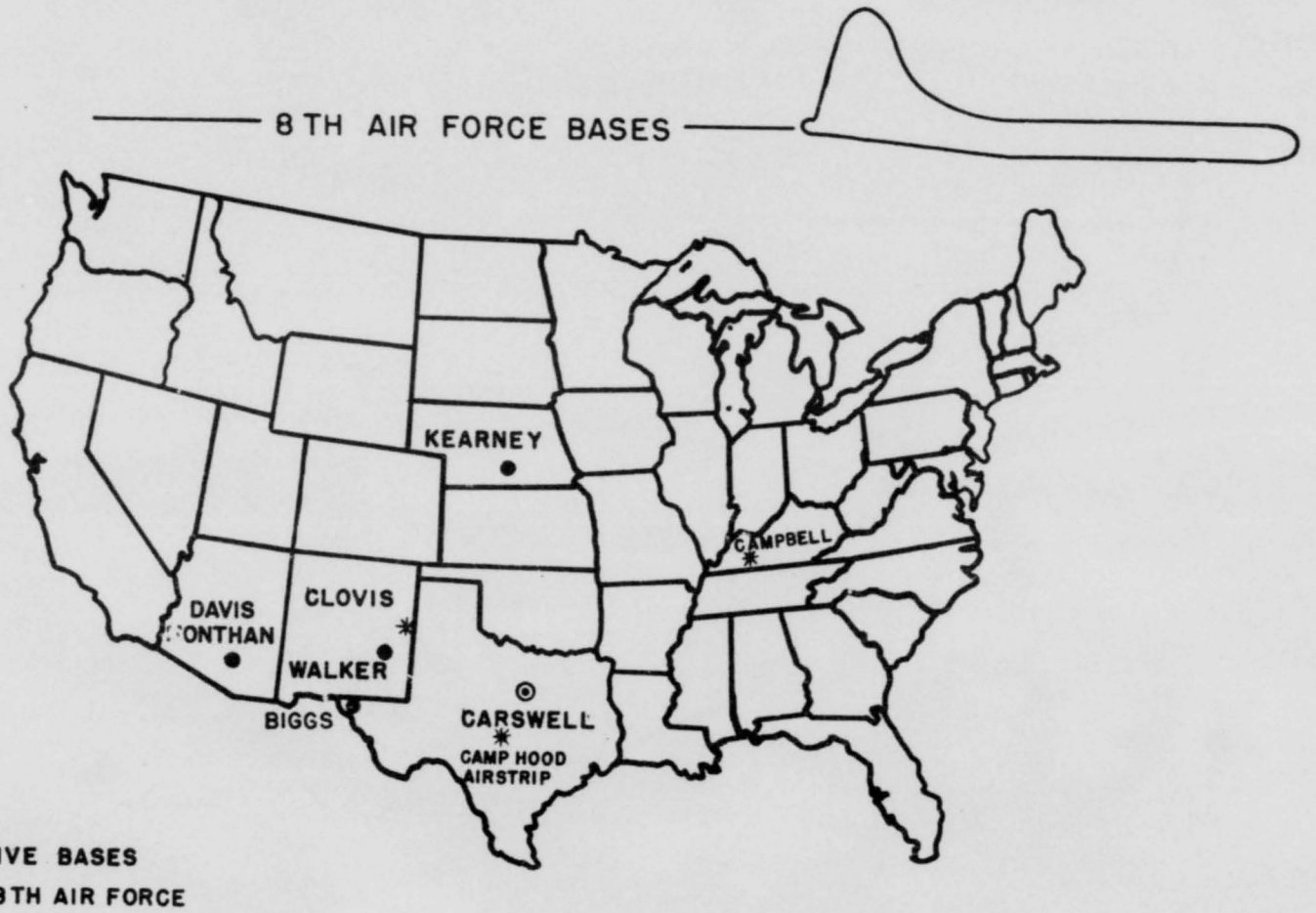

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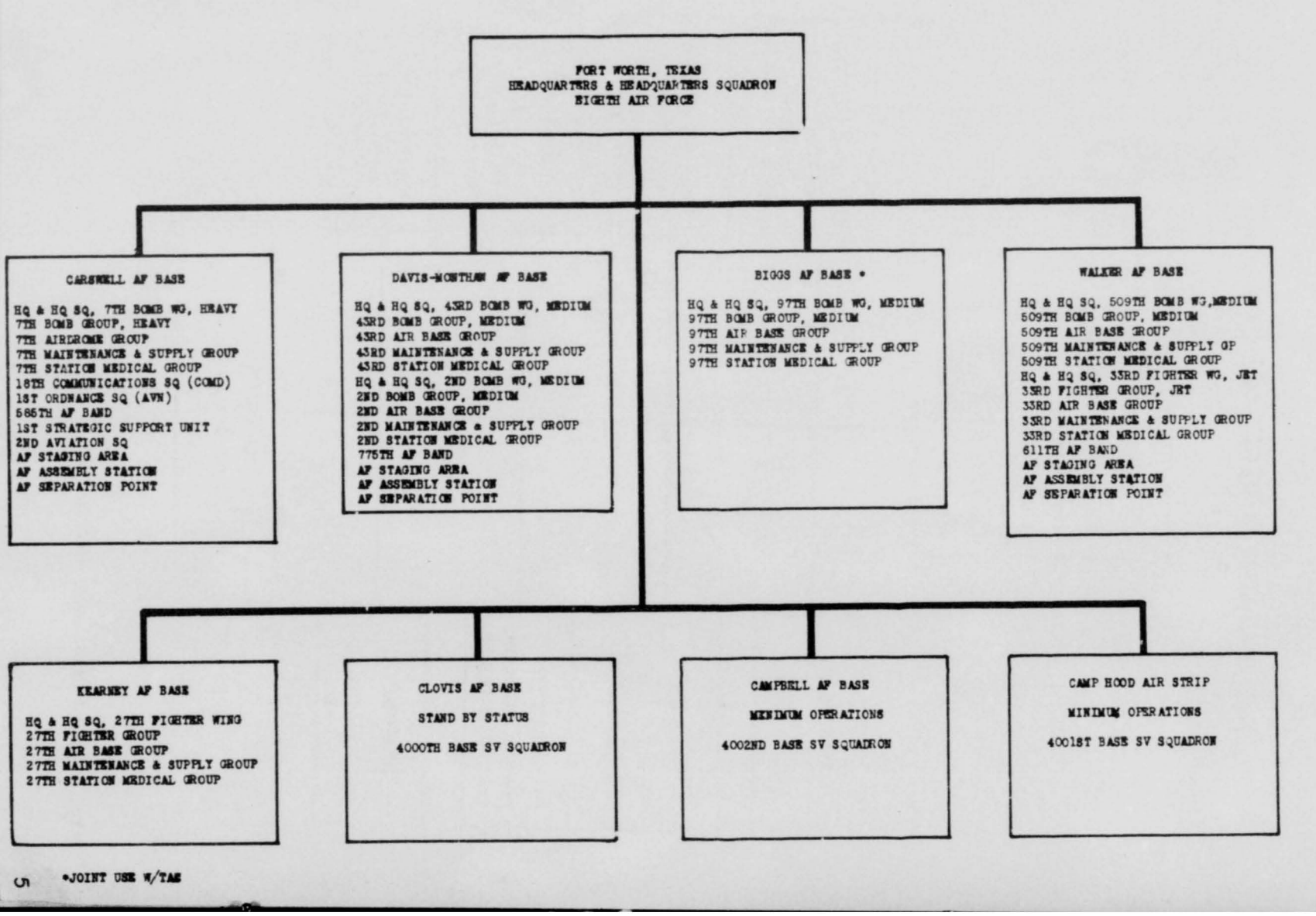

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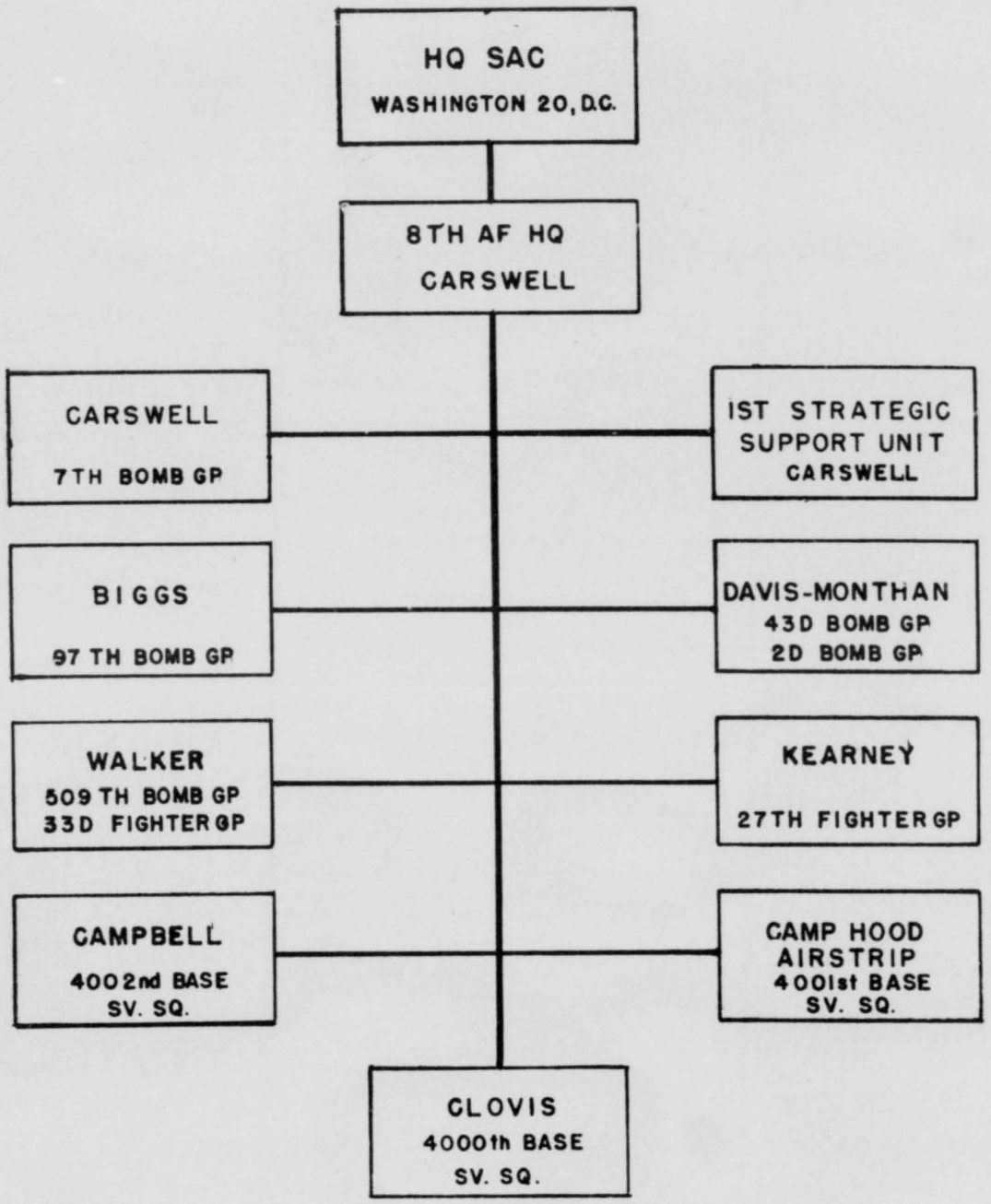
EIGHTH AIR FORCE ORGANIZATION

1 August 1948



NOTE: Biggs AF Base Joint Use W/TAC

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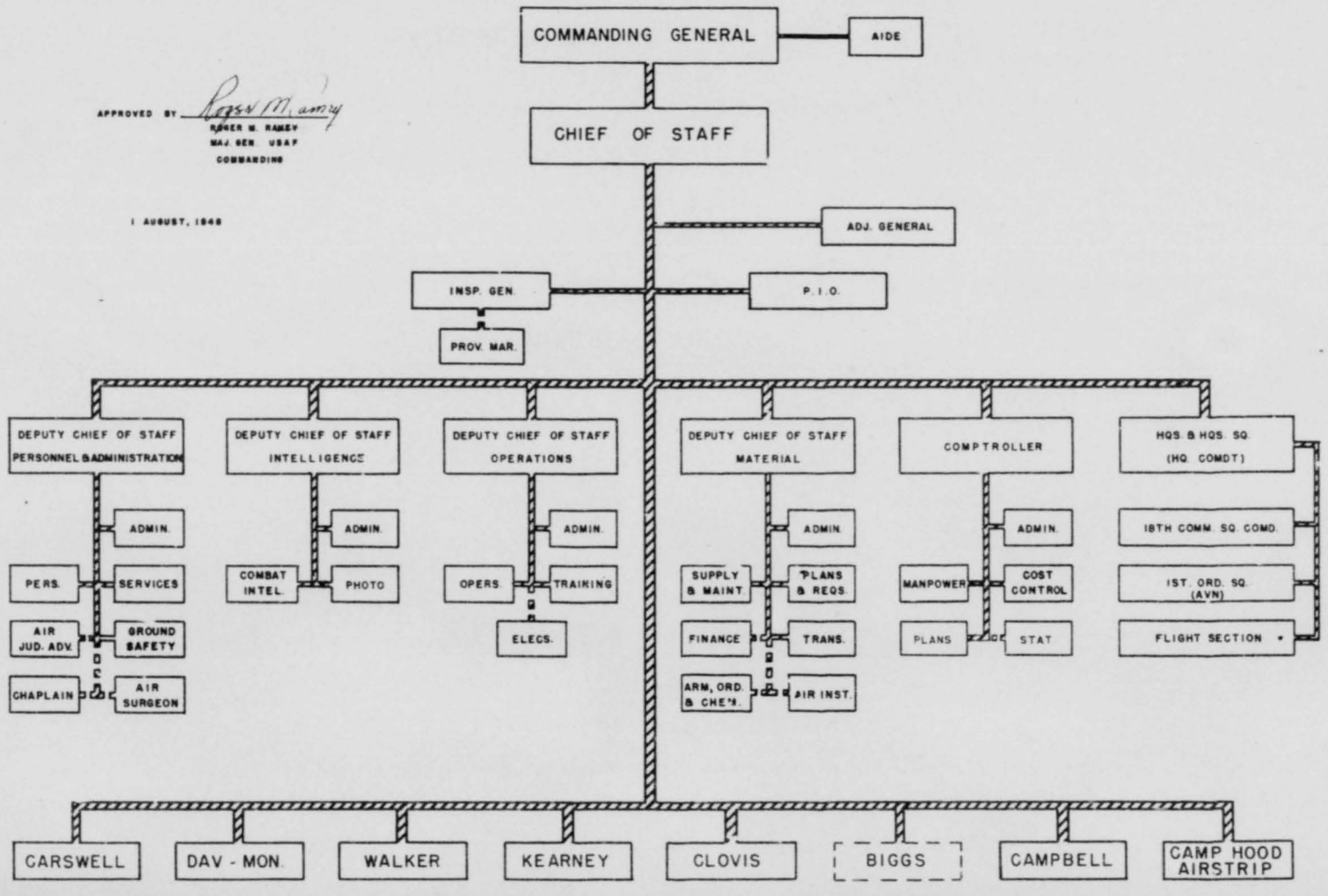
8TH AIR FORCE HEADQUARTERS ORGANIZATION CHART

APPROVED BY Roger M. Ramey
ROGER M. RAMEY
MAJ. GEN. USAF
COMMANDING

1 AUGUST, 1948



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EIGHTH AIR FORCE

ROSTER OF KEY PERSONNEL

HEADQUARTERS EIGHTH AIR FORCE

COMMANDING GENERAL	- MAJ. GEN. R. M. RAMEY	DC/S OPERS.	- COL. W. H. BLANCHARD
CHIEF OF STAFF	- BRIG. GEN. R. W. BURNS	DC/S MATERIEL	- COL. F. G. JAMISON
INSP. GEN.	- COL. W. B. OFFUTT	COMPTROLLER	- LT. COL. J. A. ROBERTS JR.
DC/S PERS. & ADM.	- COL. P. D. GLASSFORD JR.	CO. HQ & HQ SQ.	- MAJ. T. J. HERRON
DC/S INTELL.	- COL. G. R. MONTGOMERY		

WING	WING COMMANDER	STATION
		ACTIVE
2ND BOMB WING (VH)	COL. D. E. BAILEY	DAVIS-MONTHAN AIR FORCE BASE, TUSCON, ARIZ.
7TH BOMB WING (VH)	COL. A. D. CLARK	CARSWELL AIR FORCE BASE, FT. WORTH, TEXAS
43RD BOMB WING (VH)	COL. J. C. SELSER JR.	DAVIS-MONTHAN AIR FORCE BASE, TUSCON, ARIZ.
97TH BOMB WING (VH)	COL. G. L. ROBINSON	BIGGS AIR FORCE BASE, EL PASO, TEXAS
509 TH BOMB WING (VH)	COL. J. D. RYAN	WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO
27 TH FIGHTER WING	COL. A. B. PACKARD	KEARNEY AIR FORCE BASE, KEARNEY, NEBRASKA
33 RD FIGHTER WING	COL. G. G. ATKINSON	WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO

	STATION COMMANDER	STANDBY
4000TH BASE SV. SQ.	MAJ. W. M. THOMPSON	CLOVIS AIR FORCE BASE, CLOVIS, NEW MEXICO
		MINIMUM OPERATIONS
4001 ST BASE SV. SQ.	MAJ. A. D. LUCAS	CAMP HOOD AIRSTRIP, KILLEEN, TEXAS
4002 D BASE SV. SQ.	MAJ. C. C. WOOLWINE	CAMPBELL AIR FORCE BASE, CAMP CAMPBELL, KY.

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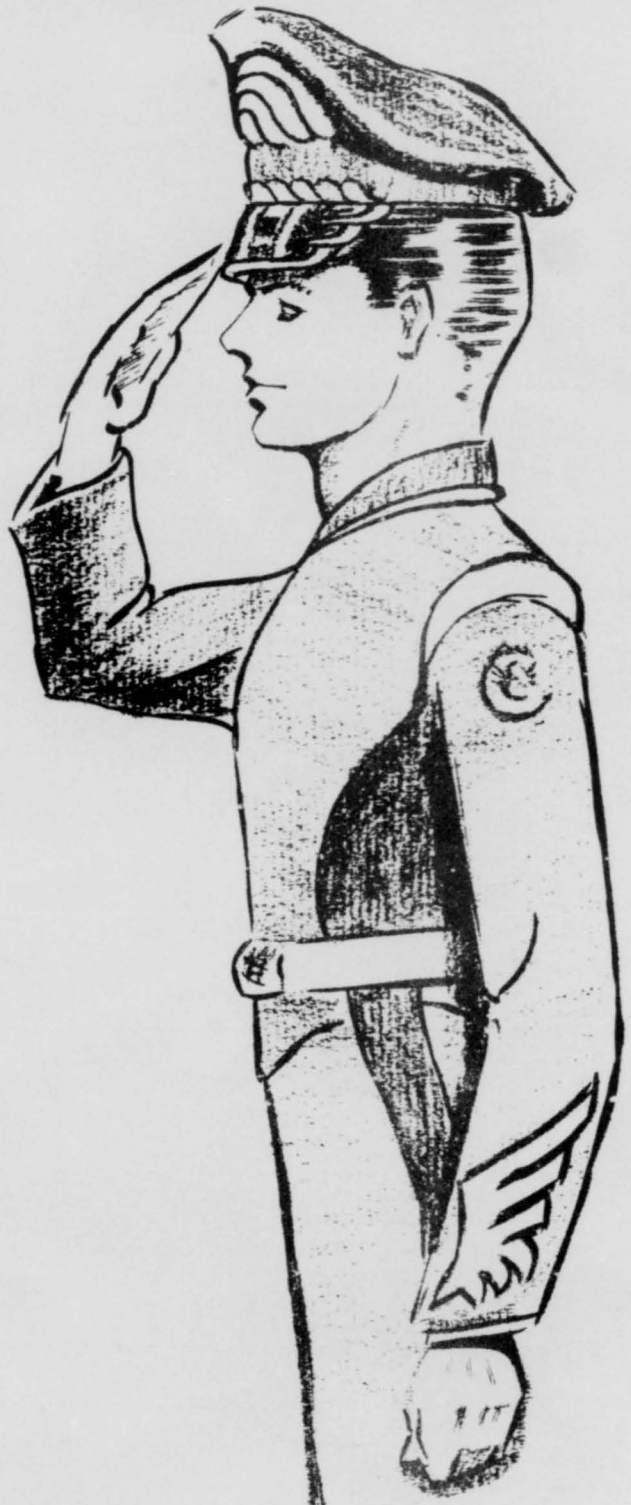

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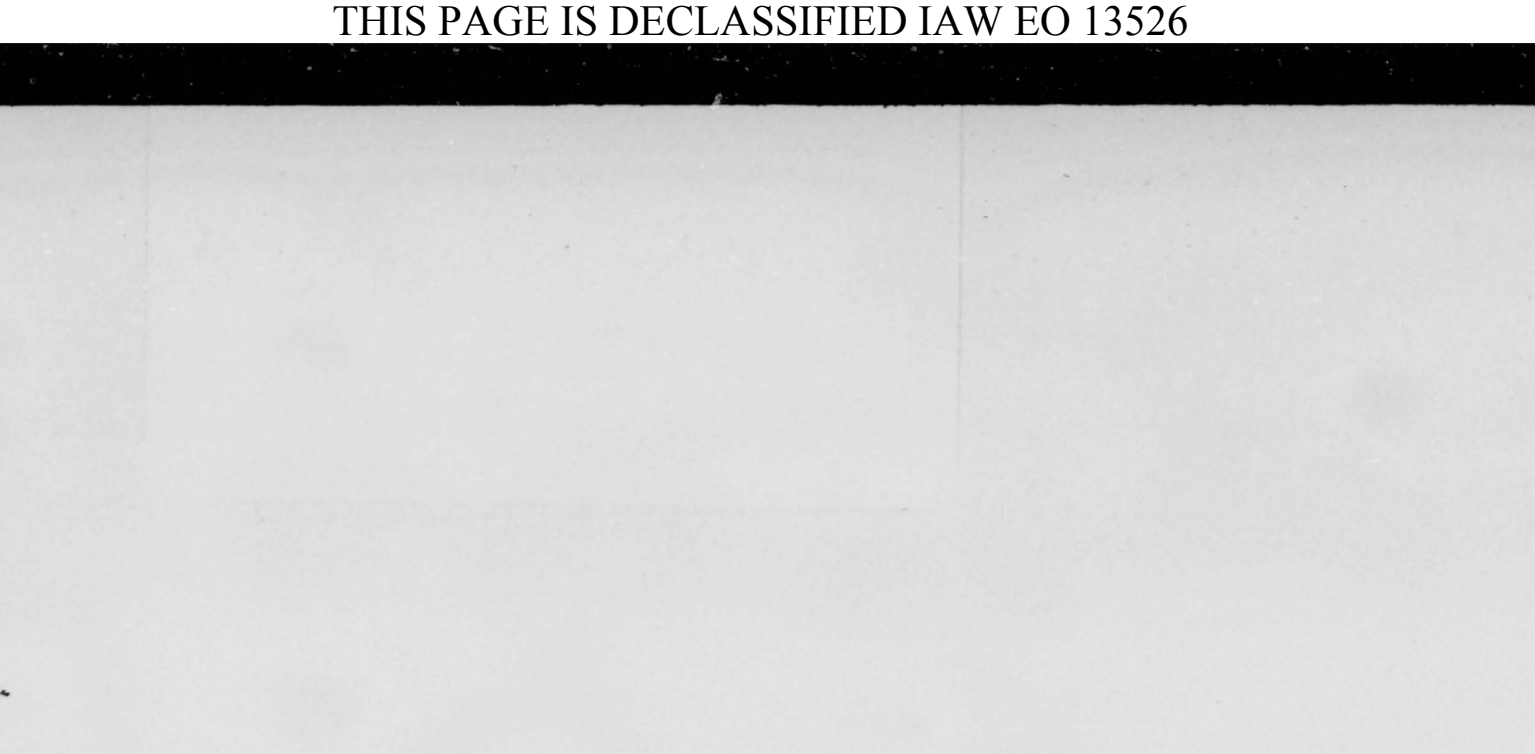
MILITARY PERSONNEL AUTHORIZED & ASSIGNED
8TH AIR FORCE



	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP	
AUTH.	2152	13709	2130	13548	1998	13350	1997	13350	2264	14932	2263	14932	2417	15154				
ASGD.	1969	15925	2004	16402	2052	16402	2063	16402	2288	17033	2223	16365	2194	16110				

AUTH BASED ON AF AUTH

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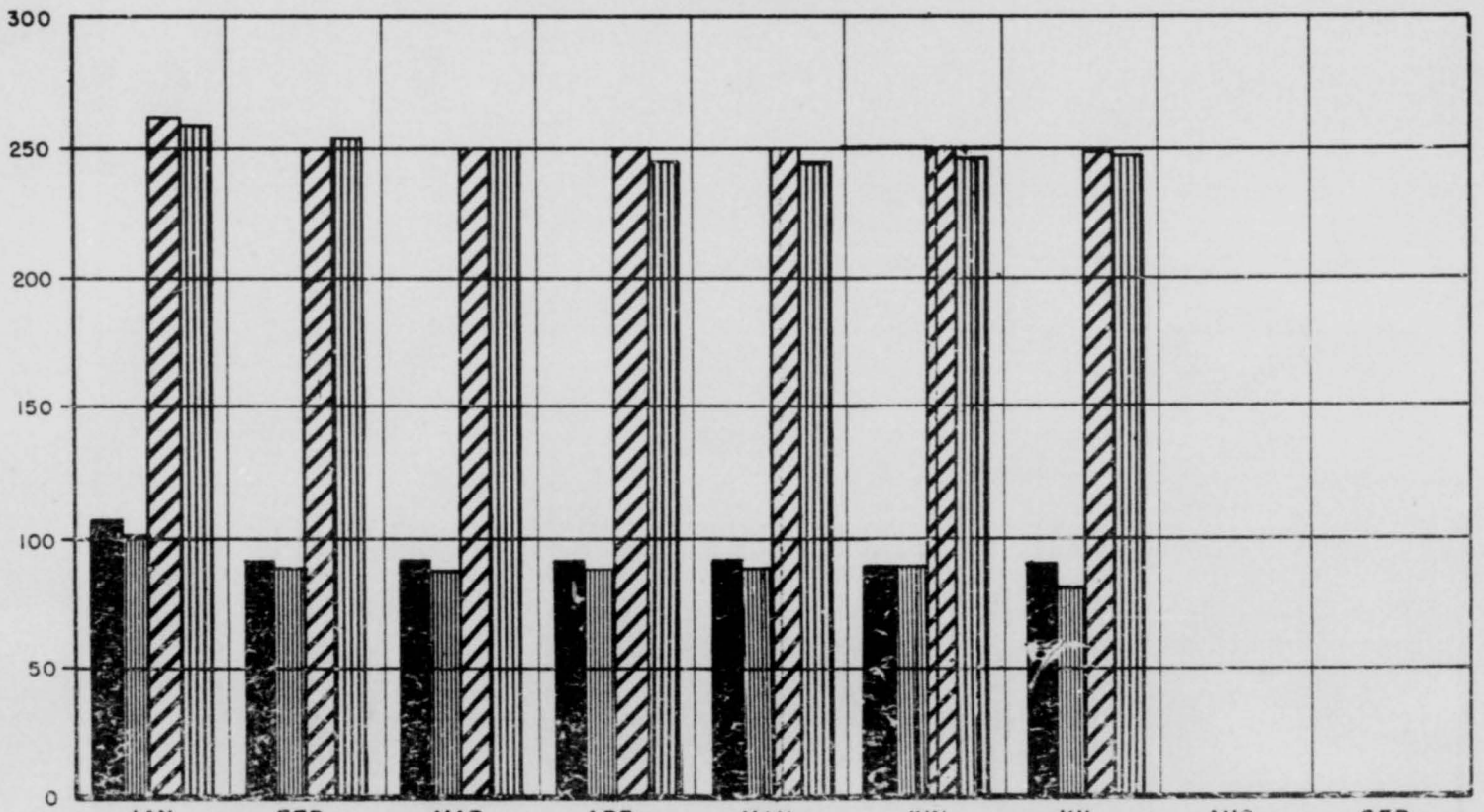
MILITARY PERSONNEL AUTHORIZED & ASSIGNED
8TH AF HQ.



	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP	
AUTH	107	262	92	250	92	250	91	250	91	250	90	250	90	250				
ASGD	101	259	90	254	89	250	90	247	89	245	90	247	82	249				

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MILITARY PERSONNEL - AUTHORIZED & ASSIGNED

LEGEND: AUTH OFF, AUTH ENL, ASGD OFF, ASGD ENL

BIGGS

97 TH. BOMB WG. (VH) A'SGD EFF. 16 MAY '48.

	APR		MAY		JUN		JUL	
AUTH			267	1582	267	1582	244	1553
ASGD			239	1504	235	1438	252	1585

CARSWELL

	APR		MAY		JUN		JUL	
AUTH	526	3759	526	3759	525	3759	525	3759
ASGD	602	5172	581	5019	582	4970	554	4856

DAVIS-MONTHAN

	APR		MAY		JUN		JUL	
AUTH	611	4208	611	4208	611	4208	652	4126
ASGD	695	4370	687	4318	658	4176	655	4119

KEARNEY

	APR		MAY		JUN		JUL	
AUTH	315	1573	315	1573	315	1573	315	1573
ASGD	251	2139	246	1992	234	1733	226	1544

WALKER

	APR		MAY		JUN		JUL	
AUTH	545	3810	545	3810	545	3810	677	4125
ASGD	515	4331	535	4200	514	4048	497	3971

TOTAL 8TH AF

	APR		MAY		JUN		JUL *	
AUTH	1997	13350	2264	14932	2263	14932	2417	15154
ASGD	2063	16012	2288	17033	2223	16365	2194	16110

NOTE: MIL. PERS. FOR CLOVIS AFB, CAMPBELL AFB AND CAMP HOOD AIRSTRIP INCLUDED IN TOTAL BUT NOT PLOTTED SEPARATELY

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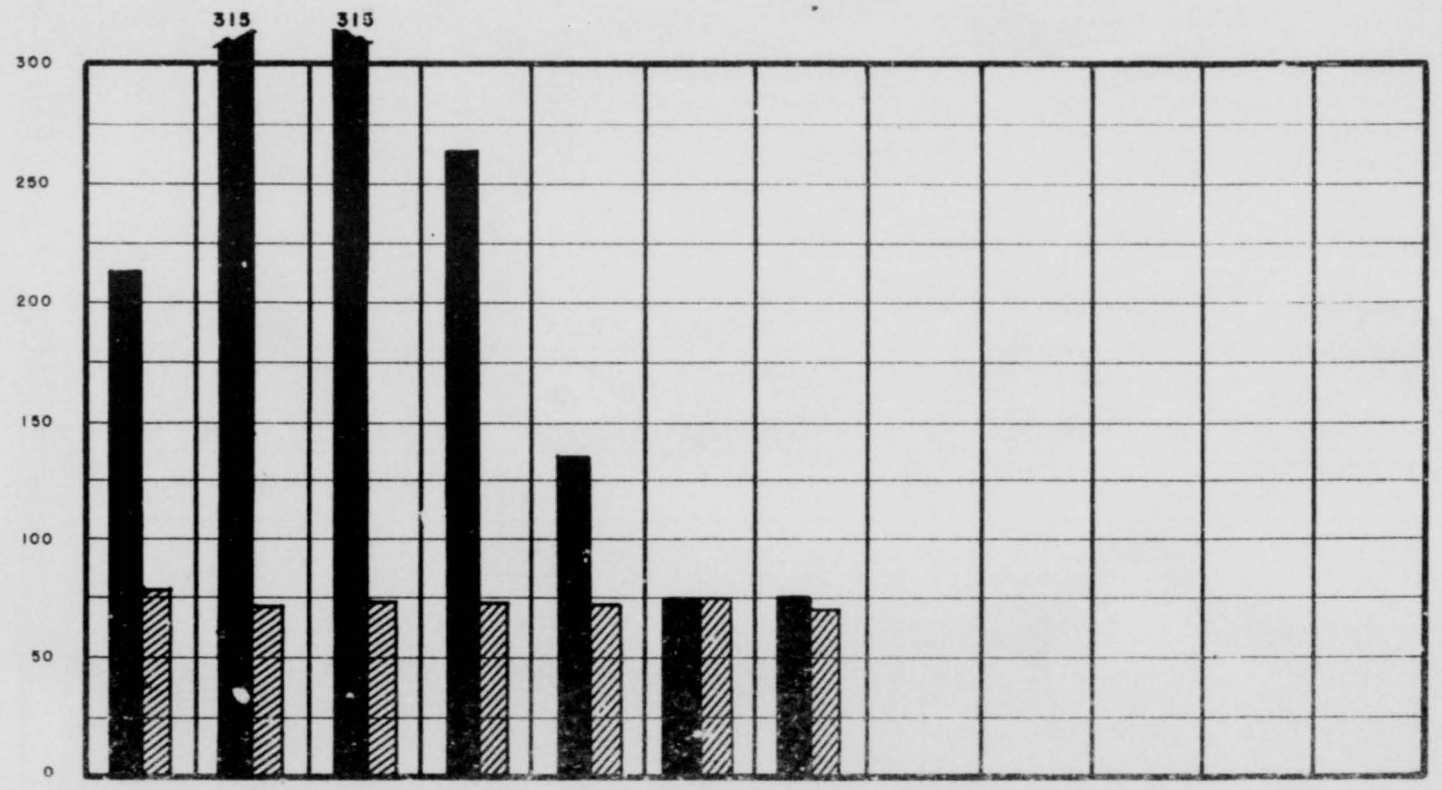
CIVILIAN PERSONNEL AUTHORIZED & ASSIGNED

8TH AF HQ



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC.
AUTHORIZED	212	315	315	265*	*135	75	75					
ASSIGNED	78	71	73	73	73	75	71					

* Includes 60 Auth. for Clovis AFB

NOTE: AUTHORIZATION INCLUDES 110 FOR CLOVIS AFB.
& 131 BBD POSITIONS ALLOTED TO 8TH A.F. BASES, FOR JAN, FEB, MAR.

AUTH. ▬▬ ASGD. ▨▨

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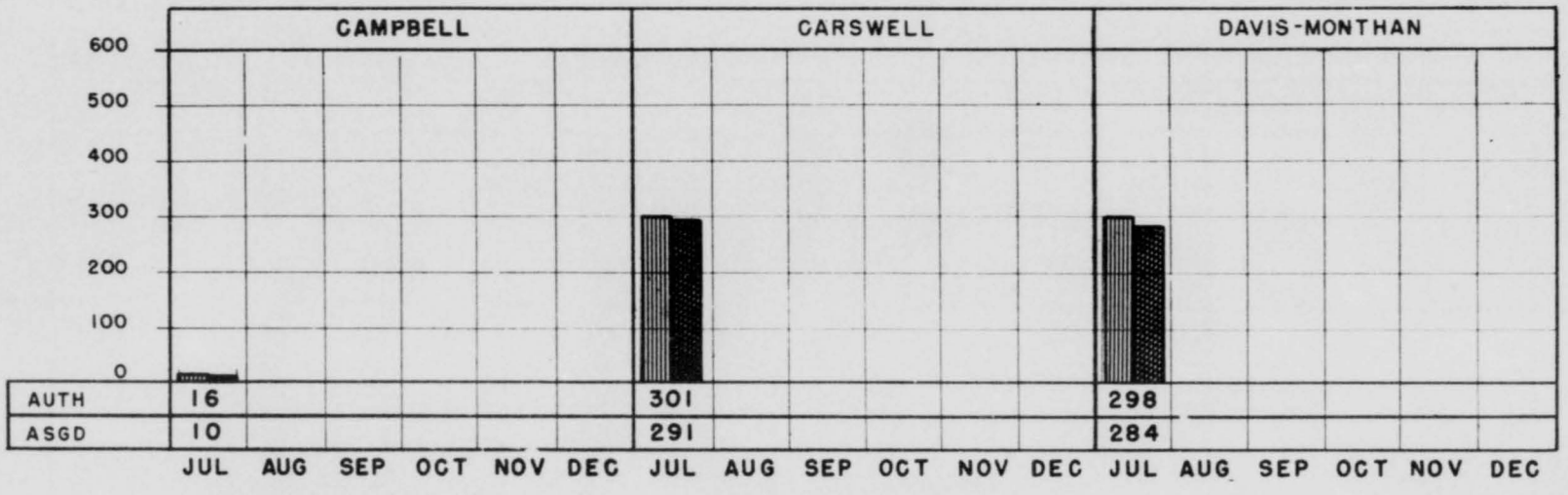
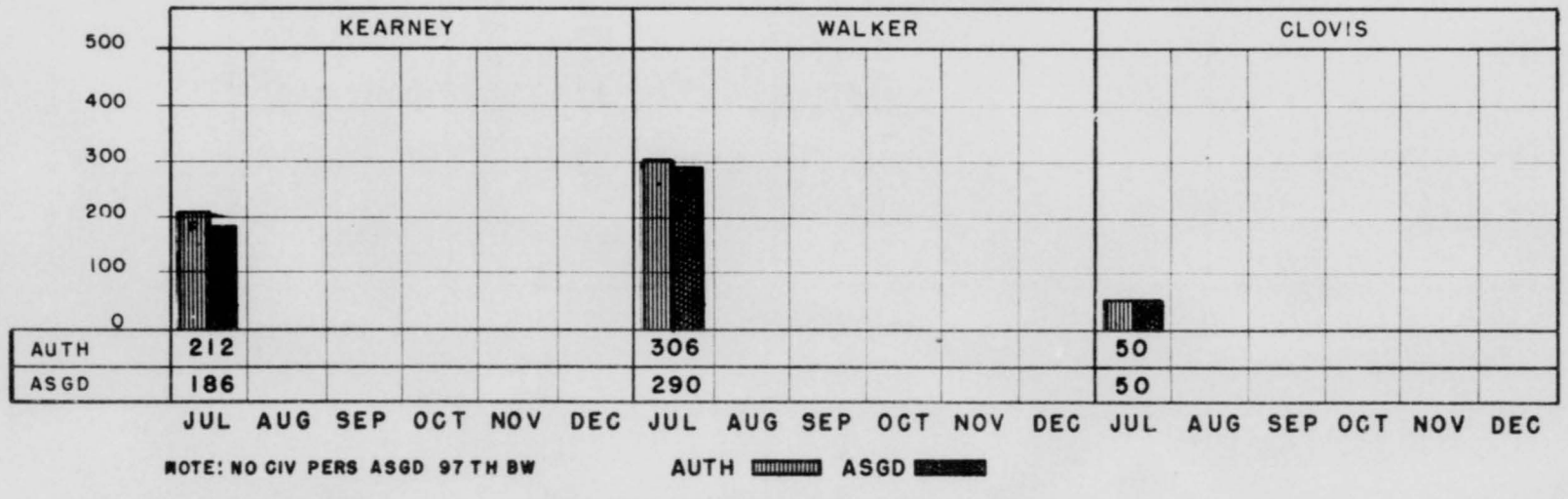
CIVILIAN PERSONNEL — AUTHORIZED & ASSIGNED





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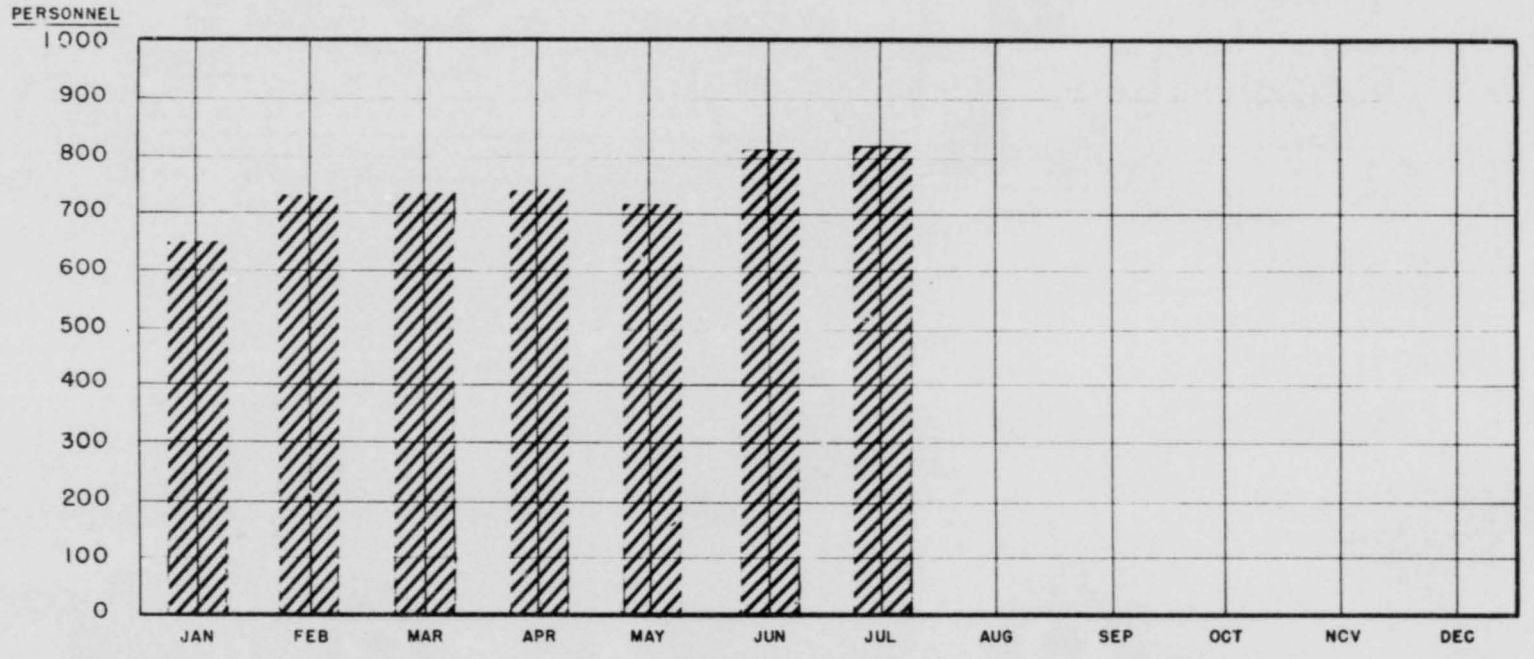
TOTAL 8TH REGULAR AIR FORCE AND REGULAR ARMY OFFICER PERSONNEL ASSIGNED

AS OF 15th OF MONTH



TOTAL.	650	734	735	741	723	818	823					
HQ 8TH AF	62	57	55	55	53	53	47					
BIGGS (97TH BW)		ASGD. EFF. 16 MAY '48.				104	108					
CARSWELL.	167	190	191	189	182	181	185					
DAV-MONTHAN.	191	239	243	246	235	225	229					
KEARNEY.	79	83	83	82	82	81	79					
WALKER.	151	165	163	169	171	174	173					
CAMP HOOD AIRSTRIP.		276TH AFBU ASGD. 8TH AF EFF. 1 JULY '48					1					
CAMPBELL.		ASGD TO 8TH AF EFF. 1 JULY '48					1					
CLOVIS.		234TH AFBU ASGD 8TH AF EFF. 1 JULY '48					0					
% of ASGD. STRENGTH.	35.4	36.8	36.2	35.9	35.4	36.8	37.2					

NOTE: 276th AFBU redesignated 4002nd Base Sv Sq, 234th AFBU redesignated 4000th Base Sv. Sq & 275th AFBU, Camp Hood Airstrip, redesignated 4001st. Base Sv. Sq. eff. 1 Aug. 1948

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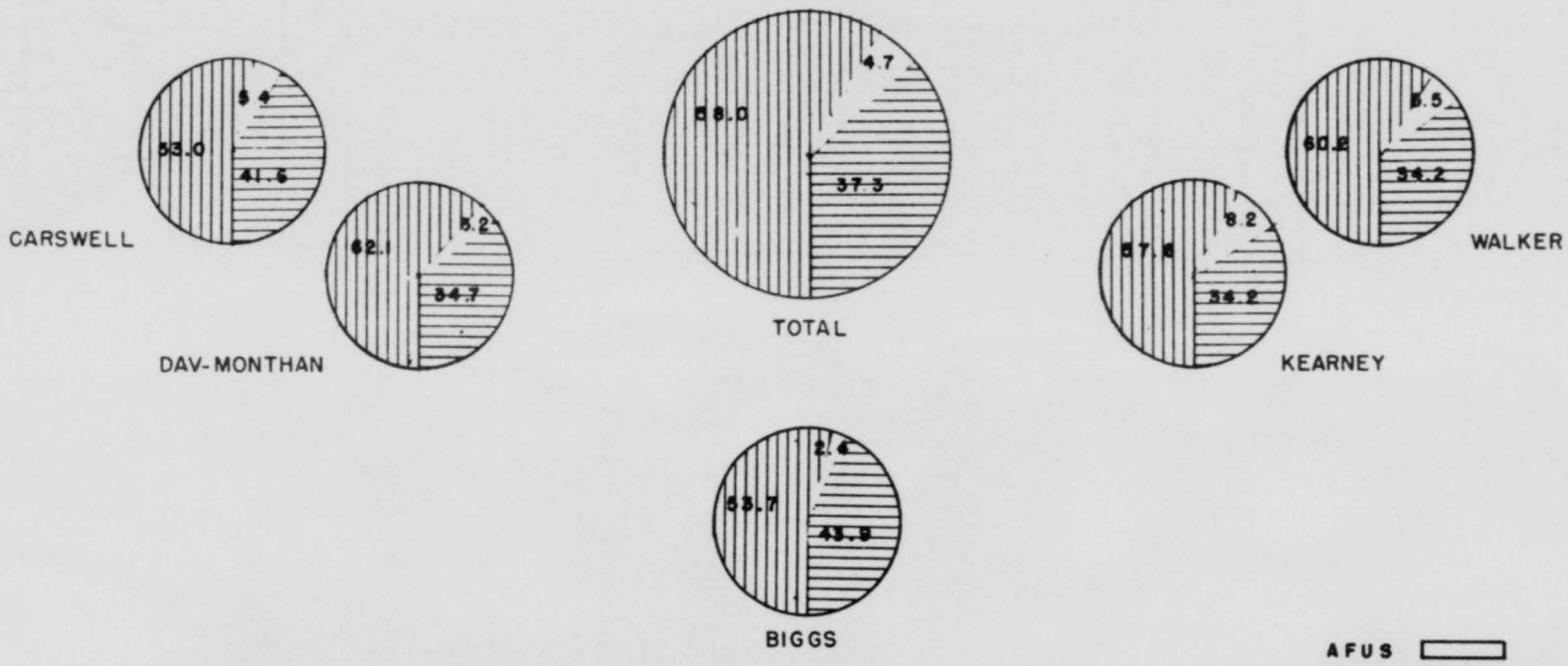
8TH AF OFFICER PERSONNEL BY RANK & COMPONENT

AS OF 15 MONTHLY



COMPONENT	GEN	COL	LT. COL	MAJOR	CAPT	IST LTS	2D LTS.	FO & WO	TOTAL
USAF & RA	2	17	76	142	287	290	6	3	823
USAFR	0	0	10	80	351	781	56	4	1282
NATIONAL GUARD	0	0	0	0	0	0	0	0	0
AFUS	0	0	1	2	20	43	2	36	104
TOTAL	2	17	87	224	658	1114	64	43	2209

EXCLUDES UNKNOWN — CARSWELL INCLUDES 8TH AF HQ — CLOVIS, CAMPBELL, AND CAMP HOOD AIRSTRIP NOT PLOTTED

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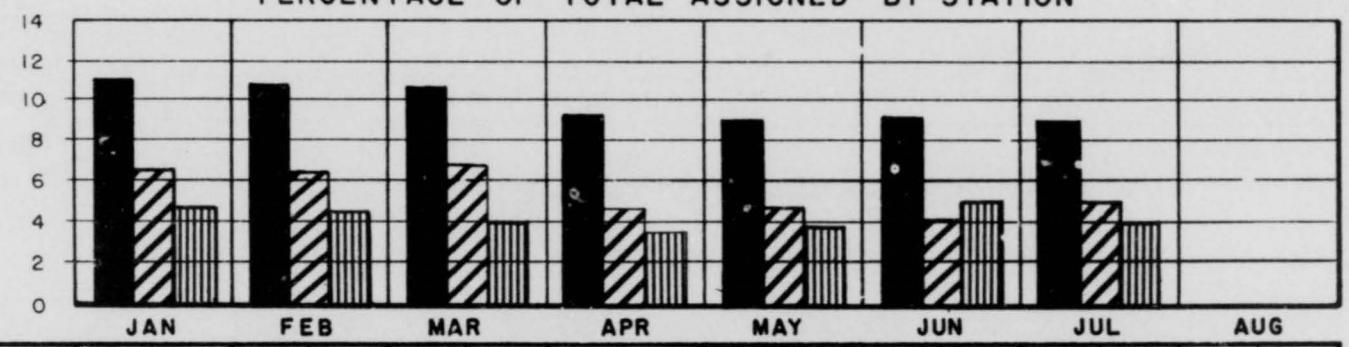
NON-WHITE ENLISTED PERSONNEL
PERCENTAGE OF TOTAL ASSIGNED BY STATION



NO ASGD	WHT	COL	WHT	COL	WHT	COL	WHT	COL	WHT	COL	WHT	COL	WHT	COL	WHT	COL
CARSWELL	4553	569	4648	567	4769	515	4669	503	4566	453	4511	459	4403	453		
WALKER	4428	303	4377	304	4404	299	4128	203	3997	203	4007	169	3768	203		
DAV-MON	3949	194	4231	190	4213	165	4205	165	4149	169	3846	202	3948	171		

8TH AIR FORCE ENLISTED STRENGTH BY GRADE & RACE

		M/SGT	T/SGT	S/SGT	SGT	CPL	PFC	PVT	PERCENT NON-WHITE
JAN	WHT	1116	1038	2362	2301	2548	4239	1255	
	COL	16	10	55	110	180	537	158	6.7
FEB	WHT	1122	1053	2448	2393	2614	4541	1169	
	COL	16	8	57	113	177	550	140	6.5
MAR	WHT	1117	1064	2509	2452	2630	4605	1046	
	COL	13	9	55	106	162	532	102	6.0
APR	WHT	1113	1070	2545	2449	2620	4434	910	
	COL	13	8	50	105	161	455	89	5.4
MAY	WHT	1188	1182	2922	2825	2944	4311	836	
	COL	12	8	52	105	147	410	91	4.8
JUN	WHT	1193	1185	2937	2796	2885	3780	758	
	COL	12	7	50	105	154	436	16	5.1
JUL	WHT	1194	1180	2976	2819	2871	3493	750	
	COL	12	7	49	108	155	433	63	5.1
AUG	WHT								
	COL								

NOTE: NO COLORED PERS. ASGD. KEARNEY AFB OR 97TH BW.

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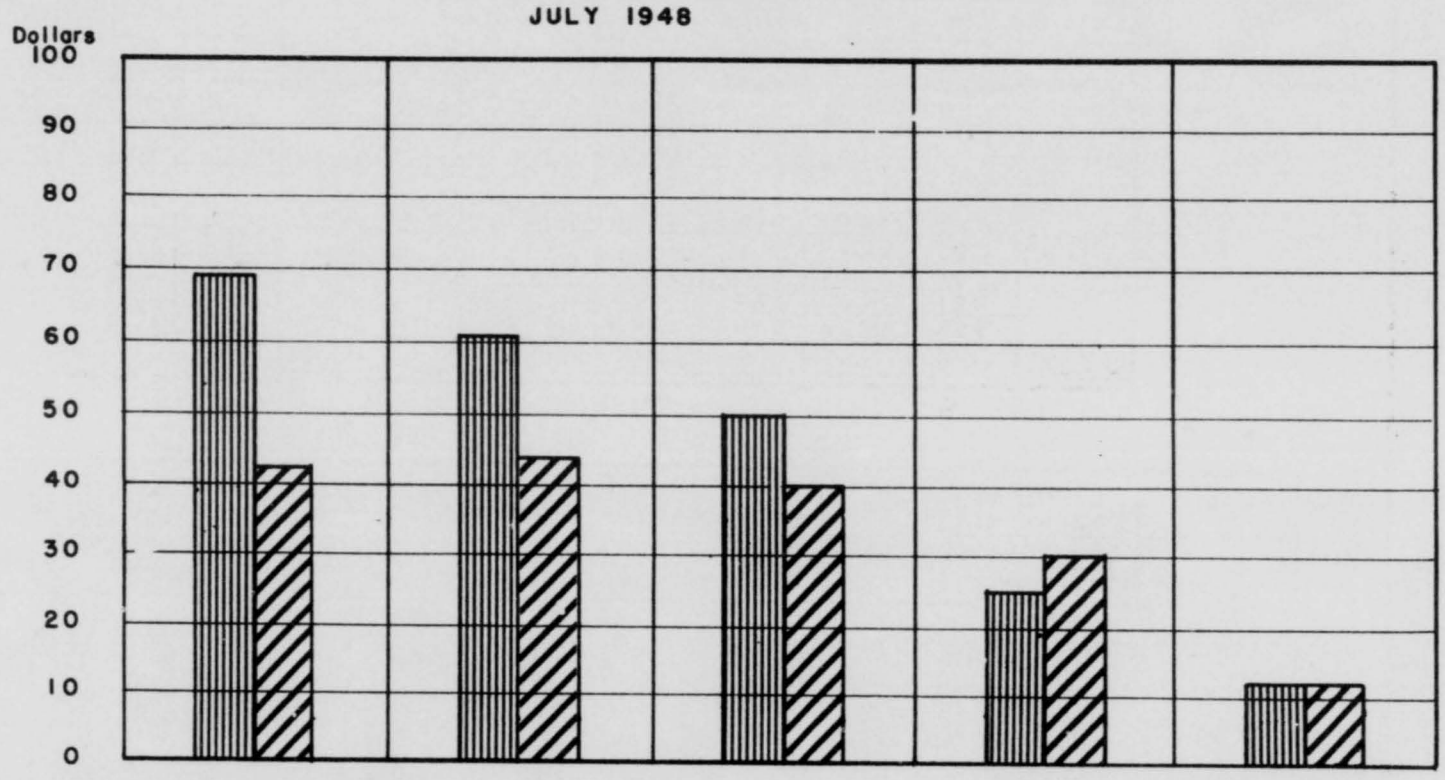
8TH AF GROUND ACCIDENT COST SUMMARY

COST PER CAPITA PER ANNUM
JULY 1948



	* WALKER		DAVIS MONTHAN		CARSWELL		BIGGS		KEARNEY	
	JUL	TO DATE	JUL	TO DATE	JUL	TO DATE	JUL	TO DATE	JUL	TO DATE
PERSONAL INJURY & FATALITY COST	27615	131967	25674	131372	26117	150166	1349	2714	1968	14755
M.V. & PROPERTY DAMAGE COST	223	7087	1401	1802	40	888	2300	2300	61	2234
COST PER CAPITA PER ANNUM	69	42	61	44	50	40	25	30	12	12

$$\frac{\text{USAF Property Cost Plus Personal Injury \& Fatality Cost}}{\text{Average Mil. \& Civ. Strength}} \times 12 = \text{Cost Index}$$

* WALKER INCLUDES CLOVIS AFB

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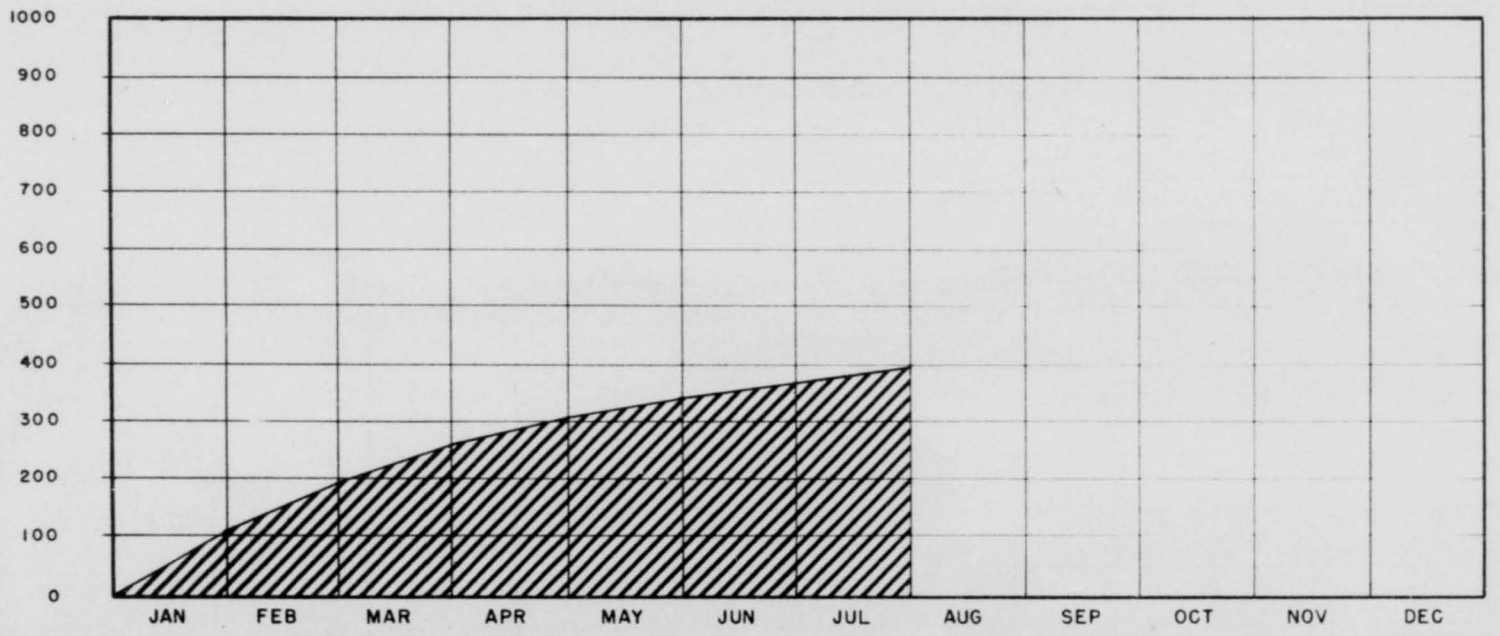
ENLISTMENTS & REENLISTMENTS

TOTAL 8TH AIR FORCE BY LENGTH OF ENLISTMENT

CUMULATIVE FROM 1 JANUARY 1948



5 YR. ENLS.	2	6	10	11	11	14	14					
4 YR. ENLS.	0	0	0	0	0	0	0					
3 YR. ENLS.	109	187	254	296	328	355	385					
2 YR. ENLS.	0	0	0	0	0	0	0					
TOTAL	111	193	264	307	339	369	399					

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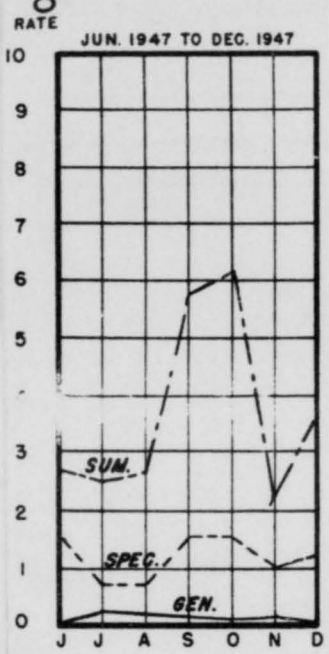
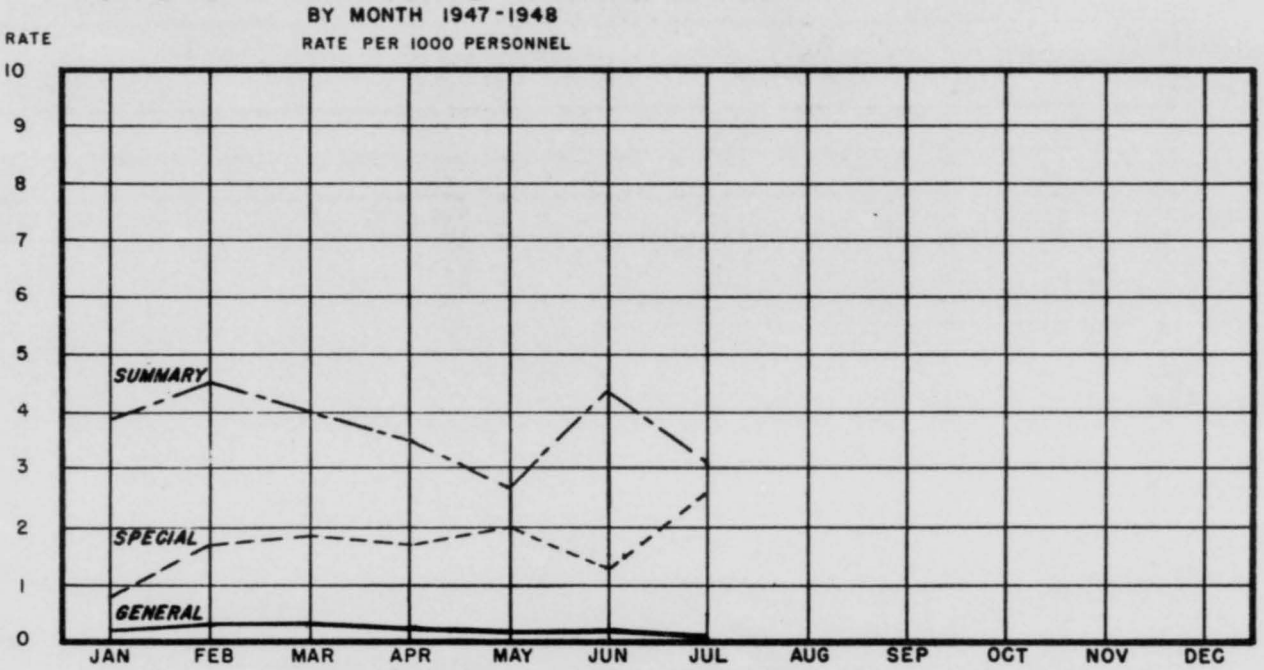
TOTAL 8TH AF COURTS MARTIAL RATES

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
CARSWELL	SUMMARY	33	5.9	21	3.5	27	4.6	34	5.5	18	3.2	38	6.8	23	4.2										
	SPECIAL	1	.2	4	.7	2	.3	8	1.3	2	.4	4	.7	7	1.3										
	GENERAL	1	.2	1	.2	3	.5	1	.2	1	.2	2	.36	1	.18										
WALKER	SUMMARY	18	3.5	27	5.1	22	4.2	12	2.4	6	1.3	7	1.5	12	2.7										
	SPECIAL	3	.6	11	2.1	9	1.7	11	2.2	13	2.9	0	0	9	2.0										
	GENERAL	0	0	1	.2	0	0	1	.2	1	.25	1	.22	0	0										
DAVIS-MONTHAN	SUMMARY	10	2.1	20	3.8	12	2.3	13	2.6	20	4.0	23	4.7	8	1.7										
	SPECIAL	5	1.1	15	2.9	15	2.9	3	.6	15	3.0	9	1.8	18	3.8										
	GENERAL	3	.6	3	.6	2	.4	2	.4	1	.2	0	0	0	0										
KEARNEY	SUMMARY	8	3.8	16	6.9	13	5.4	7	2.9	6	2.6	7	3.5	9	4.8										
	SPECIAL	5	2.4	4	1.7	9	3.7	9	3.7	7	3.0	9	4.5	9	4.8										
	GENERAL	0	0	0	0	1	.4	0	0	0	0	0	0	0	0										
8TH AF TOTAL	SUMMARY	69	3.9	84	4.5	74	4.0	66	3.6	50	2.7	75	4.4	52	3.1										
	SPECIAL	14	.8	34	1.8	35	1.9	31	1.7	37	2.0	22	1.3	43	2.6										
	GENERAL	4	.2	5	.3	6	.3	4	.2	3	.16	3	.18	0	.06										

NOTE: EXCLUDES 97TH B.W. FOR MAY, JUNE

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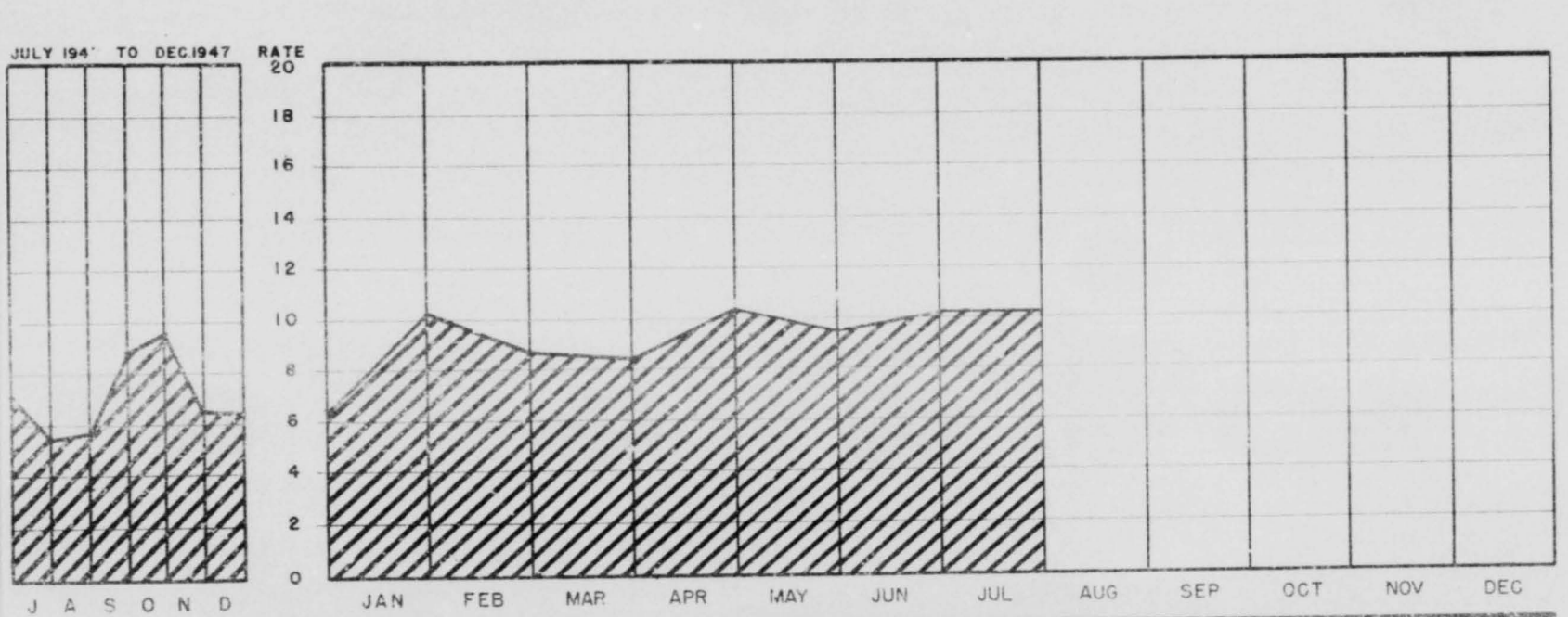
8TH AF PERSONNEL AWOL RATE

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
WALKER	60	11.5	43	8.2	52	10.0	78	15.9	69	14.5	70	15.2	44	9.7								
DAVIS-MONTHAN	54	11.3	65	12.5	52	10.2	55	10.9	52	10.3	51	10.4	45	9.4								
CARSWELL	34	5.9	32	5.3	36	6.1	34	5.8	38	6.7	35	6.5	76	13.6								
KEARNEY	33	15.1	23	9.9	16	6.6	22	9.1	15	6.5	18	9.1	25	13.3								
TOTAL 8TH AF	181	10.1	163	8.8	156	8.5	189	10.4	174	9.5	174	10.2	189	10.2								

NOTE: EXCLUDES 97TH BOMB WING FOR MAY. & JUNE.

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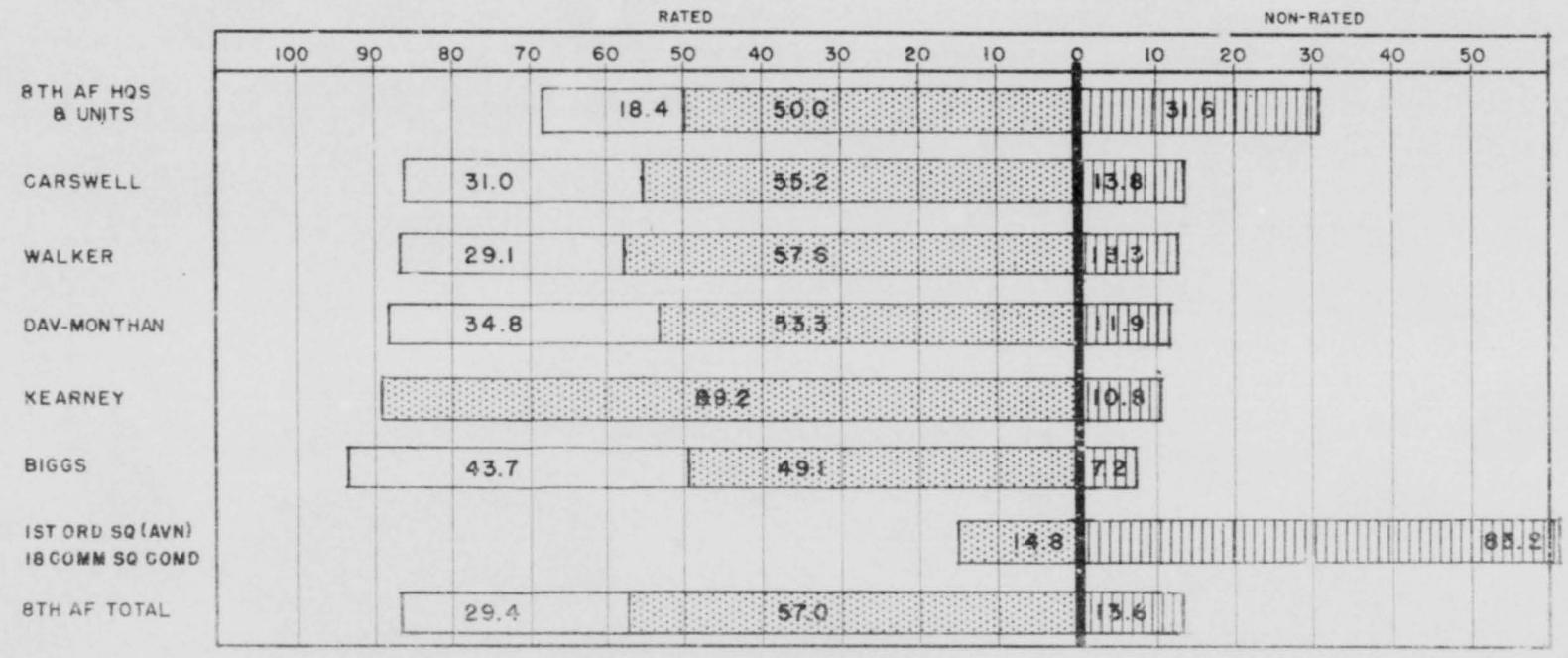
PERCENT RATED & NON-RATED OFFICER PERSONNEL

15 JULY 1948



	NUMBER RATED & NON RATED OFFICER PERSONNEL								
	PILOTS	OTHER RATED	TOTAL RATED	NON RATED	WO'S	CHAPLAIN	FLT S & NURSE	UNKNOWN	TOTAL
8TH AF HQS	41	9	50	23	7	1	1	0	82
CARSWELL	246	122	368	59	4	4	6	4	445
WALKER	291	125	416	64	11	2	9	3	505
DAVIS-MONTHAN	352	201	553	75	8	3	9	12	660
KEARNEY	199	0	199	24	2	1	5	0	231
BIGGS	121	98	219	17	4	1	1	4	246
18TH & 1ST ORD	4	0	4	23	0	0	0	4	31
8TH AF TOTAL	1254	555	1809	285	36	12	31	27	2200

PERCENTAGES EXCLUDE W.O.'S, FLT. SURG. & NURSES, AND UNKNOWN

PILOTS
OTHER RATED
NON-RATED

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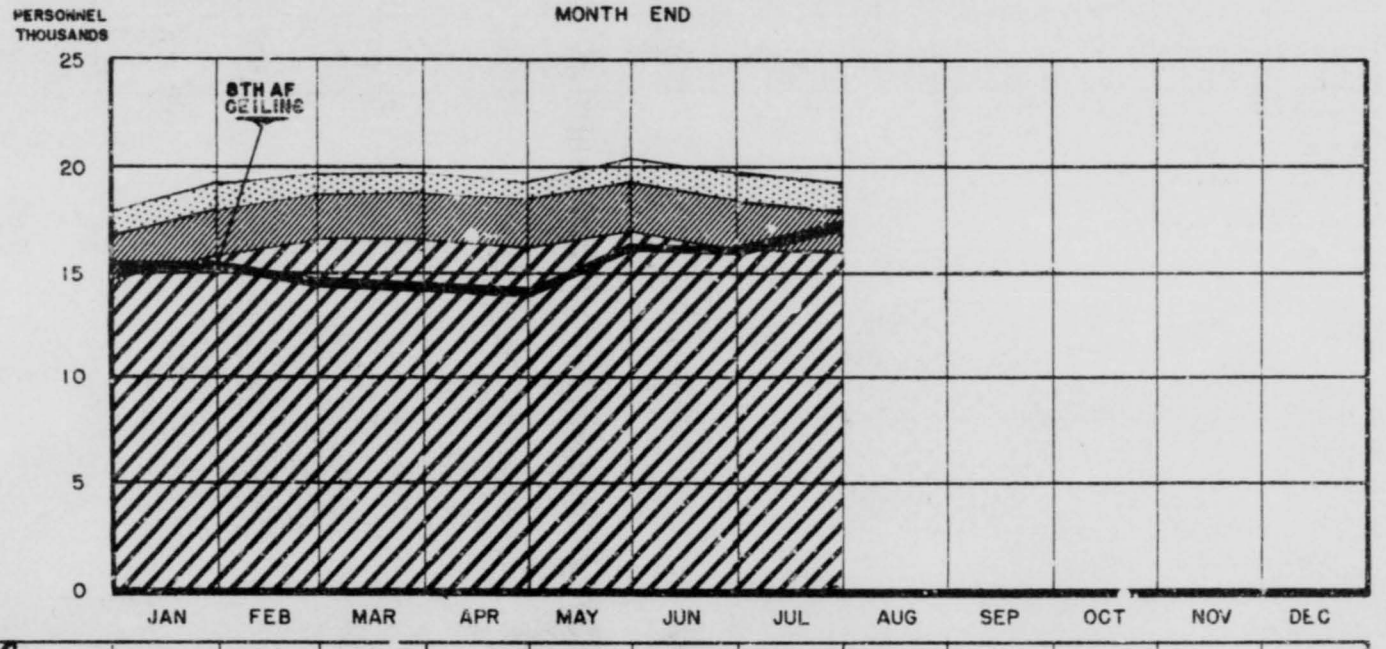
TOTAL 8TH AF MANNING CEILING & ASSIGNED STRENGTH

OFFICERS, ENLISTED & CIVILIANS



		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
ENLISTED	CEILING	11895	11741	11740	11740	13322	13288	14233					
	ASGD	15925	16402	16402	16012	17033	16365	16110					
OFFICERS	CEILING	1721	1696	1694	1693	1961	1929	2230					
	ASGD	1969	2004	2052	2063	2288	2223	2194					
CIVILIANS	CEILING	1479	1472	1341	1291	1253	1242	1258					
	ASGD	1181	1176	1176	1161	1162	1172	1182					
TOTAL	CEILING	15095	14903	14775	14725	16536	16459	17721					
	ASGD	19075	19582	19632	19235	20483	19760	19486					

NOTE: DET OF PATS EXCLUDED FROM MILITARY ASGD. STRENGTH

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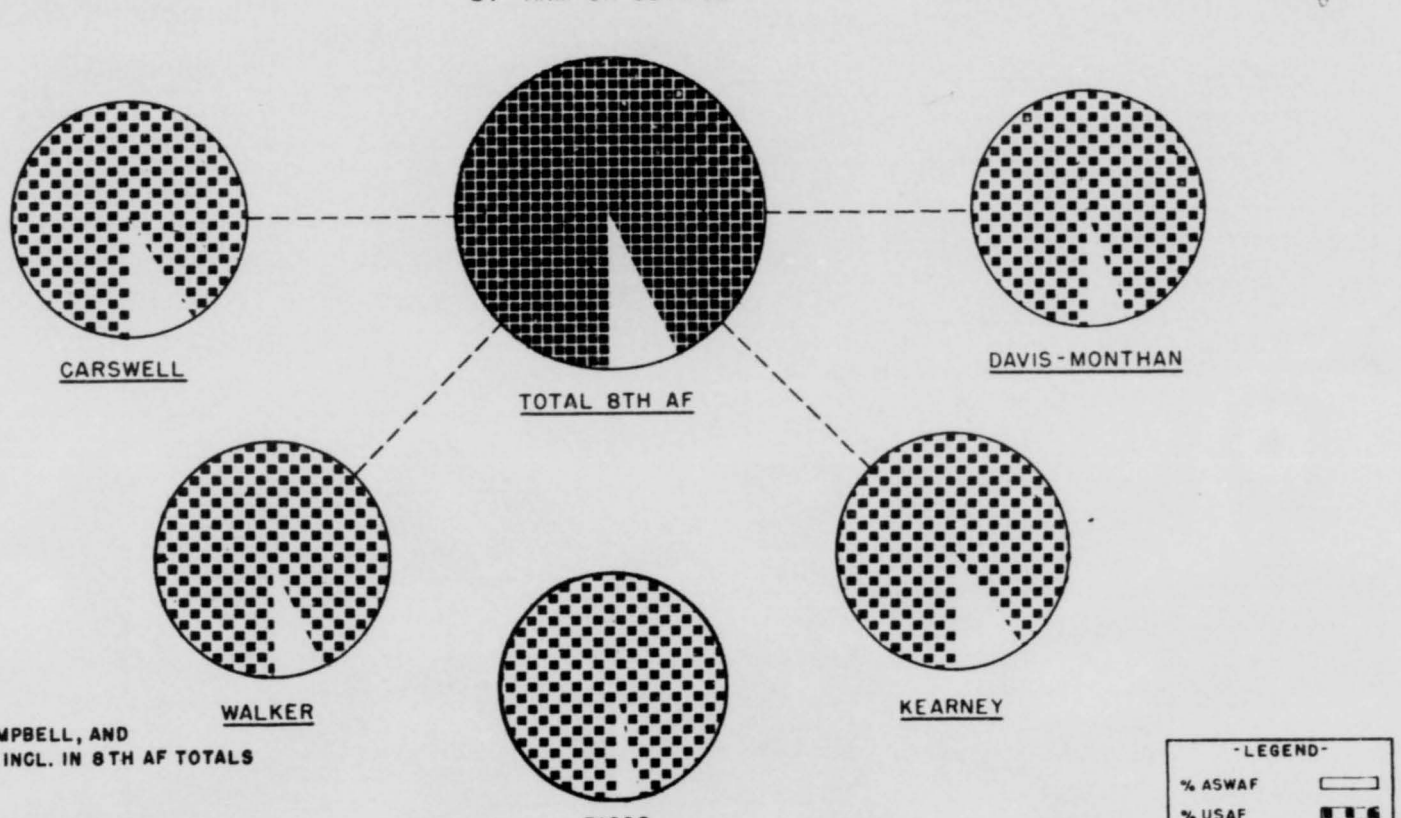
OFFICER PERSONNEL
BY: ARM OR SERVICE



* CLOVIS, CAMPBELL, AND CAMP HOOD INCL. IN 8TH AF TOTALS

	JUL				AUG				SEP				OCT				NOV				DEC			
STATION	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF
CARSWELL	55	9.9	499	90.1																				
WALKER	31	6.3	465	93.7																				
DAVIS-MONTHAN	36	5.5	618	94.5																				
KEARNEY	23	10.2	203	89.8																				
BIGGS	6	2.4	246	97.6																				
8 TH AF TOTAL	152	6.9	2040	93.1																				

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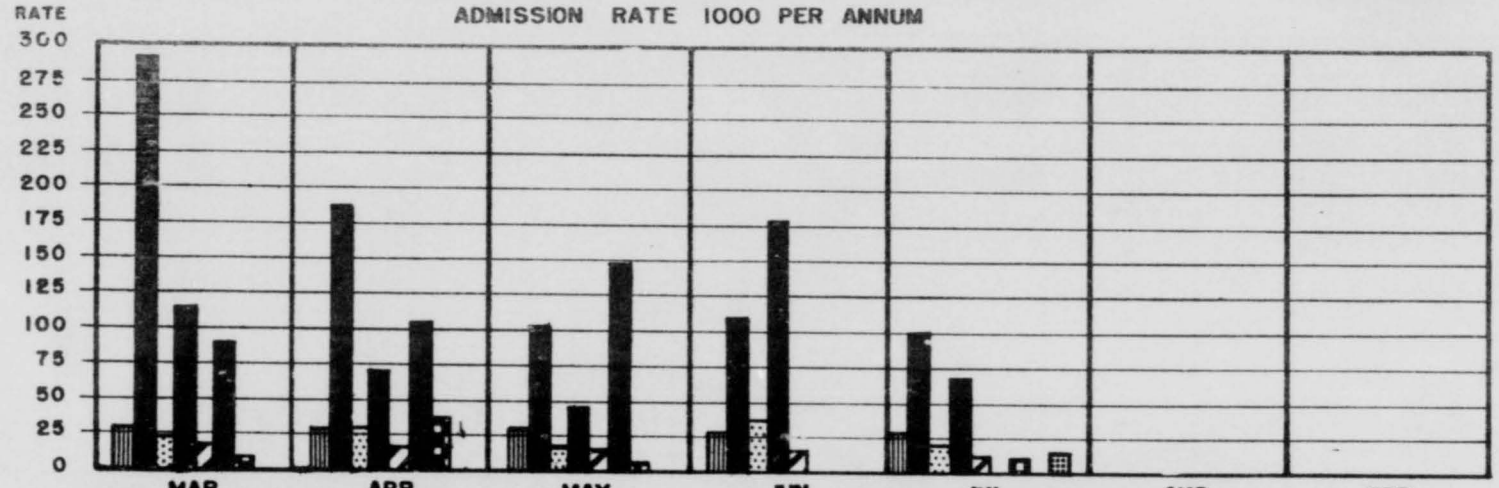
V. D. ADMISSION RATE BY RACE

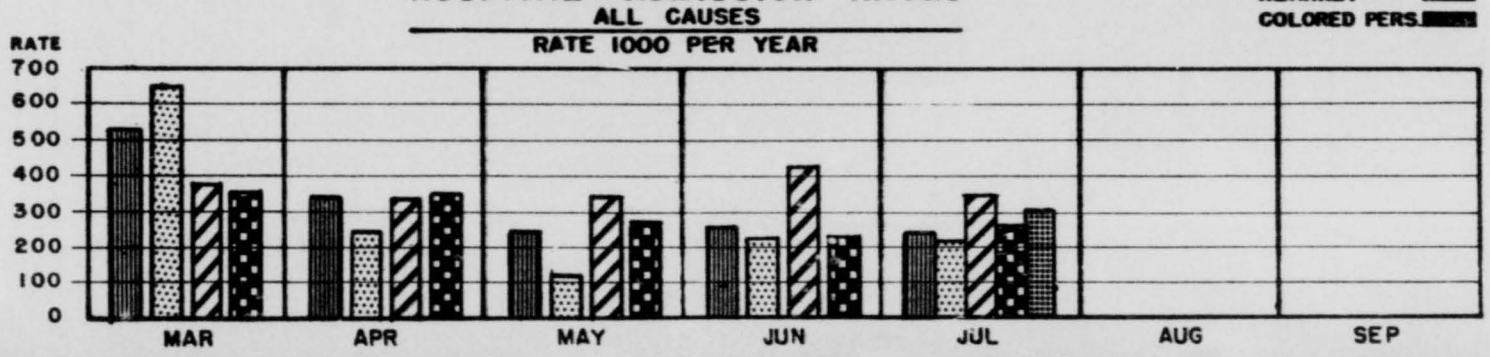


STATION	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD
CARSWELL	26.9	291.8	25.4	185.3	29.56	102.04	26.65	108.35	28.81	101.71				
DAVIS-MON.	24.6	115.0	25.9	72.2	16.30	44.98	34.67	179.31	20.78	68.19				
WALKER	15.5	88.8	14.9	103.0	13.60	147.33	14.24	—	11.79	0				
KEARNEY	10.5	—	35.27	—	6.27	—	0	—	10.46	—				
BIGGS									13.55	—				

Note:
No colored personnel assgd. Kearney AND BIGGS

CARSWELL
BIGGS
DAVIS-MON
WALKER
KEARNEY
COLORED PERS.

HOSPITAL ADMISSION RATES
ALL CAUSES
RATE 1000 PER YEAR



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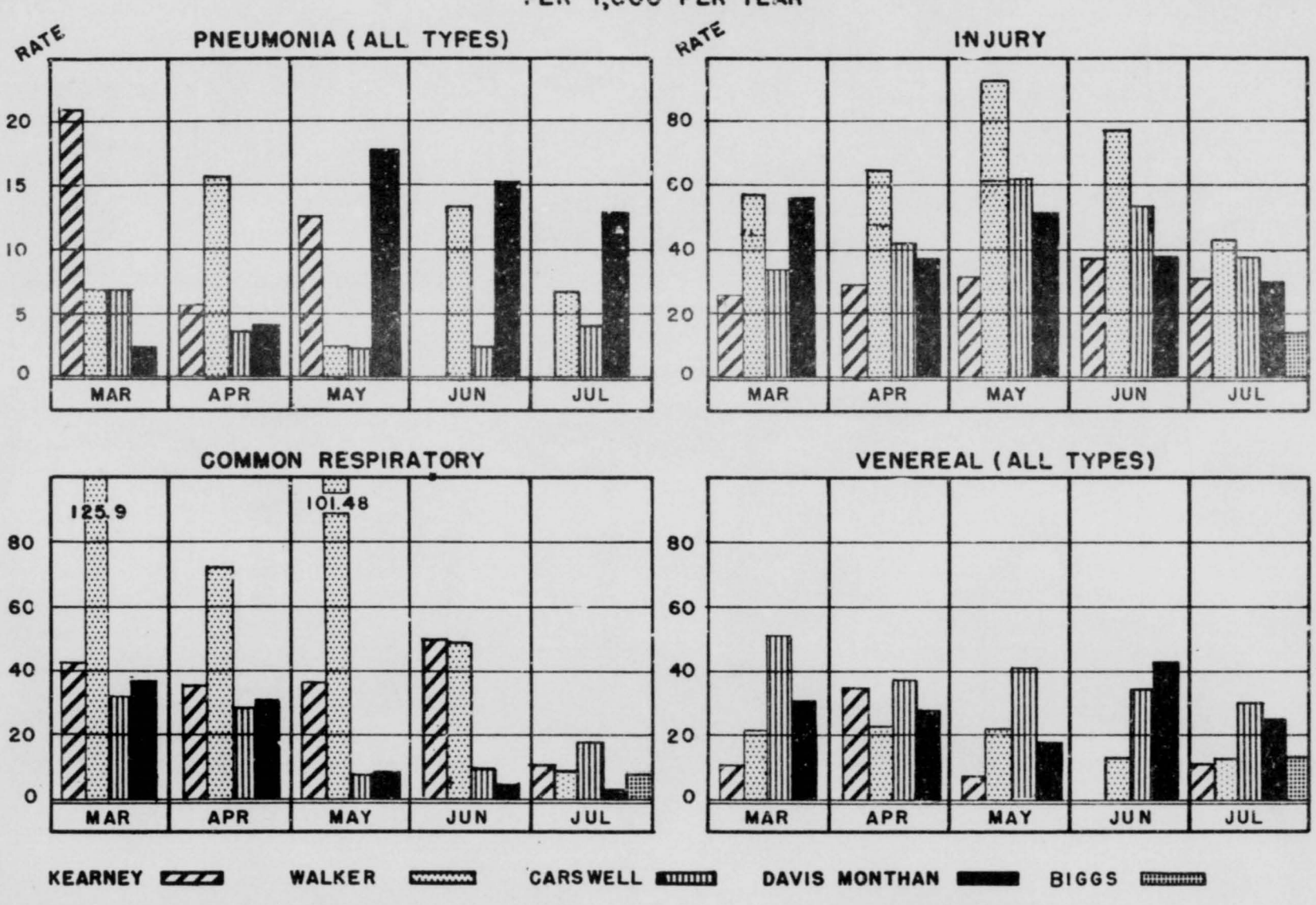
HOSPITAL ADMISSION RATES
PER 1,000 PER YEAR



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TRAINING AND OPERATIONS

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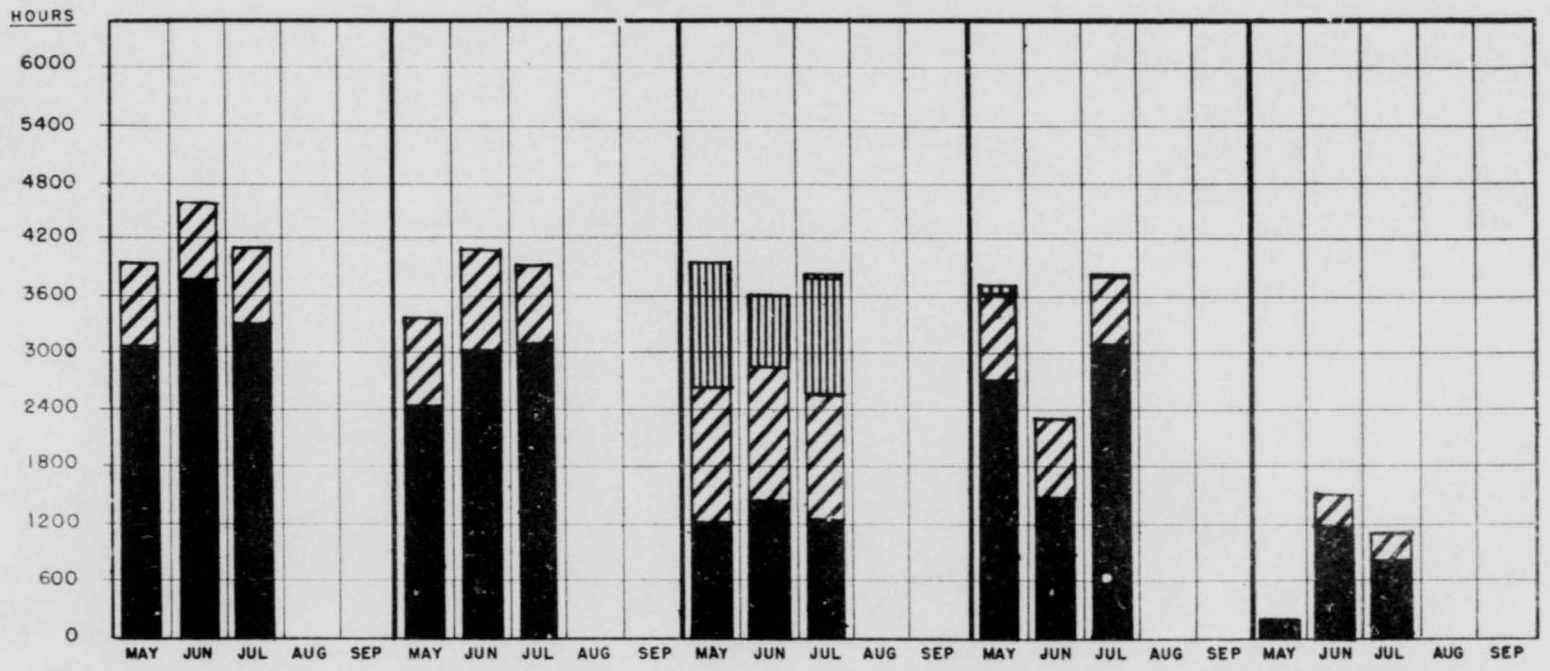
HOURS FLOWN BY TYPE OF FLYING



NO. HOURS	WALKER			DAVIS-MONTHAN			CARSWELL			KEARNEY			* BIGGS		
CREW TRAINING	3057	3752	3288	2455	3017	3089	1207	1441	1246	2700	1438	3079	169	1185	811
PROFICIENCY FLY	923	883	806	962	1086	835	1434	1396	1296	927	853	770	0	307	312
TROOP CARRIER	0	0	0	0	0	0	1323	787	1290	0	0	0	0	0	0
OTHER	0	0	0	0	0	0	0	0	10	78	2	2	0	0	0
TOTAL	3980	4635	4094	3417	4103	3924	3964	3624	3842	3705	2293	3851	169	1492	1123

* 97 TH BOMB WG ONLY

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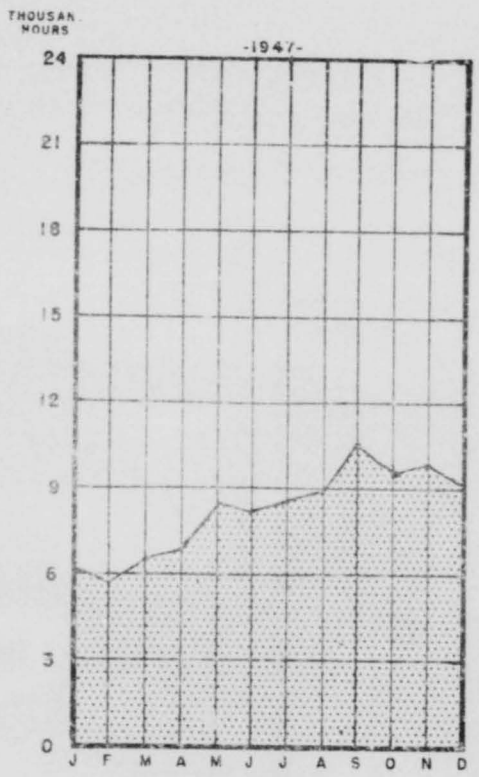
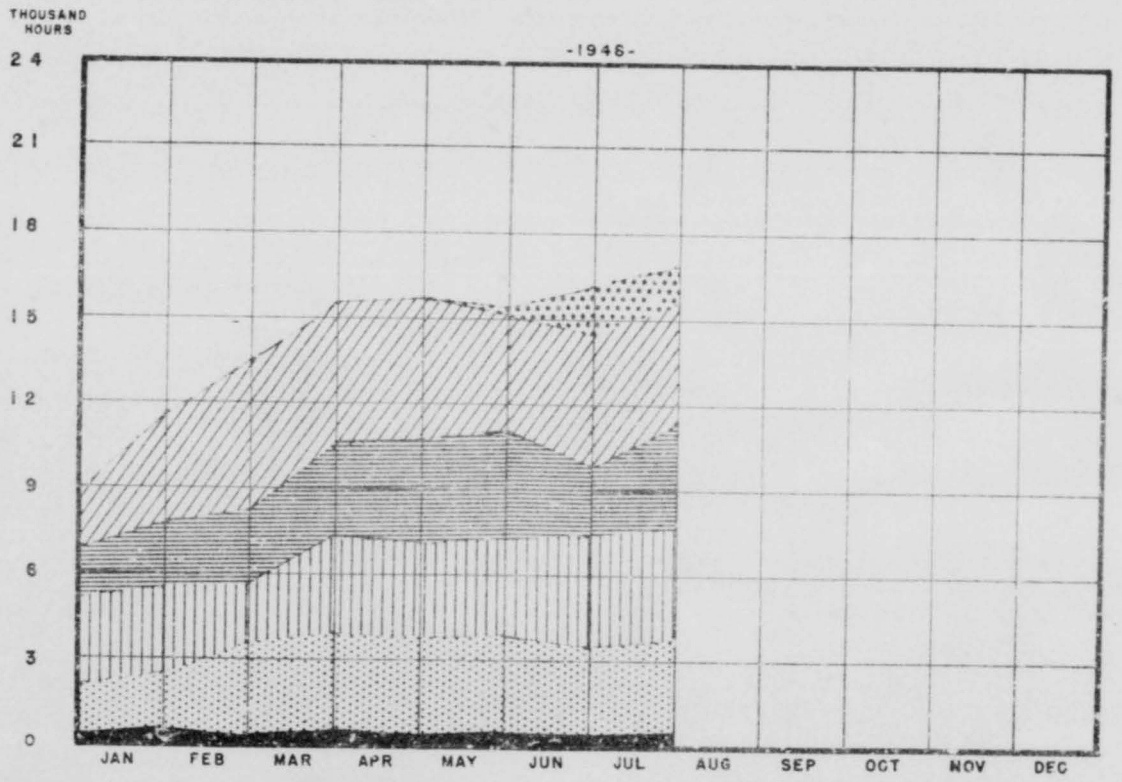
TOTAL 8TH AF AIRCRAFT HOURS FLOWN
BY MONTH 1947-1948





HQ. 8TH AF	422	414	604	475	588	583	595					
CARSWELL	2196	2949	3318	3315	3376	3041	3247					
DAVIS-MONTHAN	3185	2532	3423	3688	3417	4103	3924					
KEARNEY	2015	2390	3616	3281	3705	2293	3851					
WALKER	3930	5253	4527	4816	3980	4635	4094					
BIGGS *					169	1492	1123					
TOTAL 8TH AF	11749	13536	15491	15575	15235	16147	13834					

97TH BW
*ASGD 16 MAY '48

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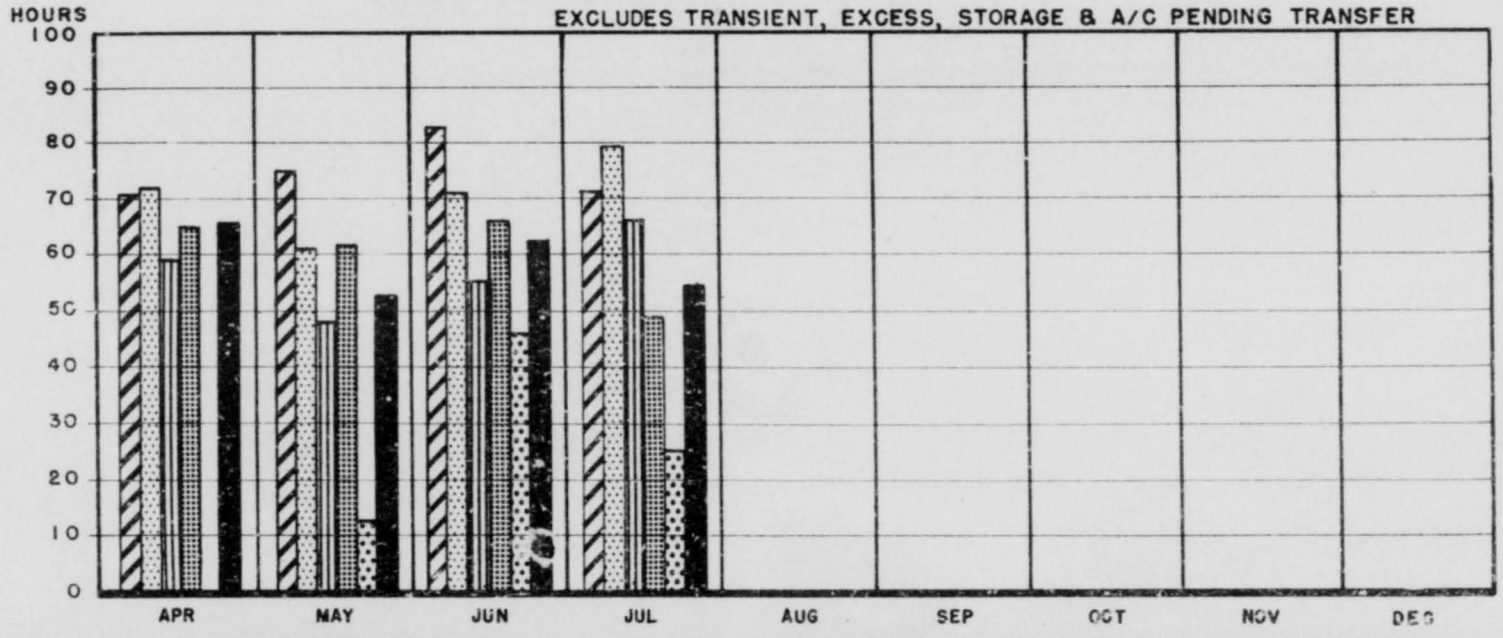
AVERAGE HOURS FLOWN PER B-29

BY: 8TH AF BOMB GROUPS



	AVE. NO. B-29'S ASGD.	AVE. HRS FLOWN PER B-29	AVE. NO B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO. B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO. B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO. B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO. B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO B-29'S ASGD	AVE. HRS FLOWN PER B-29
7TH B.G.	15.0	70.1	16.1	75.0	17.0	82.5	15.5	71.7										
43RD B.G.	23.7	*71.9	20.0	*61.9	20.0	*70.9	19.0	79.6*										
509 TH B.G.	30	58.9	29.2	47.6	30.0	55.5	31.1	66.4										
2ND B.G.	12.5	64.8	18.0	61.8	23.6	66.3	31.4	49.2										
97 TH B.G.			13.8	12.2	25.6	46.3	31.9	25.4										
TOTAL 8TH AF	81.3	65.6	97.1	52.7	116.1	62.3	128.8	54.7										

B-29 A/C FLOWN BY 39TH B.U. EXCLUDED FROM 7TH B.G. *INCL. 464 HRS APR. & 76 HRS MAY, 107 HRS JUN, 27 HRS JUL. FLOWN BY 2ND B G ON 43 BG A/C

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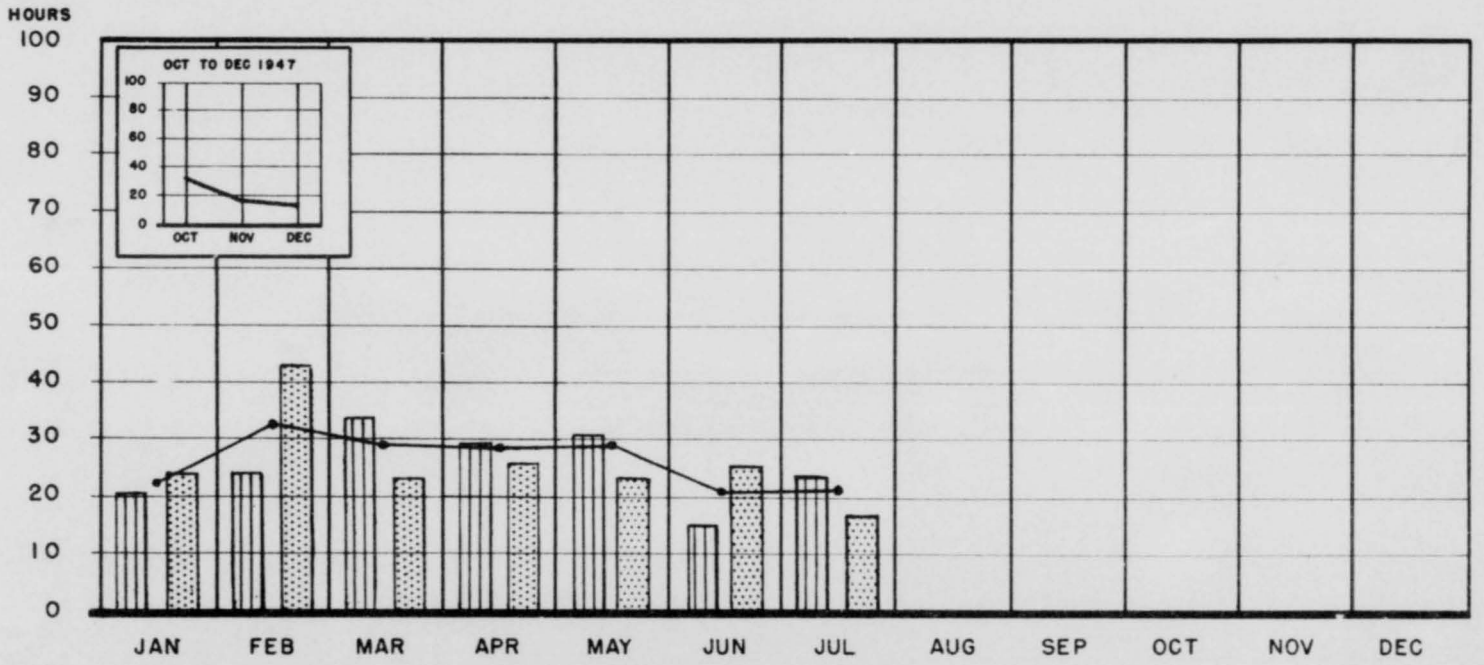
AVERAGE HOURS FLOWN PER AIRCRAFT

BY FIGHTER GROUP



FIGHTER GROUP	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
27TH FTR GP	79.4	20.8	77.9	24.2	84.1	33.7	68.4	28.9	86.7	31.2	90.6	15.8	134.3	22.9										
33RD FTR GP	70.8	24.1	69.9	43.4	68.3	23.1	86.9	26.4	69.7	23.9	81.2	25.7	69.3	17.7										
8TH AF TOTAL	150	22.4	148	33.3	152	28.9	155.3	27.5	156.4	27.9	171.7	20.5	203.6	21.1										

A—AVERAGE NO. AIRCRAFT ASSIGNED
B—AVERAGE HRS. FLOWN PER AIRCRAFT ASSIGNED

EXCLUDES TRANSIENT & EXCESS A/C

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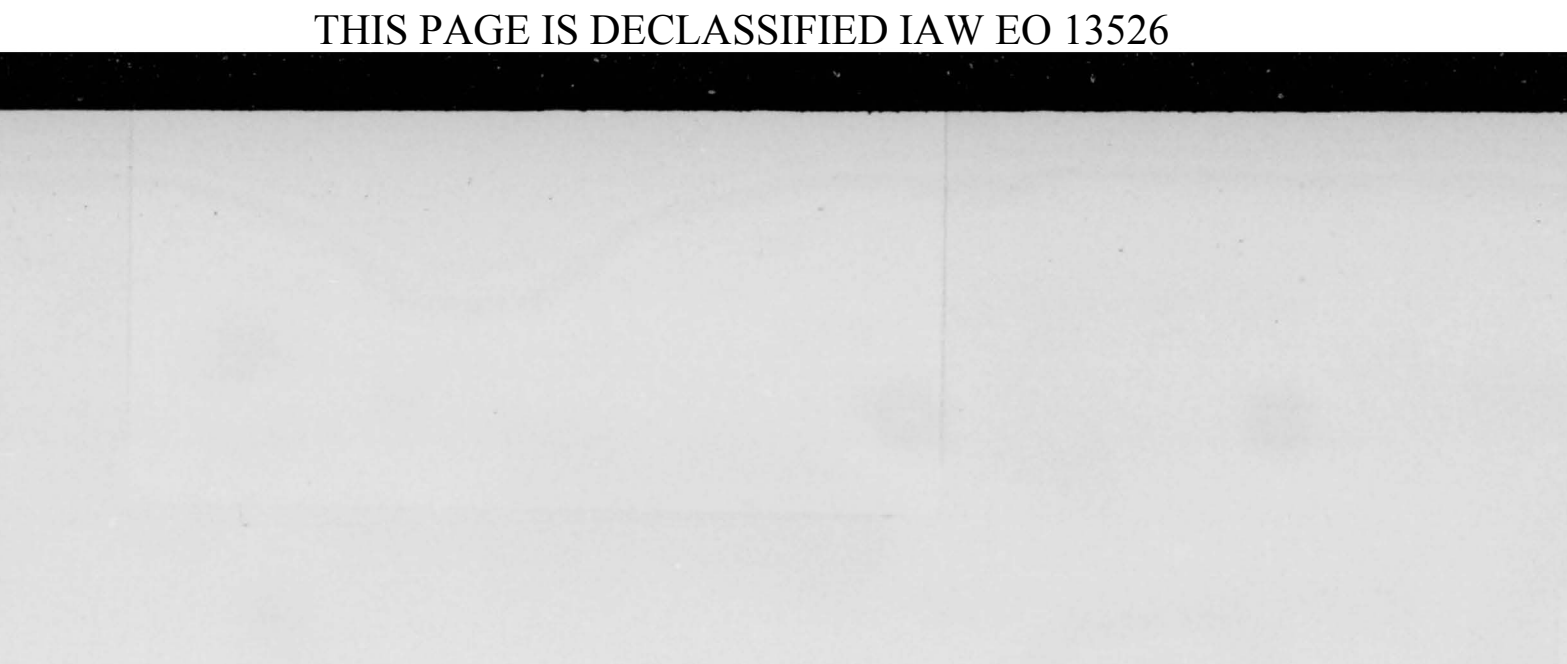
AVERAGE HOURS FLOWN PER AIRCRAFT

BY: MAINT. & SUPPLY GROUPS & 8TH AF BASE UNITS



	A	B	A	B	A	B	A	B	A	B	A	B	A	B
39TH BASE UNIT	9.8	59.9	10.8	55.2										
7TH MAINT. & SUP.	8.1	99.8	9.9	76.5										
43RD MAINT. & SUP.	9.1	118.9	9	92.8										
97TH A/D	5.0	62.0	5.6	55.3										
509TH MAINT. & SUP.	6.4	101.9	7	83.4										
27TH MAINT. & SUP.	9.9	66.4	9	75.6										
TOTAL 8TH AF	48.4	84.4	50.4	74.8										

A AVERAGE NO. AIRCRAFT ASGD.

B AVERAGE HOURS PER AIRCRAFT ASGD.

Note: Excludes Transient, Excess, Storage & Aircraft Pending Transfer.

39th BU includes B[illegible] A/C assd to 7th BG, but flown by 39th BU

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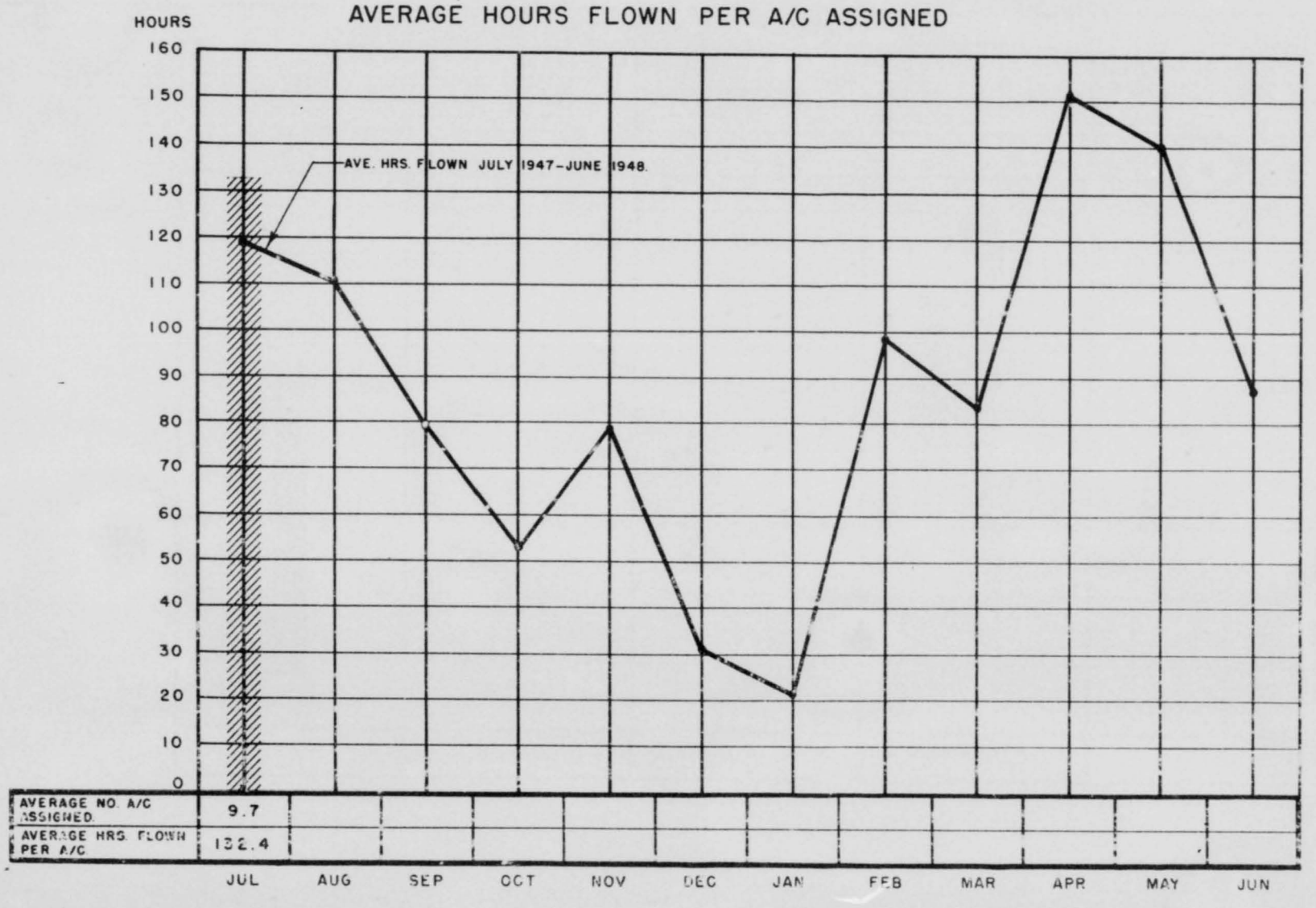
1ST STRATEGIC SUPPORT UNIT

AVERAGE HOURS FLOWN PER A/C ASSIGNED



AVERAGE NO. A/C ASSIGNED	9.7
AVERAGE HRS. FLOWN PER A/C	132.4

NOTE: EXCLUDES TRANSIENT & EXCESS A/C

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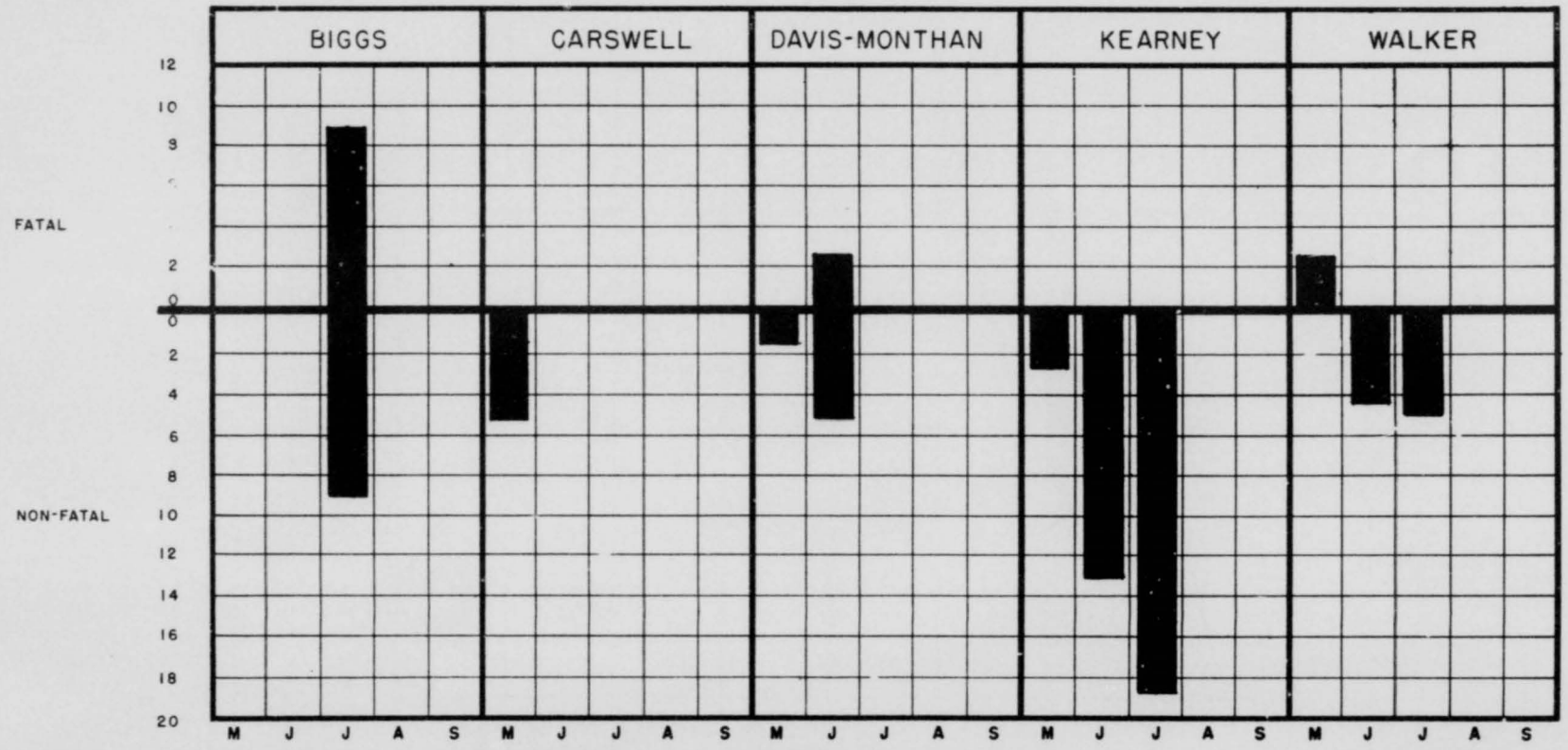
AIRCRAFT ACCIDENTS

RATE PER 10,000 HOURS FLOWN



	BIGGS					CARSWELL					DAVIS-MONTHAN					KEARNEY					WALKER				
HOURS FLOWN	169	1492	1123			3964	3624	3842			5819	4103	3924			3705	2293	3851			3980	4635	4094		
TYPE ACCIDENT	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.
FATAL	0	0	1			0	0	0			0	0	1			0	0	0			1	0	0		
NON-FATAL	0	0	1			2	0	0			1	0	2			1	3	7			0	2	2		
TOTAL	0	0	2			2	0	0			1	0	3			1	3	7			1	2	2		

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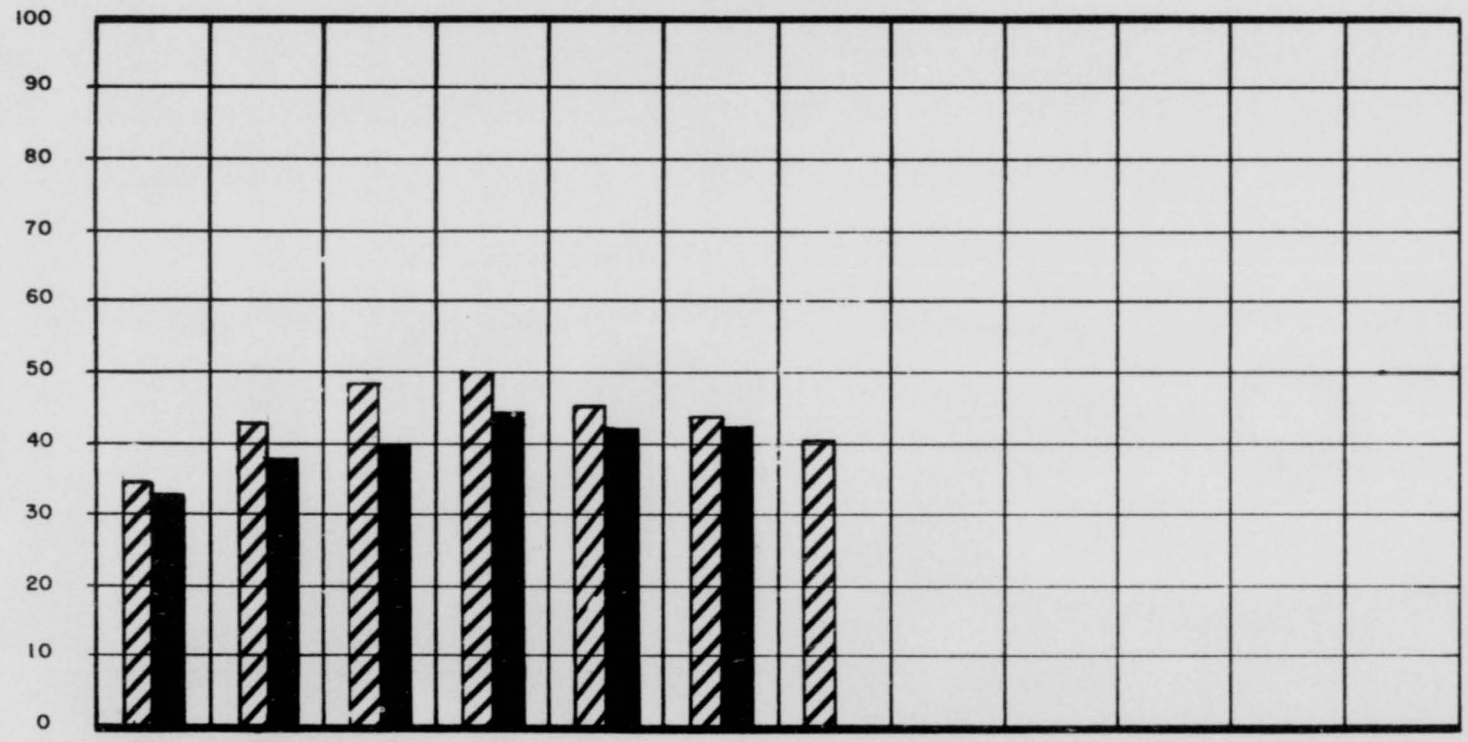
AVERAGE HOURS FLOWN PER AIRCRAFT ASGD.
8TH AIR FORCE VS SAC



	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC	
	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC
AVE. NO A/C ASGD.	334	877	311.2	899	320	908	311	901	333	866	368	946	417											
A/E. HRS. FLWN. PER A/C	35.2	33.2	43.3	37.4	48.5	40.0	50.0	44.5	45.7	42.2	43.9	42.6	40.3											

8TH AF
SAC

NOTE: EXCLUDES STORAGE, EXCESS, GROUNDED PENDING TRANSFER & TRANSIENT ACFT.

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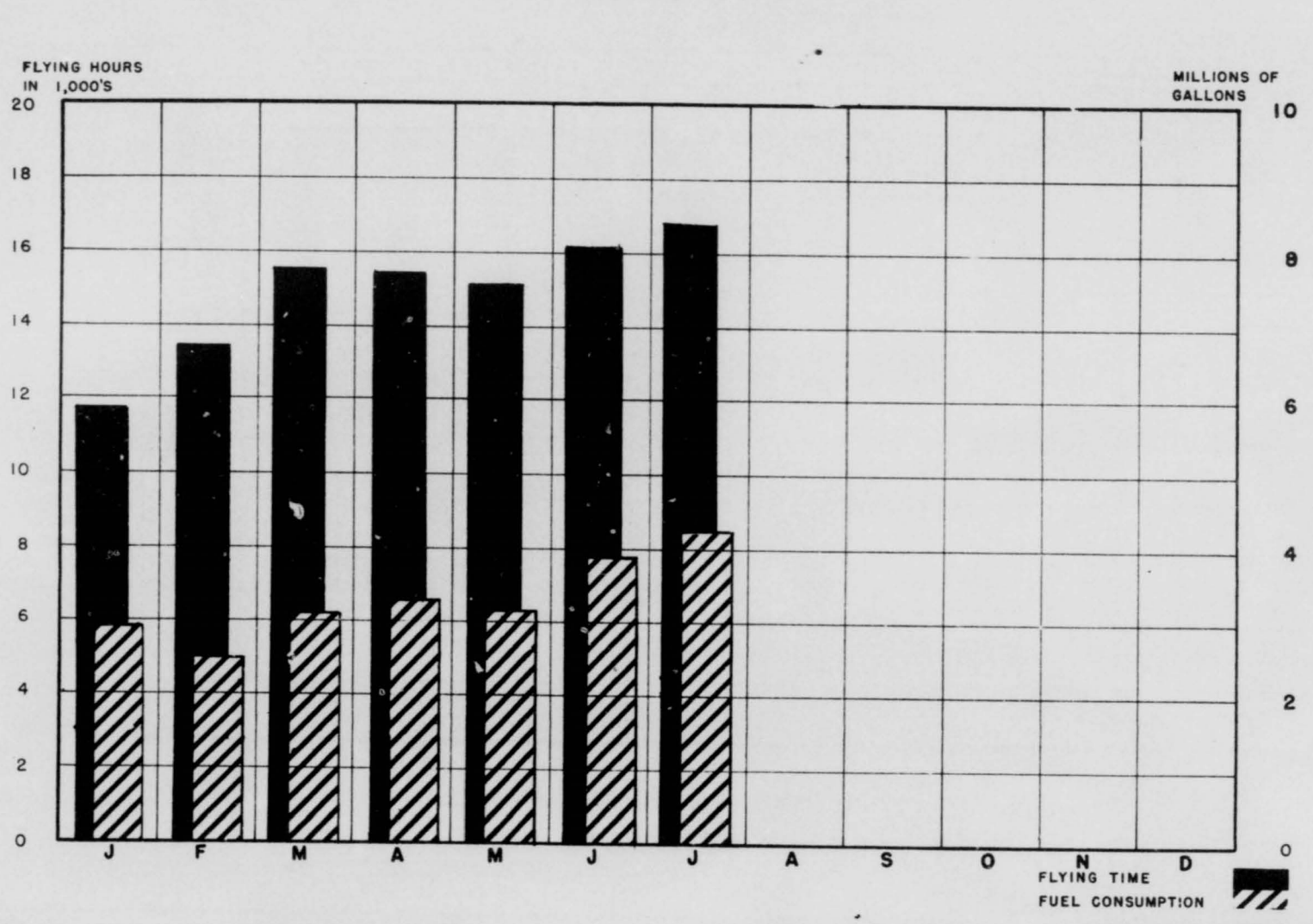
TOTAL 8TH AF FLYING TIME & AVIATION FUEL CONSUMPTION

MONTHLY 1948



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AIRCRAFT AND
MAINTENANCE

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AIRCRAFT INVENTORY

BY STATION & UNIT

31 JULY 1948

STATION & UNIT	GRAND TOTAL	BOMBER						FIGHTER						RCN & LIAISON					CARGO						TRAINER		
		B-50 B-36	B-29 TB-29 KB-29	B-25 TB-25 VB-25	A-26 TA-26	OTHER	COMD TOTAL	F-51	F 80	F-82	F-84	OTHER	COMD TOTAL	RC-45	L-13		OTHER	TOTAL	C-45	C-47	C-54		OTHER	TOTAL	T-6 L-13	OTHER	TOTAL
EIGHTH AIR FORCE																											
BIGGS	31						30																	1			
97TH BOMB GP VH	26		26				26																				
97TH A/D GP	5			4			4													1				1			
CARSWELL	53						32						2					1						18			
7 BOMB GP VH	22	7	15				22										•										
7 M/S GP	12			3	1		4	2					2	1				1		5				5			
1 STRATEGIC SUP. U.	9																				9			9			
39 BASE UNIT	10			5	1		6													4				4			
DAV-MONTHAN	60						52																	7			1
2 BOMB GP VH	30		30				30																				
43 BOMB GP VH	20	1	19				20																				
43 M/S GP	10			2			2													7				7	1		1
KEARNEY	178												160					2						4			12
27 FTR GP	165							87		69			156												9		9
27 M/S GP	13							1		3			4	2				2	1	3				4	3		3
WALKER	130						35						82											5			8
509 BOMB GP VH	32		32				32																				
509 M/S GP	15			3			3				7		7							5				5			
33 FTR GP	83							5			70		75												8		8
33 M/S GP																											
TOTAL ALL STATIONS	452	8	122	17	2		149	95		72	77		244	3				3	1	25	9			35	21		21

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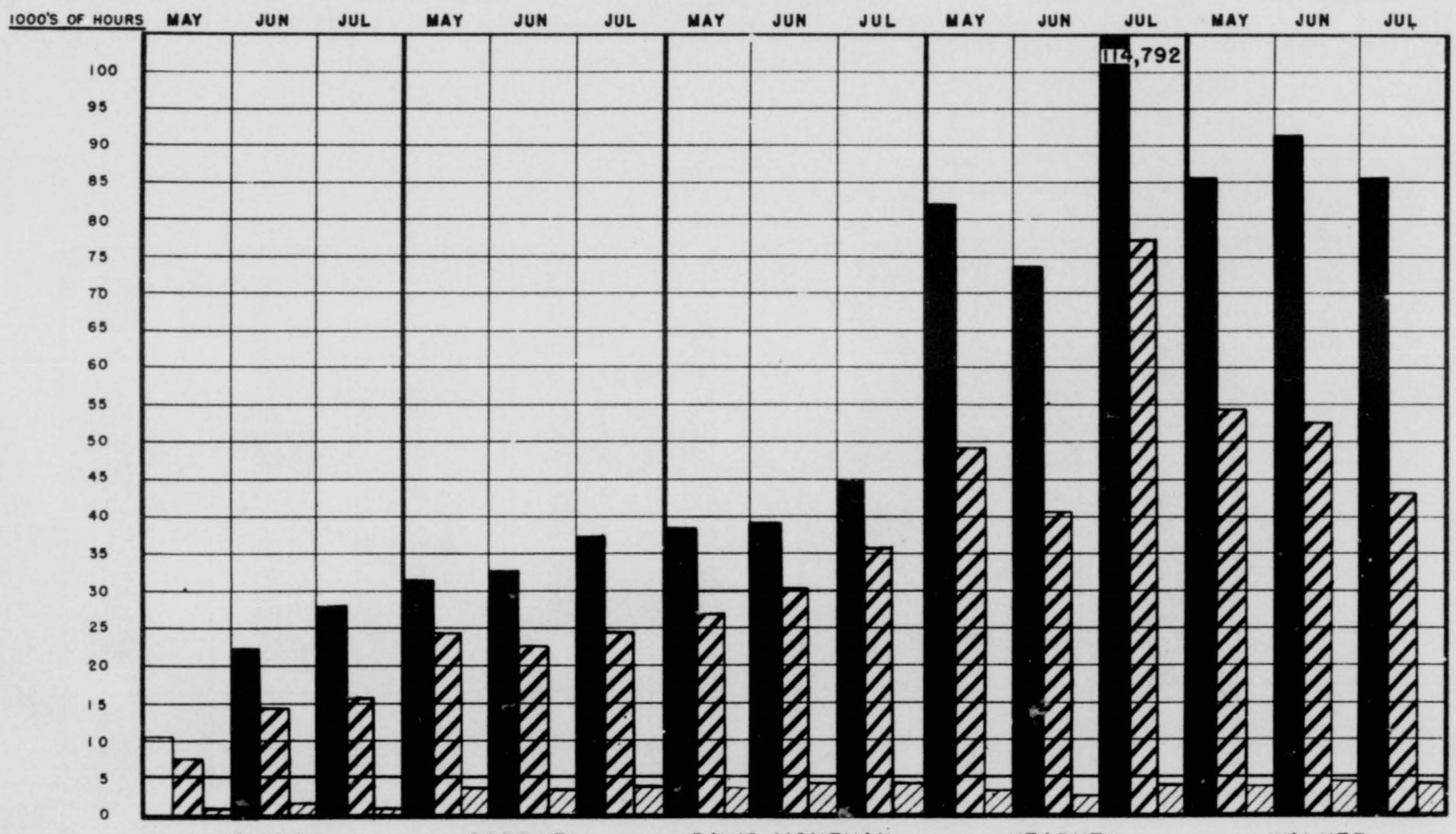
NUMBER OF HOURS ON HAND, IN COMMISSION & FLYING TIME



	BIGGS *			CARSWELL			DAVIS-MONTHAN			KEARNEY			WALKER		
	MAY	JUN	JUL	MAY	JUN	JUL	MAY	JUN	JUL	MAY	JUN	JUL	MAY	JUN	JUL
ON HAND	10296	22230	27912	31972	32838	37434	38088	39424	44956	82176	73968	114,792	85427	91435	85366
IN COMM.	7443	14654	15899	23950	22712	24761	27410	30035	35781	49176	40554	77237	54489	52490	43165
FLY TIME	169	1492	1123	3964	3624	3842	3417	4103	3924	3705	2293	3851	3980	4635	4094

NOTE: EXCLUDES TRANSIENT, EXCESS, STORAGE & A/C GROUNDED PENDING TRANSFER.

* 97 TH BOMB GP

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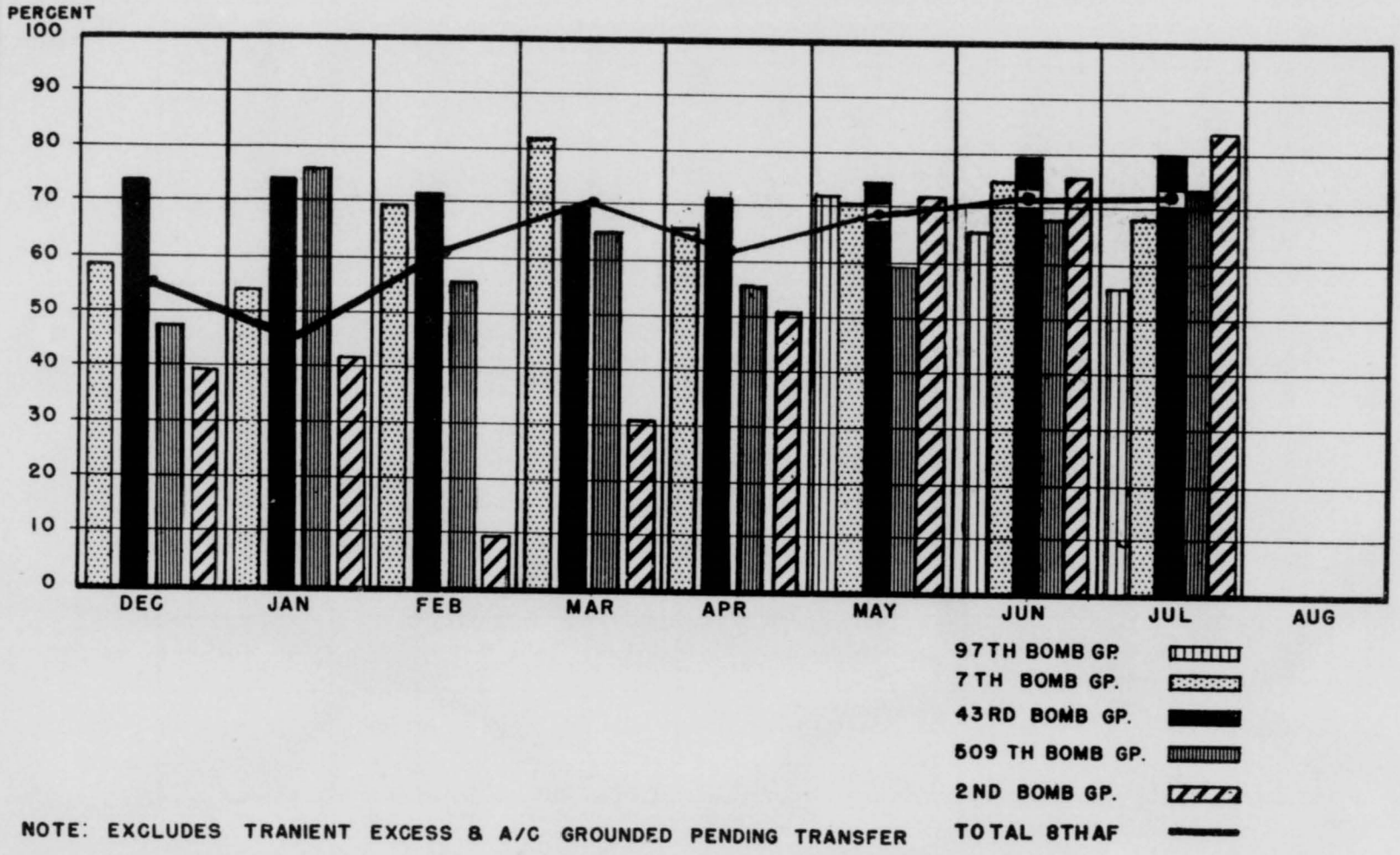
PERCENT B-29 IN COMMISSION TIME



NOTE: EXCLUDES TRANIENT EXCESS & A/C GROUNDED PENDING TRANSFER

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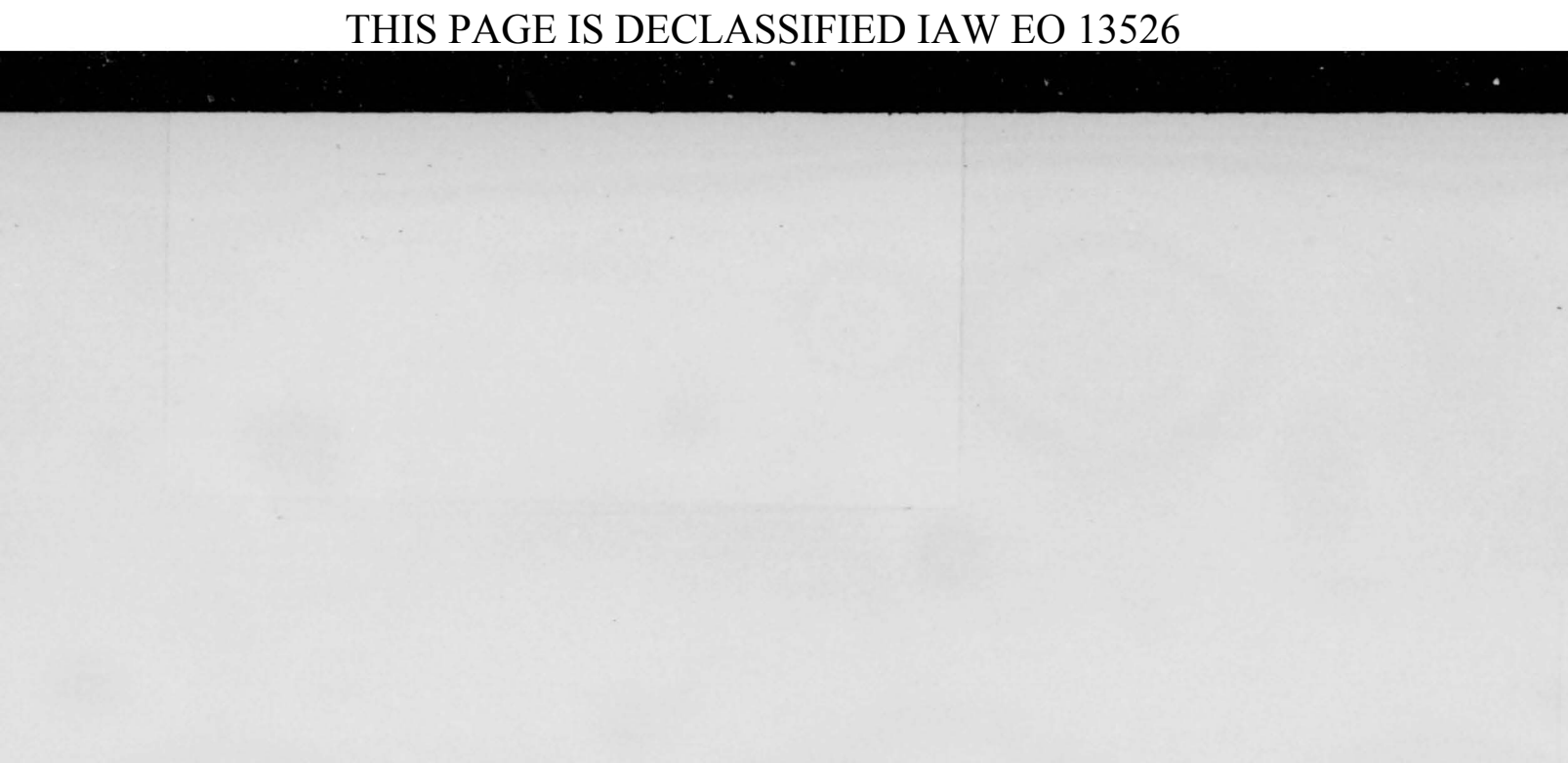
B-29 AIRCRAFT OUT OF COMMISSION BY CAUSE



HOURS OUT FOR	7TH BOMB GP.				43RD BOMB GP.				509TH BOMB GP.				2ND BOMB GP.				97TH BOMB GP.			
MAINTENANCE	3239	3018	3381		3741	2998	2722		5840	6300	5581		3705	4096	3696		2421	4968	4761	
PARTS	318	256	537		56	0	0		2497	803	149		0	0	0		432	1404	5676	
TECH ORDERS	0	0	0		0	0	0		0	0	0		0	0	144		0	0	0	
OTHER	0	0	0		0	0	0		645	0	347		0	0	0		0	0	0	
TOTAL HOURS OUT OF COMM	3557	3274	3918		3797	2998	2722		8982	7103	6077		3705	4096	3840		2853	6372	10437	

NOTE: 97 TH BW ASGD. 16 MAY '48

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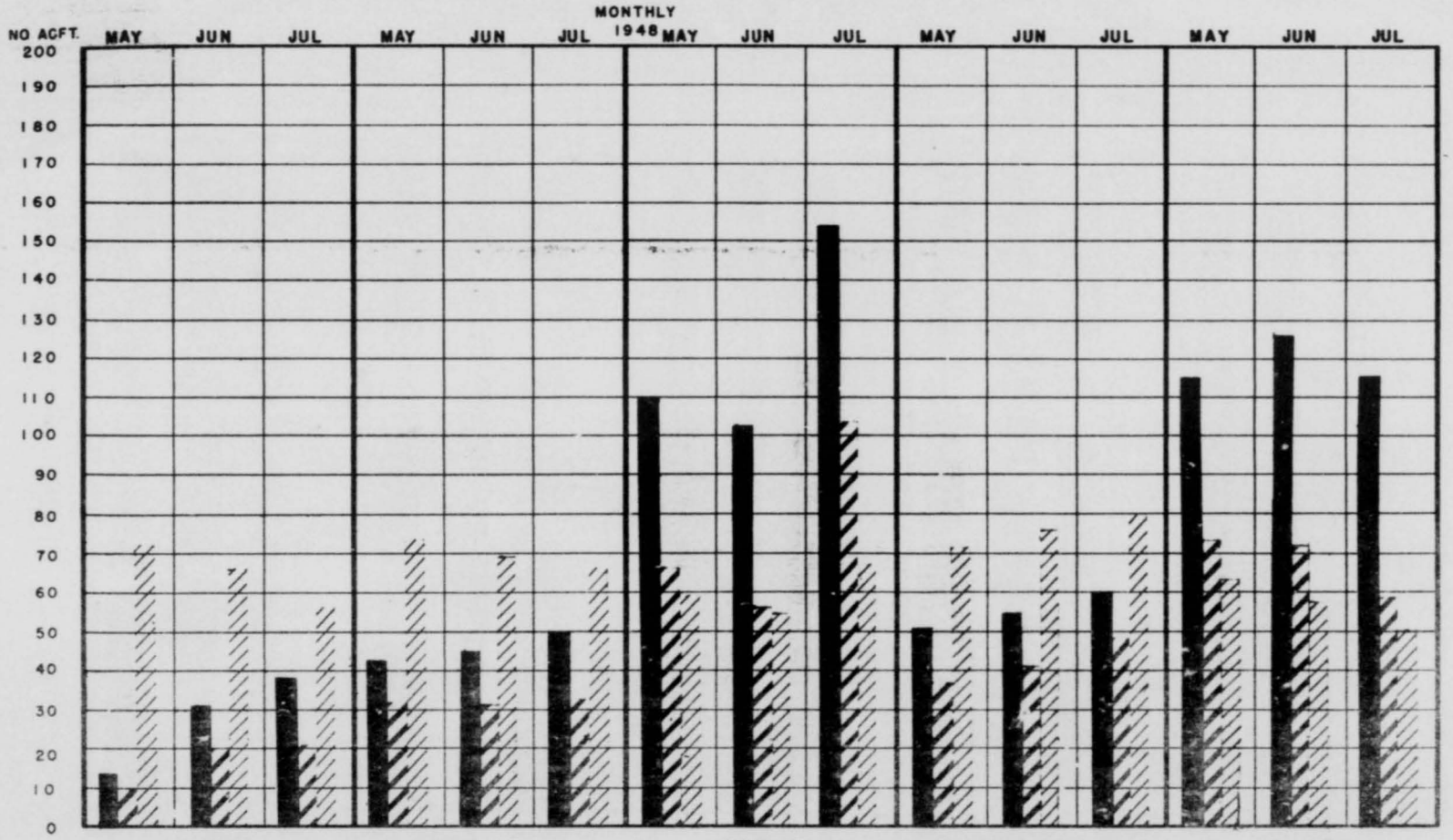
AVERAGE NUMBER AIRCRAFT ON HAND & IN COMMISSION
EIGHTH AIR FORCE BY BASE



	BIGGS			CARSWELL			KEARNEY			DAVIS-MONTHAN			WALKER		
AVE NO ON HAND	14.0	31	38	43	45	50	110	102	154	51	54	60	115	126	115
AVE NO IN COMM	10.0	20.	21	32	31.	33	66	56.	104	37	41.	48	73	72.	58
% IN COMM	72.3	65.9	56.6	74.9	69.2	66.1	59.8	54.8	67.3	71.9	76.2	79.6	63.8	57.4	50.6

NOTE EXCLUDES TRANSIENT, EXCESS, STORAGE & A/C GROUNDED PENDING TRANSFER. BIGGS INCLUDES 97TH BW ONLY.

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AIR BASE DATA

AVAILABLE HOUSING & RUNWAYS

As of 15 June 1948

STATION	RANK	HOUSING AVAILABLE: NORMAL CAPACITY AVAILABLE	BEDS OCCUPIED & Reserved	NO. OF SEPARATE RATIONS	SPACE USED FOR OTHER PURPOSES	FAMILY QUARTERS OCCUPIED (Incl. Temporary)	RUNWAYS: NO.	LONGEST (FT.)	ELEVATION (FT.)
WALKER	OFFICERS	175	36	341		97			
	NURSES	31	4	1					
	E.M. WHITE	3019	2460	1231	671	166	7	8500	3645
	E.M. COLORED	405	350	37					
	TOTAL	3630	2850	1610	671	263			
DAVIS-MONTHAN	OFFICERS	458	278	516		63			
	NURSES	35	35	0					
	E.M. WHITE	4328	2855	1461	**1564	151	5	8000	2692
	E.M. COLORED	393	126	49					
	TOTAL	5214	3294	2026	**1564	214			
CARSWELL	OFFICERS	208	150	512		49			
	NURSES	24	8						
	E.M. WHITE	2028	3000	2028	572	172	5	8200	631
	E.M. COLORED	220	331	135		40			
	TOTAL	2480	3489	2675	572	261			
KEARNEY	OFFICERS	72	30	164		48			
	NURSES	12	5	0					
	E.M. WHITE	1886	1451	505	513	162	3	7290	2140
	E.M. COLORED	0	0	0					
	TOTAL	1970	1486	669	513	210			
CLOVIS	OFFICERS	312	0	0	0	0			
	NURSES	22	0	0	0	0			
	E.M. WHITE	2491	0	0	0	1	4	10000	4298
	E.M. COLORED	243	0	0	0	0			
	TOTAL	3068	0	0	0	1			

REMARKS: *Figures include Rincon Vista Housing Area, Sahurita Bombing Range, Palo Alto Bombing Range, Wilcox Bombing Range
**Capacity for troops being used for emergency housing and storage.

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Commanding General 8AF	1
Chief of Staff	1
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Kearney Air Force Base, Kearney, Nebraska	12
Walker Air Force Base, Roswell, New Mexico	12
97th Bomb Wing(VH), Biggs AFB, El Paso, Texas	10
Clovis Air Force Base, Clovis, New Mexico	2
Campbell Air Force Base, Camp Campbell, Kentucky	2
Camp Hood Airstrip, Killeen, Texas	2
Reserve	6

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1 Sept. 48

#51

Command

PREPARED BY STATISTICAL CONTROL OFFICE
HQ EIGHTH AIR FORCE

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RESTRICTED

EIGHTH AIR FORCE

1. Purpose. The mission of the Eighth Air Force as stated in letter, Hq SAC 322, subject: "Mission of the Eighth Air Force", dated 10 January 1947.

2. General. The Commanding General, Eighth Air Force, will be responsible for exercising command jurisdiction over and operating the Eighth Air Force in accordance with policies established by the Commanding General, SAC.

3. Mission. The Eighth Air Force will:

a. Command and administer such units and installations as may be assigned thereto, including the administration of military justice to all personnel subject to military law.

b. Man, train and equip, in accordance with priorities established by Headquarters, Strategic Air Command, such tactical units and their associated services as are designated; maintain these units in a state of training and indoctrination with the latest available equipment necessary to permit immediate long range offensive bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort operations in any part of the world, either independently, or in cooperation with land and naval forces.

c. Train units, crews, and individuals for maintenance of the combat efficiency of strategic combat units assigned to separate theater commands to include long range bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort, based upon requirements furnished by the Commanding General.

d. Conduct such Universal Military Training as may be directed by the Commanding General, Strategic Air Command.

e. Support the Air Reserve and National Guard programs in accordance with instructions issued by this headquarters.

f. Perform such special missions and assignments as the Commanding General, Strategic Air Command may direct.

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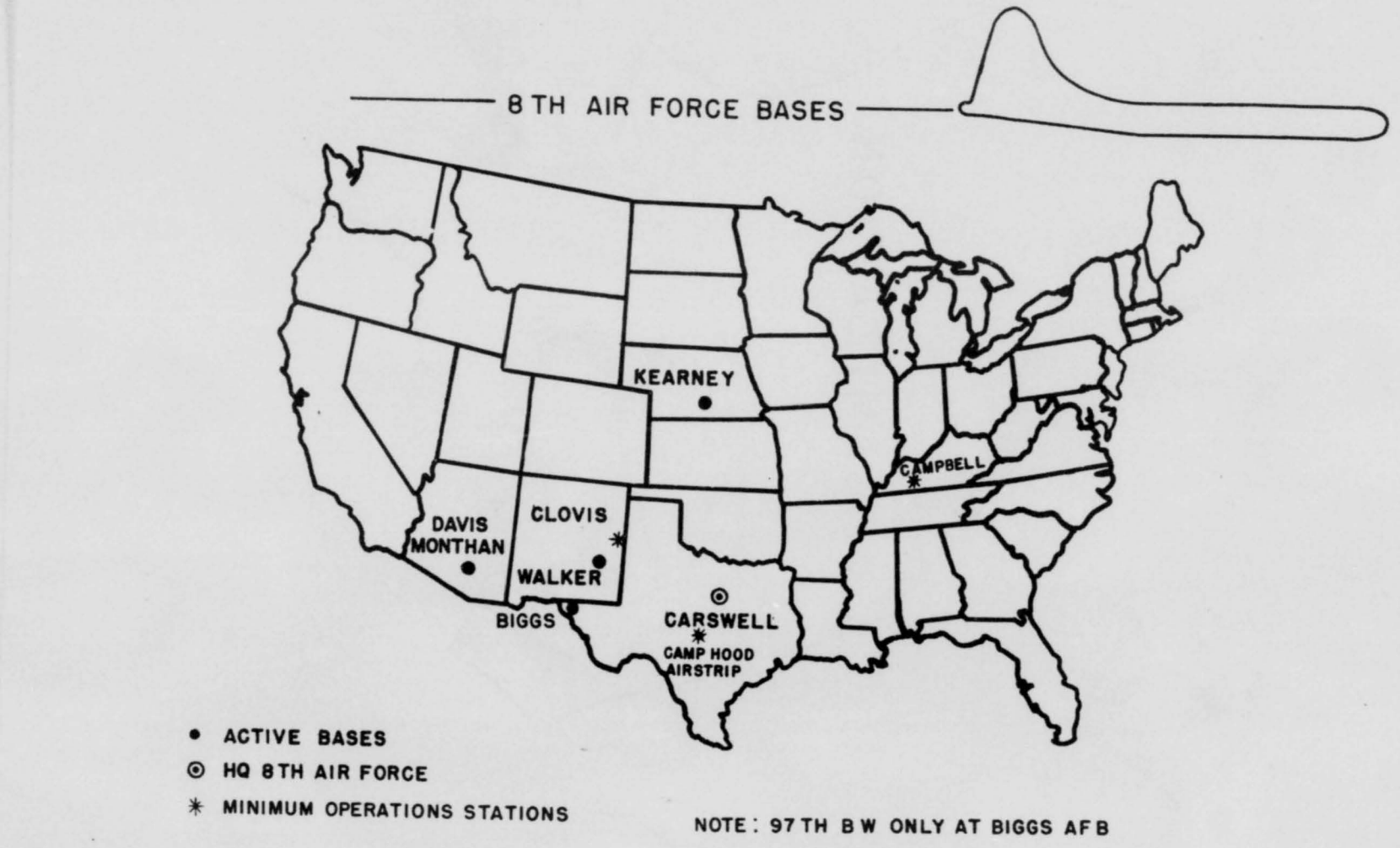

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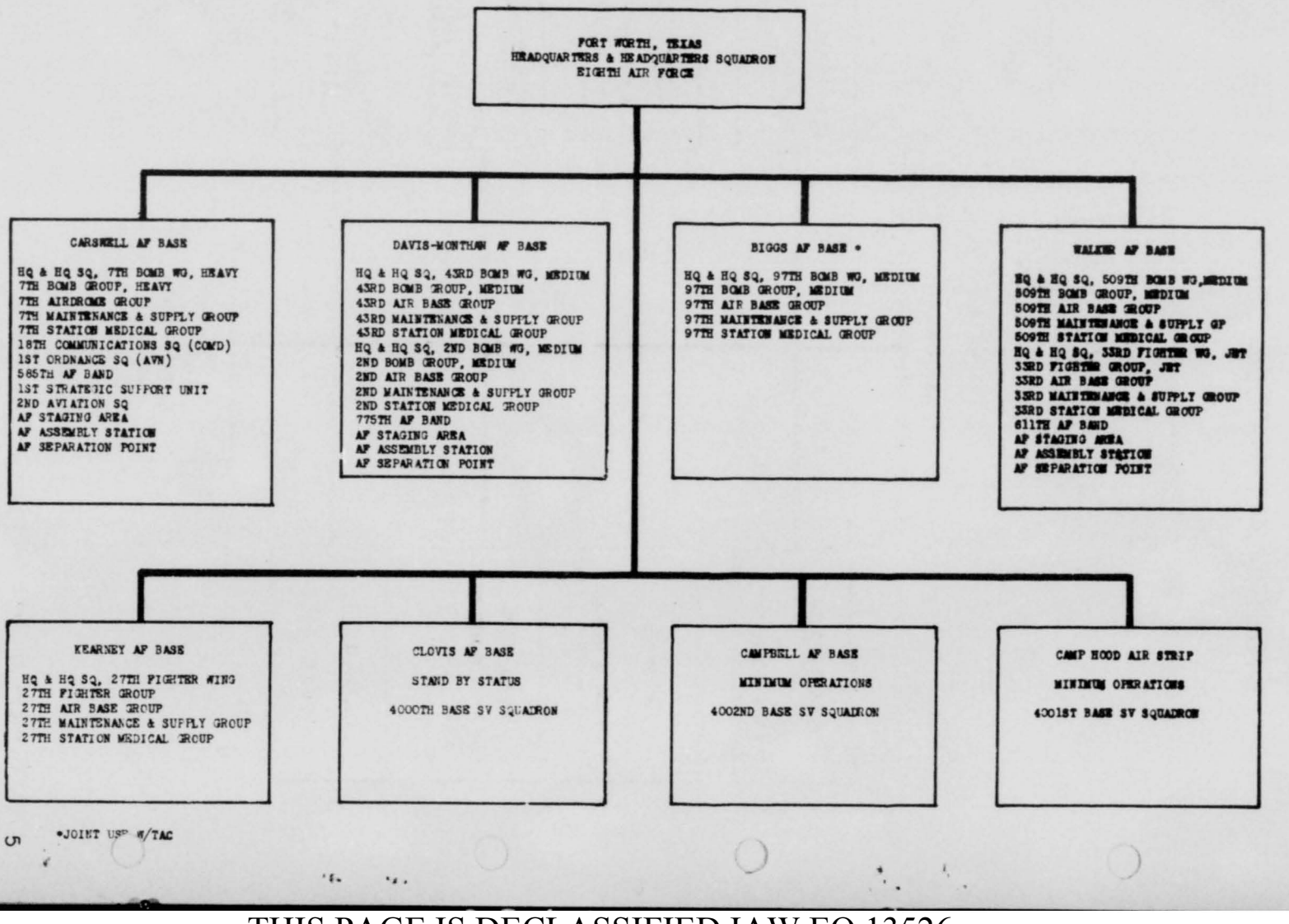

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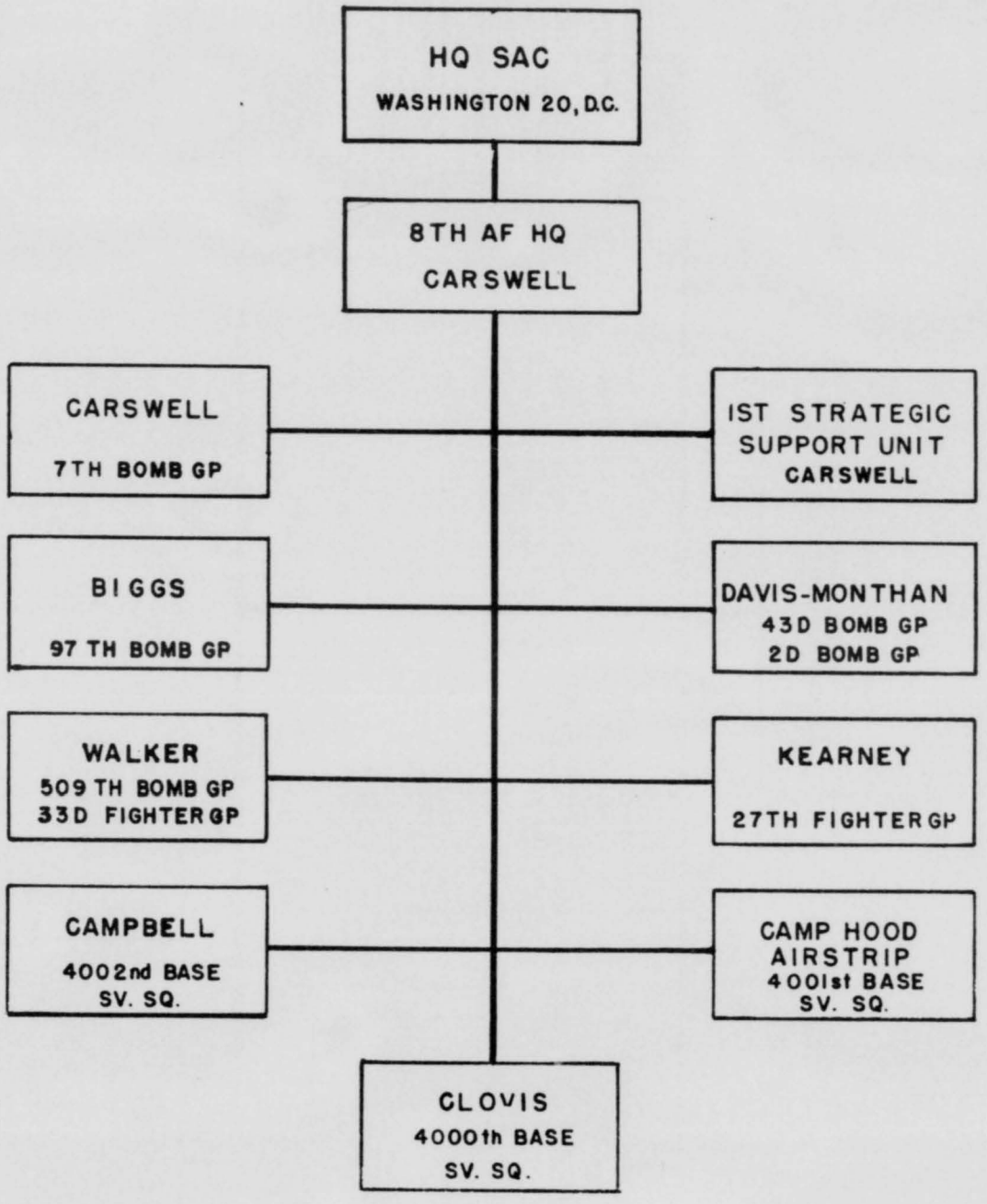
EIGHTH AIR FORCE ORGANIZATION

1 August 1948



NOTE: Biggs AF Base Joint Use W/ TAC

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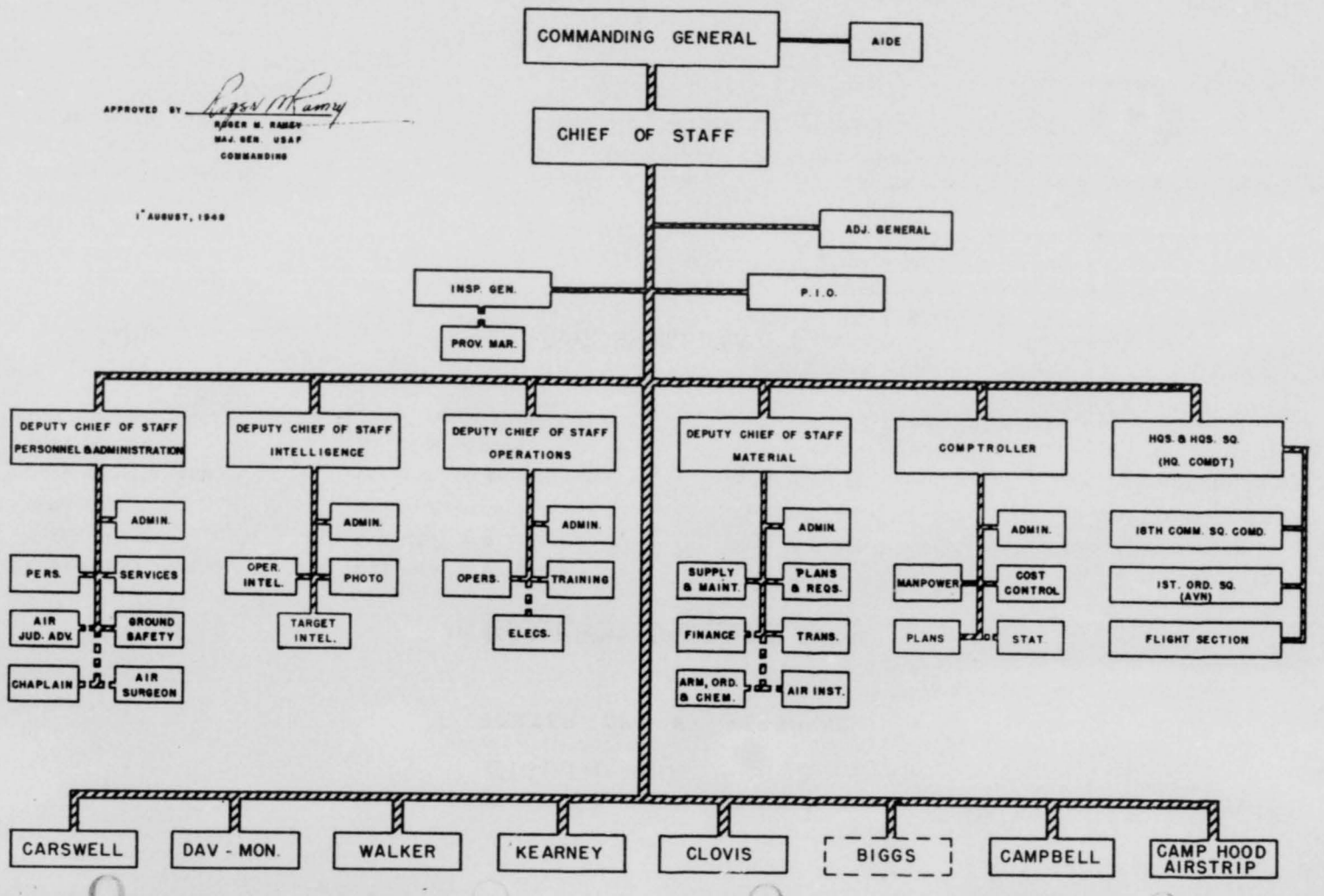
8TH AIR FORCE HEADQUARTERS ORGANIZATION CHART

APPROVED BY Roger M. Ramey
ROGER M. RAMEY
MAJ. GEN. USAF
COMMANDING

1 AUGUST, 1948



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EIGHTH AIR FORCE

ROSTER OF KEY PERSONNEL

HEADQUARTERS EIGHTH AIR FORCE

COMMANDING GENERAL	- MAJ. GEN. R. M. RAMEY	DC/S OPERS.	- COL. W. H. BLANCHARD
CHIEF OF STAFF	- BRIG. GEN. R. W. BURNS	DC/S MATERIEL	- COL. F. G. JAMISON
INSP. GEN.	- COL. W. B. OFFUTT	COMPTROLLER	- LT. COL. J. A. ROBERTS JR.
DC/S PERS. & ADM.	- COL. P. D. GLASSFORD JR.	CO HQ & HQ SQ.	- MAJ. T. J. HERRON
DC/S INTELL.	- MAJ. E. M. KIRTON		

WING	WING COMMANDER	STATION
		ACTIVE
2ND BOMB WING (VH)	COL. W.E. EUBANKS	DAVIS-MONTHAN AIR FORCE BASE, TUSCON, ARIZ.
7TH BOMB WING (VH)	COL. A.D. CLARK	CARSWELL AIR FORCE BASE, FT. WORTH, TEXAS
43RD BOMB WING (VH)	COL. J.C. SELSER JR.	DAVIS-MONTHAN AIR FORCE BASE, TUSCON, ARIZ.
97TH BOMB WING (VH)	COL. G.L. ROBINSON	BIGGS AIR FORCE BASE, EL PASO, TEXAS
509 TH BOMB WING (VH)	COL. J.D. RYAN	WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO
27 TH FIGHTER WING	COL A.B. PACKARD	KEARNEY AIR FORCE BASE, KEARNEY, NEBRASKA
33 RD FIGHTER WING	COL. G.G. ATKINSON	WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO
	STATION COMMANDER	STANDBY
4000TH BASE SV. SQ.	MAJ. W. M. THOMPSON	CLOVIS AIR FORCE BASE, CLOVIS, NEW MEXICO
		MINIMUM OPERATIONS
4001 ST BASE SV. SQ.	MAJ A D. LUCAS	CAMP HOOD AIRSTRIP, KILLEEN, TEXAS
4002 D BASE SV SQ.	MAJ. C.C. WOOLWINE	CAMPBELL AIR FORCE BASE, CAMP CAMPBELL, KY.

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Section 2

PERSONNEL

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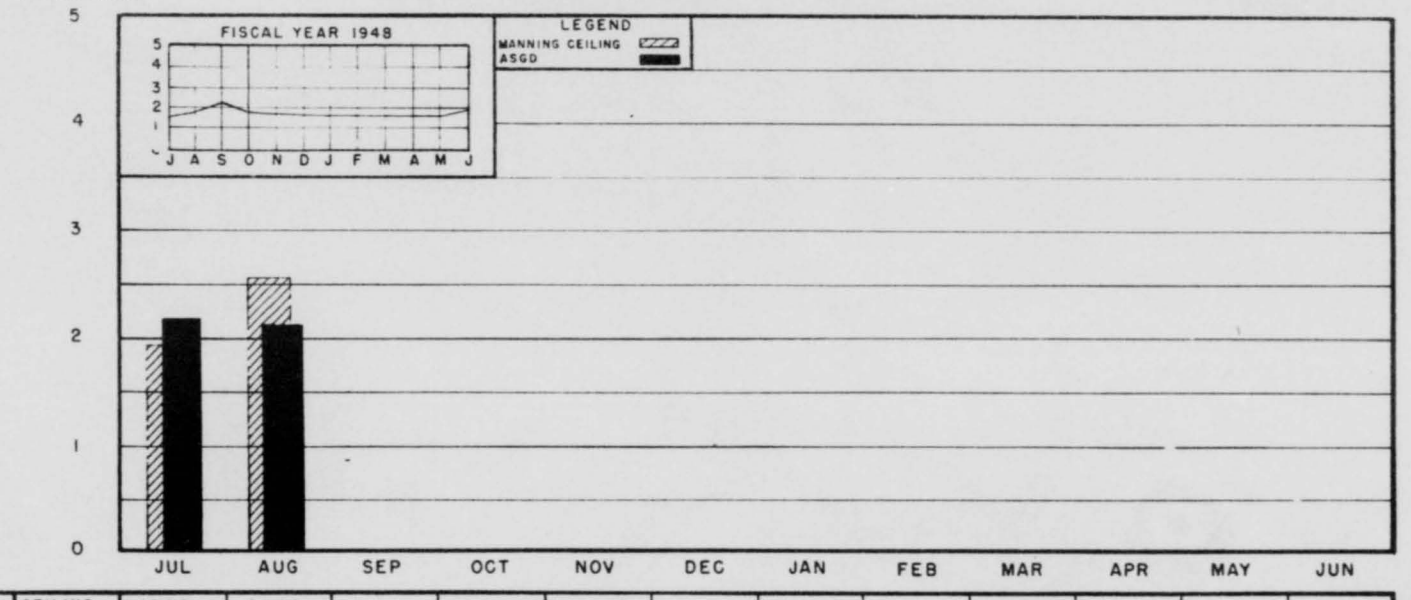
TOTAL 8 AF OFFICER PERSONNEL

MANNING CEILING AND ASSIGNED STRENGTH
AS OF END OF MONTH, FISCAL YEAR 1949



TOTAL 8 AF	CEILING	1966	2593										
	ASGD	2194	2150										
HQ 8 & HQ SQ 8 AF	CEILING	90	90										
	ASGD	82	79										
HQ 8AF STATIONS	CEILING	40	42										
	ASGD	39	36										
BIGGS	CEILING	176	244										
	ASGD	252	243										
CARSWELL	CEILING	383	378										
	ASGD	443	435										
DAVIS-MONTHAN	CEILING	594	842										
	ASGD	655	660										
KEARNEY	CEILING	225	221										
	ASGD	226	214										
WALKER	CEILING	458	776										
	ASGD	497	483										

Note:
Hq 8AF Stations include 18th Comm Sq (Comd), 1st Ord Sq(Avn), 4000th, 4001st, 4002nd BS Sq.

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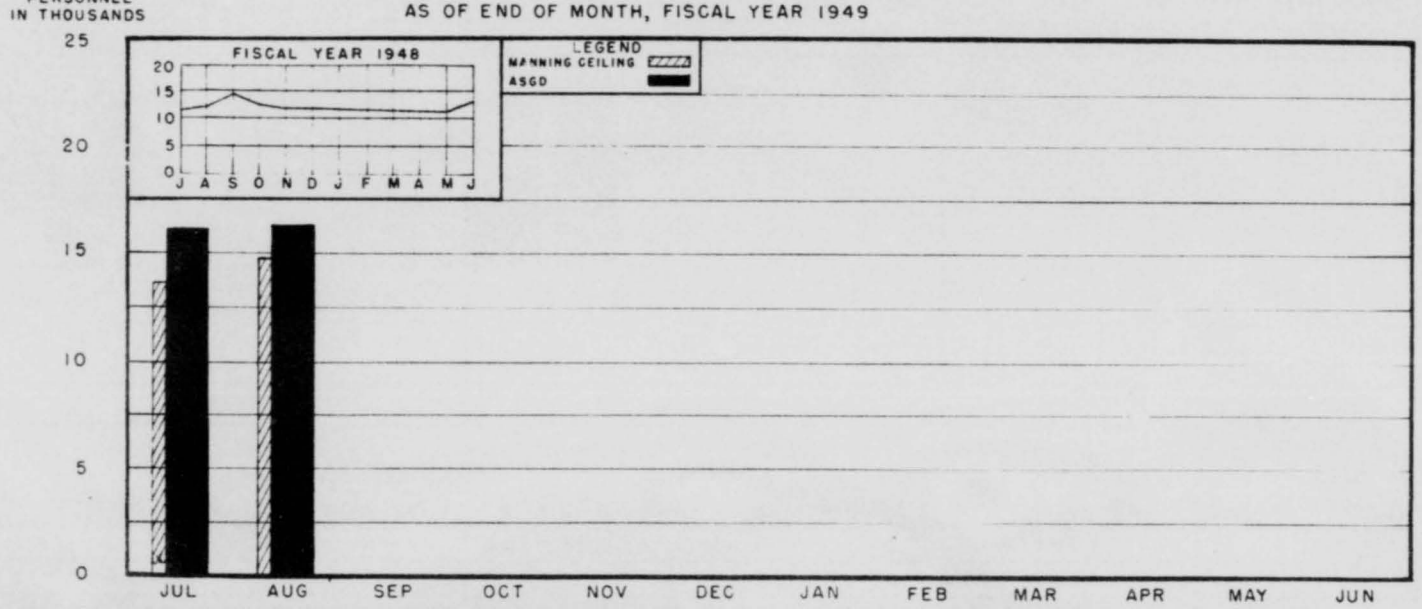
TOTAL 8 AF ENLISTED PERSONNEL

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 8 AF	CEILING	13603	14852										
	ASGD	16110	16155										
HQ 8 HQ SQ 8 AF	CEILING	250	250										
	ASGD	249	249										
HQ 8 AF STATIONS	CEILING	391	391										
	ASGD	317	316										
BIGGS	CEILING	1185	1553										
	ASGD	1585	1808										
CARSWELL	CEILING	2972	2651										
	ASGD	4325	4249										
DAVIS-MONTHAN	CEILING	3811	4512										
	ASGD	4119	4156										
KEARNEY	CEILING	1573	1400										
	ASGD	1544	1424										
WALKER	CEILING	3421	4095										
	ASGD	3971	3953										

Note:
= Hq 8AF Stations include 18th Comm Sq(Comd), 1st Ord Sq(Av[illegible] 4000th, 4001st, 4002nd BS Sq.

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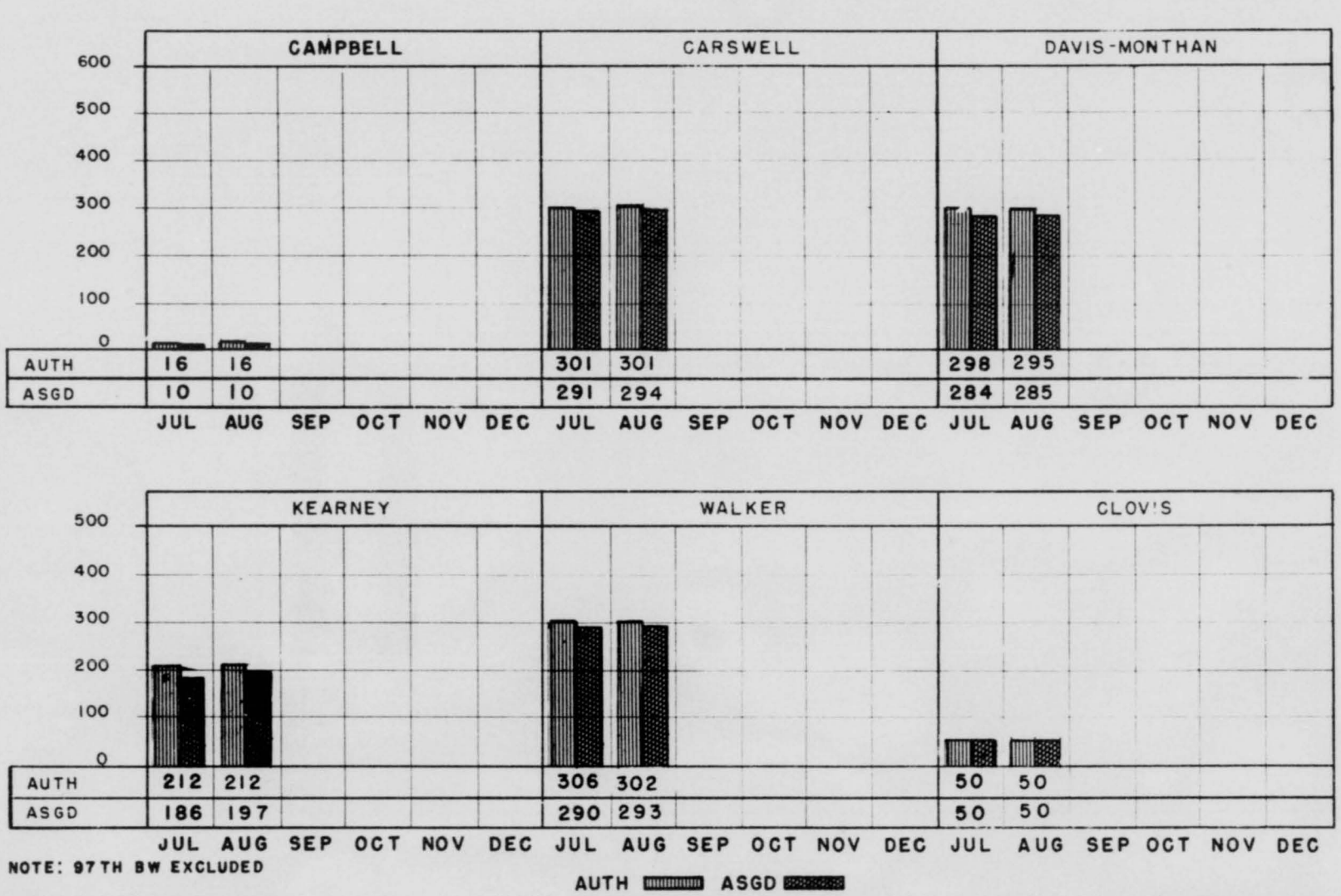
CIVILIAN PERSONNEL – AUTHORIZED & ASSIGNED



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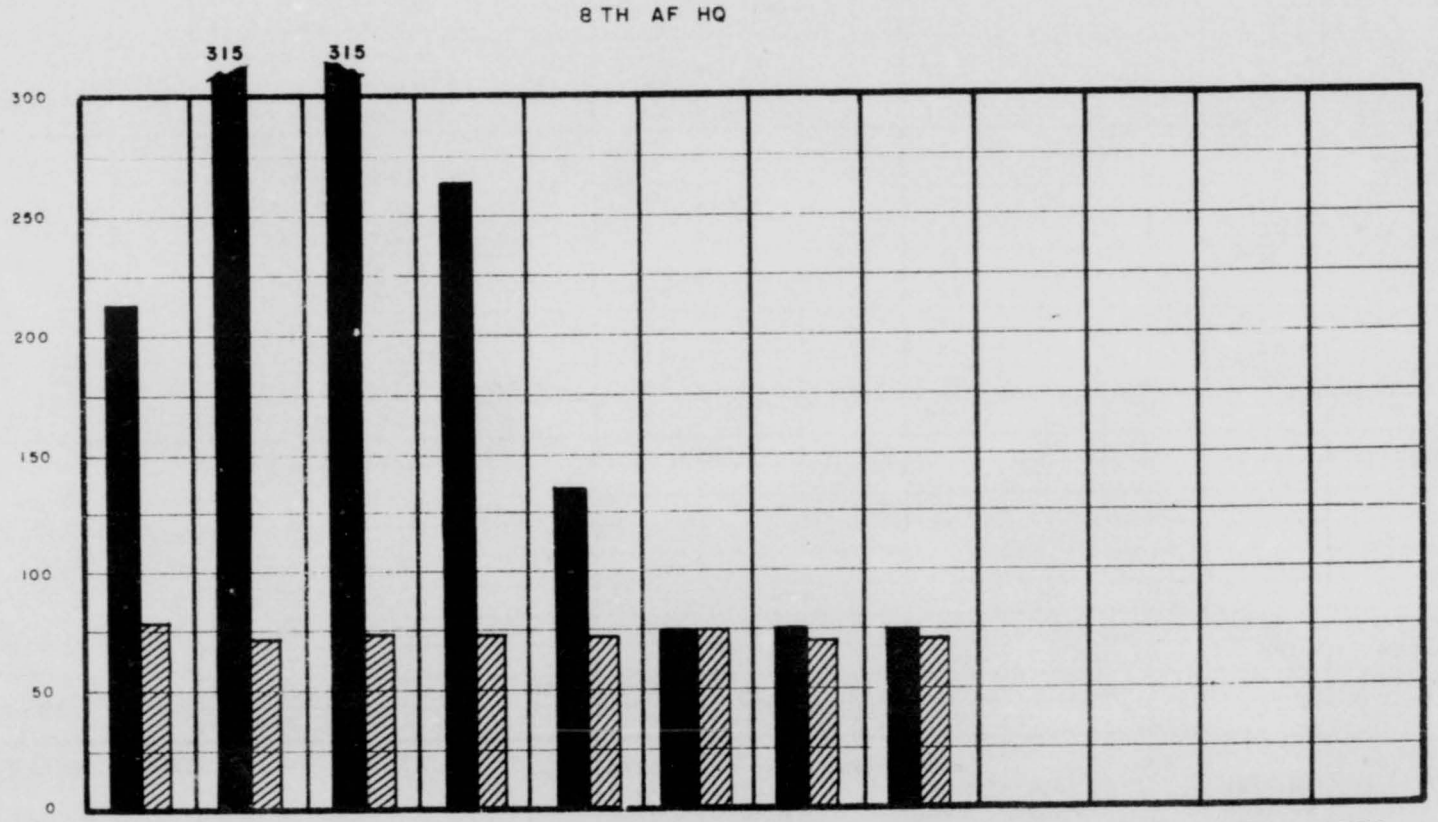
CIVILIAN PERSONNEL AUTHORIZED & ASSIGNED

8TH AF HQ



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC.
AUTHORIZED	212	315	315	265*	*135	75	75	75				
ASSIGNED	78	71	73	73	73	75	71	71				

* Includes 60 Auth. for Clovis AFB

NOTE: AUTHORIZATION INCLUDES 110 FOR CLOVIS AFB.
& 131 BBD POSITIONS ALLOTED TO 8TH AF BASES, FOR JAN, FEB, MAR.

AUTH. ASGD.

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MILITARY PERSONNEL STRENGTH BY UNIT

AS OF 31 AUGUST 1948

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			MANNING CEILING			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD
CARSWELL	8AF	HQ & HQ SQ 8AF	88	2	0	70	2	7	250	249
		1ST STRATEGIC SUPPORT UNIT	54	0	0	37	0	0	251	229
		2D AVIATION SQ.	3	0	0	3	0	0	94	95
		1ST ORDNANCE SQ (AVN)	26	0	0	21	0	0	276	197
		18TH COMM. SQ (COMD)	5	0	0	4	0	0	72	80
		585TH AF BAND	0	0	1	0	0	1	34	31
CARSWELL	8AF	TOTAL 7 BOMB WING	283	32	5	361	27	6	2272	3894
		HQ. & HQ. SQ. 7 BOMB WING H	25	0	2	36	0	0	65	122
		HQ. 7TH BOMB GP, H	12	2	0	26	1	1	28	23
		9TH BOMB SQ. H	62	0	0	63	1	0	272	398
		436TH BOMB SQ. H	62	0	0	73	1	1	272	428
		492D BOMB SQ. H	62	0	1	59	0	1	272	403
		7TH MAINT. & SUPPLY GP.	25	0	1	30	0	1	433	642
		7TH AIR BASE GP	35	0	2	74	0	2	814	1770
		7TH STATION MED. GP.	0	30	0	0	24	0	116	108
DAV-MONTHAN	8AF	TOTAL 43D BOMB WG.	628	31	6	414	22	9	3291	3203
		HQ. & HQ. SQ. 43D BOMB WG. M	34	0	1	31	0	0	92	111
		HQ. 43D BOMB GP. M	23	1	0	19	1	1	49	33
		63D BOMB SQ. M	116	1	0	60	0	3	374	304
		64TH BOMB SQ. M	116	1	0	73	0	0	374	319
		65TH BOMB SQ. M	116	1	0	66	0	2	374	319
		43D AIR REFUELING SQ.	132	0	0	20	0	0	315	58
		43D MAINT & SUPPLY GP.	37	0	1	30	0	3	608	506
		43D AIR BASE GP	54	0	4	115	0	0	1013	1460
		43D STATION MED. GP.	0	27	0	0	21	0	92	95

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			MANNING CEILING			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD
DAV-MONTHAN	8AF	TOTAL 2D BOMB WING	172	4	0	212	1	1	1187	928
		HQ. & HQ. SQ, 2D BOMB WG, M	3	0	0	1	0	0	3	1
		HQ 2D BOMB GP, M	14	0	0	19	0	1	28	37
		20TH BOMB SQ, M	45	0	0	57	0	0	198	220
		49TH BOMB SQ, M	45	0	0	57	0	0	198	237
		96TH BOMB SQ, M	45	0	0	64	0	0	198	221
		2D MAINT. & SUPPLY GROUP	11	0	0	6	0	0	209	120
		2D AIR BASE GROUP	9	0	0	8	0	0	329	91
		2D STATION MED. GROUP	0	4	0	0	1	0	24	1
BIGGS	8AF	TOTAL 97TH BOMB WG.	240	4	0	234	4	5	1553	1808
		HQ. & HQ. SQ. 97TH BOMB WG. M	25	0	0	30	0	0	51	74
		HQ. 97TH BOMB GP. M	14	0	0	15	0	1	28	33
		340TH BOMB SQ. M	49	0	0	50	0	0	198	220
		341ST BOMB SQ. M	49	0	0	51	0	0	198	211
		342D BOMB SQ. M	49	0	0	53	0	0	198	199
		97TH MAINT. & SUPPLY GP.	21	0	0	15	0	3	265	321
		97TH AIR BASE GP.	33	0	0	20	0	1	591	727
		97TH STATION MED. GP.	0	4	0	0	4	0	24	23
WALKER	8AF	TOTAL 509TH BOMB WG.	628	25	6	339	19	11	3267	3354
		HQ. & HQ. SQ. 509TH BOMB WG.	34	0	1	54	0	0	84	180
		HQ. 509TH BOMB GP.	23	1	0	21	1	0	49	34
		393D BOMB SQ, M	116	1	0	61	0	1	374	429
		715TH BOMB SQ. M	116	1	0	66	1	0	374	411
		830TH BOMB SQ. M	116	1	0	65	1	1	374	415
		509TH AIR REFUELING SQ.	132	0	0	1	0	0	315	24
		509TH MAINT. & SUPPLY GP.	37	0	1	17	0	4	606	480
		509TH AIR BASE GP.	54	0	4	54	0	5	1023	1280
		509TH STATION MED. GP	0	21	0	0	16	0	68	101

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			MANNING CEILING			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD
WALKER	8AF	TOTAL 33D FIGHTER WING	110	6	0	113	0	0	794	574
		HQ. & HQ. SQ. 33D FTR. WG, JET	3	0	0	1	0	0	3	1
		HQ. 33D FTR. GP. JET	9	2	0	11	0	0	25	31
		58TH FTR. SQ. JET	26	0	0	29	0	0	105	123
		59TH FTR. SQ. JET	26	0	0	31	0	0	105	124
		60TH FTR. SQ. JET	26	0	0	29	0	0	105	131
		33D MAINT. & SUPPLY GP.	11	0	0	3	0	0	204	136
		33D AIR BASE GP.	9	0	0	8	0	0	223	27
		33D STATION MED. GP.	0	4	0	1	0	0	24	1
KEARNEY	8AF	TOTAL 27TH FTR. WG.	186	19	16	190	18	6	1400	1424
		HQ. & HQ. SQ. 27TH FTR. WG.	7	0	3	9	0	0	57	72
		HQ. 27TH FTR. GP.	8	0	0	9	0	1	25	24
		522D FTR. SQ.	50	0	1	44	0	0	135	132
		523D FTR. SQ.	50	0	1	36	0	0	135	111
		524TH FTR. SQ.	50	0	1	36	0	0	135	111
		27TH MAINT. & SUPPLY GP.	8	0	4	14	0	5	283	268
		27TH AIR BASE GP.	13	0	6	42	0	0	569	646
		27TH STATION MED. GP.	0	19	0	0	18	0	61	60
WALKER	8AF	611TH AF BAND	0	0	1	0	0	1	34	25
DAV-MONTHAN	8AF	775 TH AF BAND	0	0	1	0	0	1	34	25
CLOVIS	8AF	4000TH BASE SERVICE SQ.	4	0	0	3	0	0	0	0
CAMP HOOD	8AF	4001ST. BASE SERVICE SQ.	2	0	0	2	0	0	18	14
CAMPBELL	8AF	4002D BASE SERVICE SQ.	5	0	0	6	0	0	25	25

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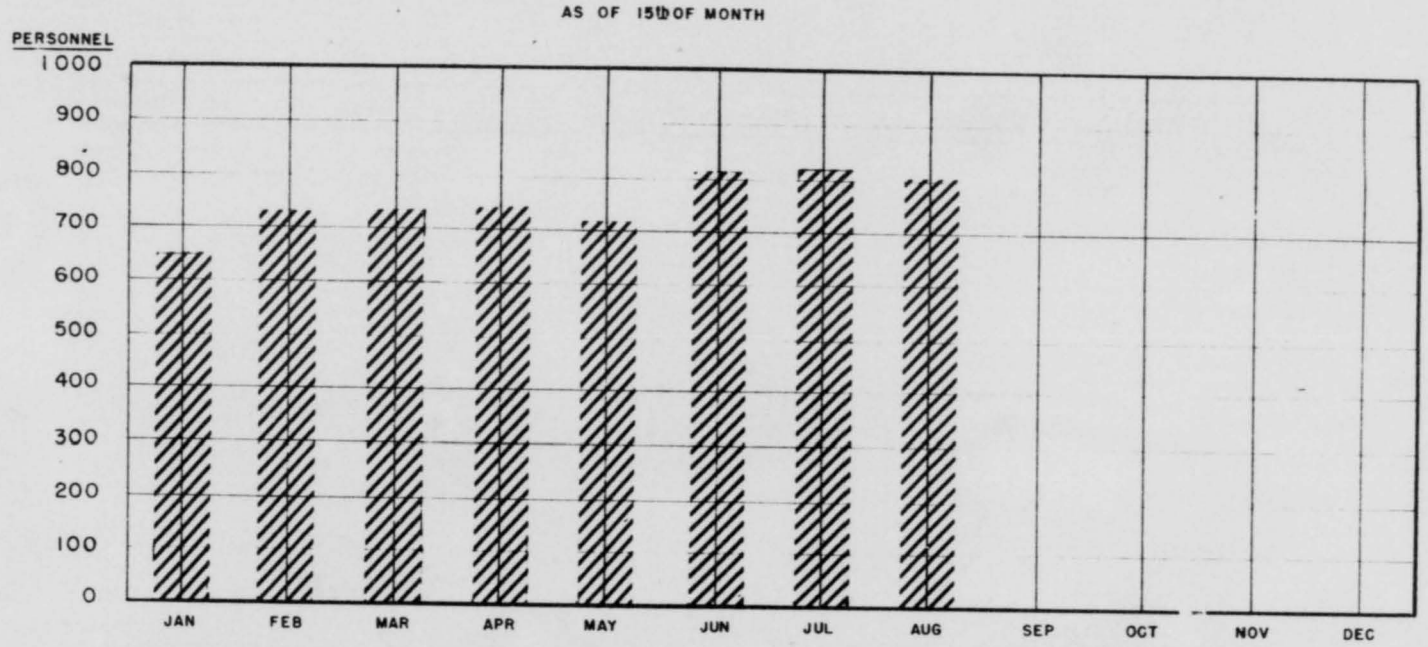
TOTAL 8TH REGULAR AIR FORCE AND REGULAR ARMY OFFICER PERSONNEL ASSIGNED

AS OF 15th OF MONTH



TOTAL	650	734	735	741	723	818	823	804
HQ 8TH AF	62	57	55	55	53	53	47	45
BIGGS (97TH BW)		ASGD. EFF. 16 MAY '48.				104	108	111
CARSWELL	167	190	191	189	182	181	185	180
DAV-MONTHAN	191	239	243	246	235	225	229	222
KEARNEY	79	83	83	82	82	81	79	76
WALKER	151	165	163	169	171	174	173	168
CAMP HOOD AIRSTRIP		276TH AFBU ASGD 8TH AF EFF 1 JULY '48					1	1
CAMPBELL		ASGD TO 8TH AF EFF 1 JULY '48					1	1
CLOVIS		234TH AFBU ASGD 8TH AF EFF 1 JULY '48					0	0
% of ASGD STRENGTH	35.4	36.8	36.2	35.9	35.4	36.8	37.2	37.1

NOTE 276th [illegible]BU redesignated 4002nd Base Sv Sq, 234th [illegible] redesignated 4000th Base Sv [illegible] 275th AFBU, Camp [illegible]d Airstrip, redesignated 4001st Base Sv. Sq. et[illegible] Aug. 1948

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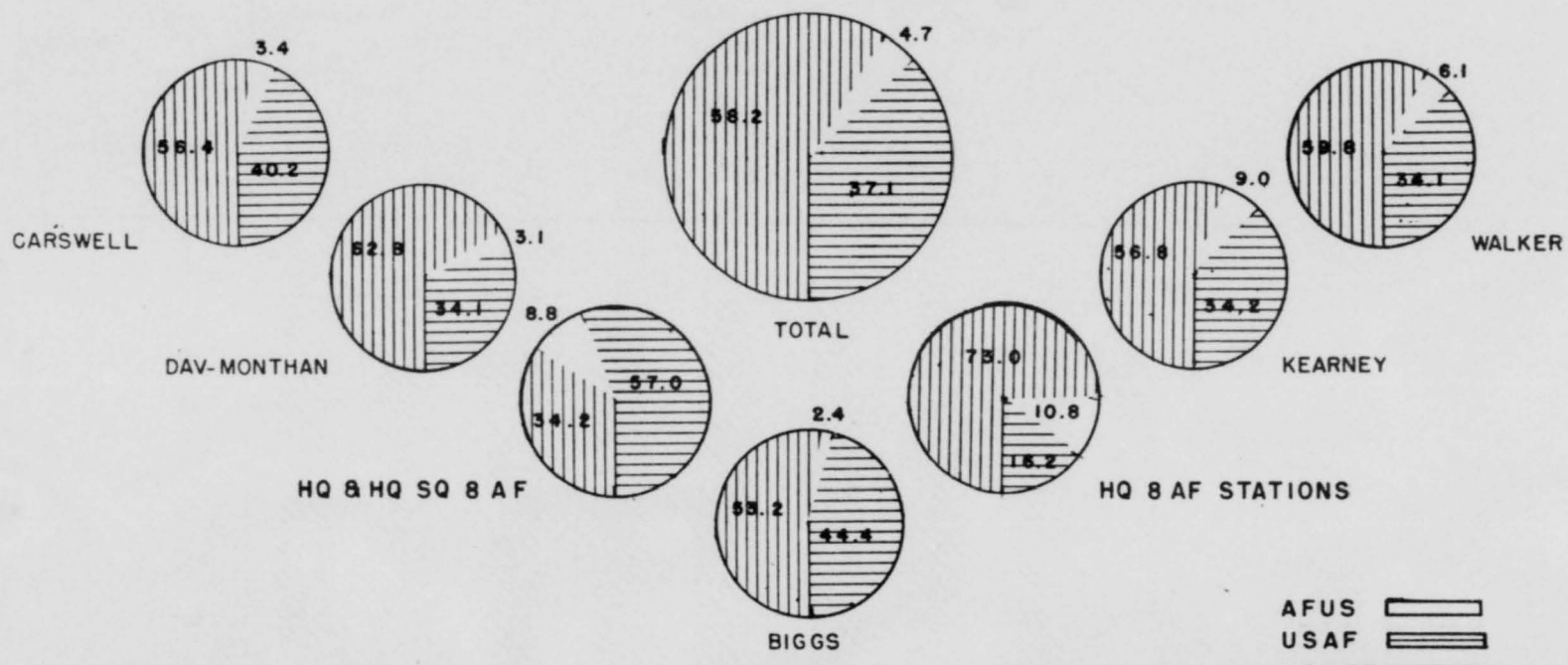
8TH AF OFFICER PERSONNEL BY RANK & COMPONENT

AS OF 15 MONTHLY
AUGUST



COMPONENT	GEN	COL	LT. COL	MAJOR	CAPT	1ST LTS.	2D LTS.	FO & WO	TOTAL
USAF & RA	2	18	75	139	276	284	7	3	804
USAFR	0	0	9	81	350	767	53	3	1263
NATIONAL GUARD	0	0	0	0	0	0	0	0	0
AFUS			1	1	17	42	3	38	102
TOTAL	2	18	85	221	643	1093	63	44	2169

HQ 8 AF STATIONS INCLUDE 18TH COMM SQ (COMD), 1ST ORD SQ (AVN), 4000TH, 4001ST, 4002ND BS SQS.

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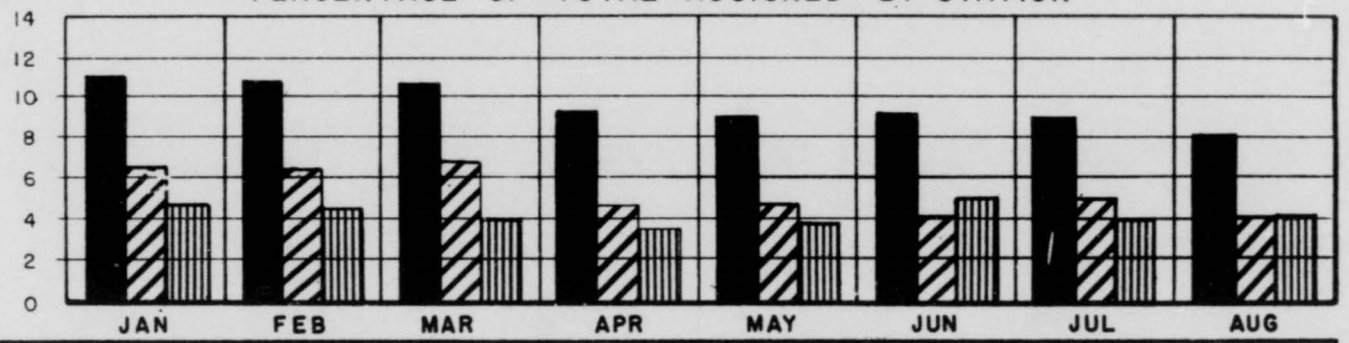
NON-WHITE ENLISTED PERSONNEL
PERCENTAGE OF TOTAL ASSIGNED BY STATION



NO ASGD	JAN WHT	JAN COL	FEB WHT	FEB COL	MAR WHT	MAR COL	APR WHT	APR COL	MAY WHT	MAY COL	JUN WHT	JUN COL	JUL WHT	JUL COL	AUG WHT	AUG COL
CARSWELL	4553	569	4648	567	4769	515	4669	503	4566	453	4511	459	4403	453	4381	394
WALKER	4428	303	4377	304	4404	299	4128	203	3997	203	4007	169	3768	203	3980	176
DAV-MON	3949	194	4231	190	4213	165	4205	165	4149	169	3846	202	3948	171	3772	181

8TH AIR FORCE ENLISTED STRENGTH BY GRADE & RACE

		M/SGT	T/SGT	S/SGT	SGT	CPL	PFC	PVT	PERCENT NON-WHITE
JAN	WHT	1116	1038	2362	2301	2548	4239	1255	
	COL	16	10	55	110	180	537	158	6.7
FEB	WHT	1122	1053	2448	2393	2614	4541	1169	
	COL	16	8	57	113	177	550	140	6.5
MAR	WHT	1117	1064	2509	2452	2630	4605	1046	
	COL	13	9	55	106	162	532	102	6.0
APR	WHT	1113	1070	2545	2449	2620	4434	910	
	COL	13	8	50	105	161	455	89	5.4
MAY	WHT	1188	1182	2922	2825	2944	4311	836	
	COL	12	8	52	105	147	410	91	4.8
JUN	WHT	1193	1185	2937	2796	2885	3780	758	
	COL	12	7	50	105	154	436	16	5.1
JUL	WHT	1194	1180	2976	2819	2871	3493	750	
	COL	12	7	49	108	155	433	63	5.1
AUG	WHT	1179	1166	3016	2836	2884	3551	772	
	COL	10	7	47	98	142	382	65	4.6

NOTE: NO COLORED PERS. ASGD. KEARNEY AFB OR 97TH BW.

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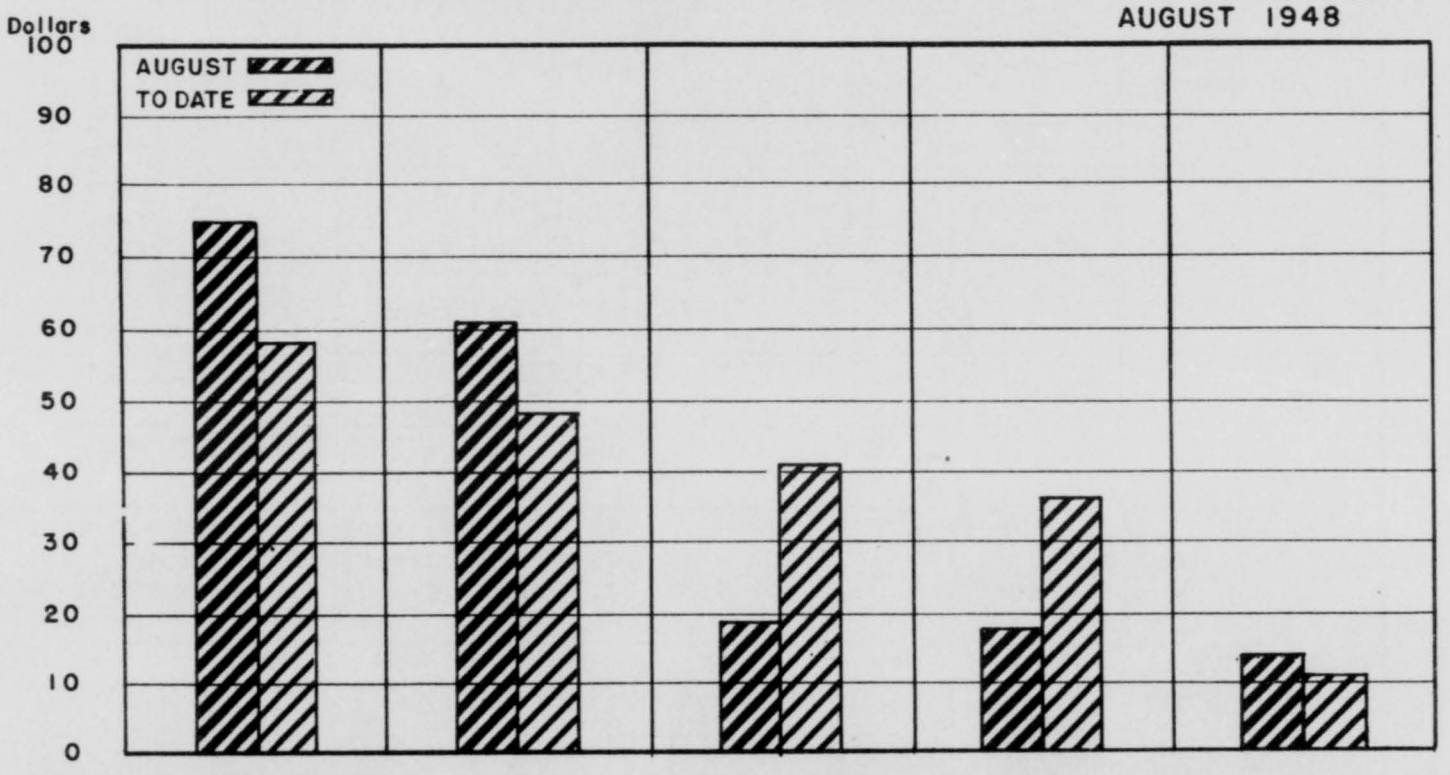
8TH AF GROUND ACCIDENT COST SUMMARY

COST PER CAPITA PER ANNUM

AUGUST 1948



	BIGGS		DAVIS-MONTHAN		WALKER		CARSWELL		KEARNEY	
	AUG	TO DATE	AUG	TO DATE	AUG	TO DATE	AUG	TO DATE	AUG	TO DATE
PERSONAL INJURY & FATALITY COST	22616	25330	26177	157549	7447	139414	8242	158408	2248	17003
M.V. & PROPERTY DAMAGE COST	2048	4348	236	2038	148	7235	1028	1916	181	2415
COST PER CAPITA PER ANNUM	75	58	61	48	19	41	18	36	14	11

$$\frac{\text{USAF Property Cost Plus Personal Injury \& Fatality Cost}}{\text{Average Mil. \& Civ. Strength}} \times 12 = \text{Cost Index}$$

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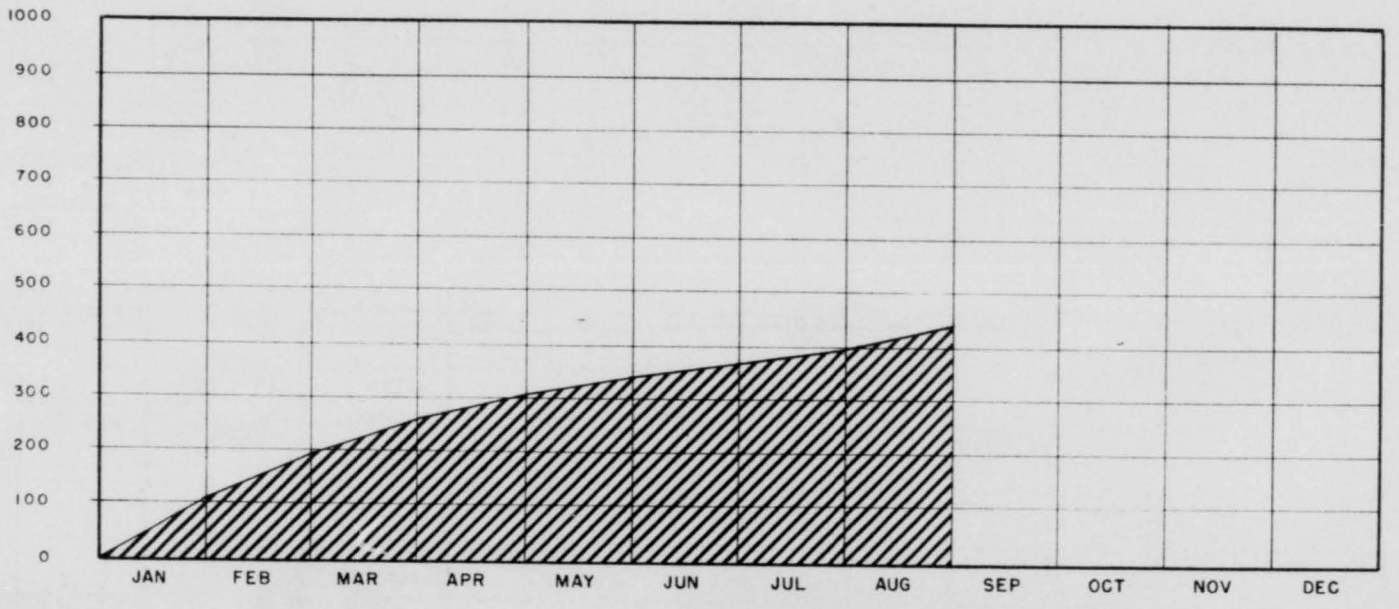
ENLISTMENTS & REENLISTMENTS

TOTAL 8TH AIR FORCE BY LENGTH OF ENLISTMENT

CUMULATIVE FROM 1 JANUARY 1948



5 YR ENLS	2	6	10	11	11	14	14	16				
4 YR ENLS	0	0	0	0	0	0	0	0				
3 YR ENLS	109	187	254	296	328	355	385	426				
2 YR ENLS	0	0	0	0	0	0	0	0				
TOTAL	111	193	264	307	339	369	399	442				

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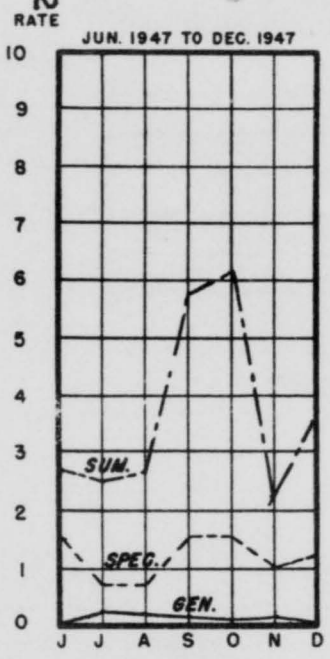
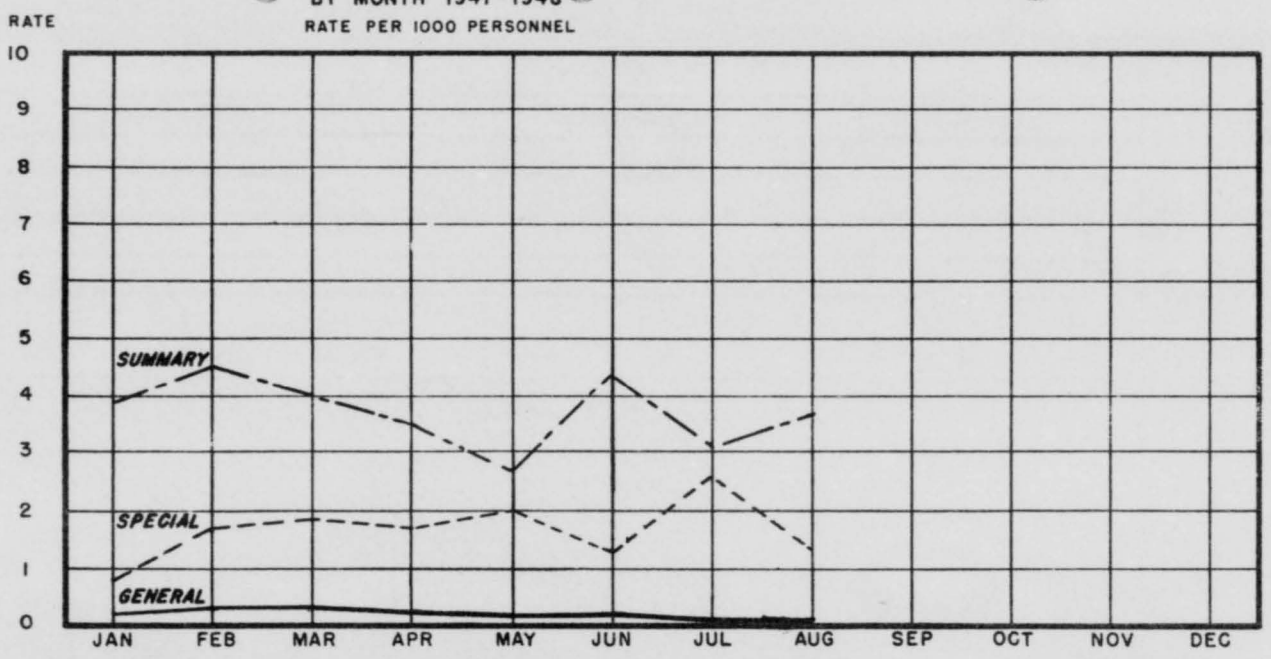
TOTAL 8TH AF COURTS MARTIAL RATES

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
CARSWELL	SUMMARY	33	5.9	21	3.5	27	4.6	34	5.5	18	3.2	38	6.8	23	4.2	22	4.2								
	SPECIAL	1	.2	4	.7	2	.3	8	1.3	2	.4	4	.7	7	1.3	3	.58								
	GENERAL	1	.2	1	.2	3	.5	1	.2	1	.2	2	.36	1	.18	1	.19								
WALKER	SUMMARY	18	3.5	27	5.1	22	4.2	12	2.4	6	1.3	7	1.5	12	2.7	11	2.5								
	SPECIAL	3	.6	11	2.1	9	1.7	11	2.2	13	2.9	0	0	9	2.0	6	1.4								
	GENERAL	0	0	1	.2	0	0	1	.2	1	.25	1	.22	0	0	0	0								
DAVIS-MONTHAN	SUMMARY	10	2.1	20	3.8	12	2.3	13	2.6	20	4.0	23	4.7	8	1.7	15	3.1								
	SPECIAL	5	1.1	15	2.9	15	2.9	3	.6	15	3.0	9	1.8	18	3.8	4	.8								
	GENERAL	3	.6	3	.6	2	.4	2	.4	1	.2	0	0	0	0	0	0								
KEARNEY	SUMMARY	8	3.8	16	6.9	13	5.4	7	2.9	6	2.6	7	3.5	9	4.8	12	7.3								
	SPECIAL	5	2.4	4	1.7	9	3.7	9	3.7	7	3.0	9	4.5	9	4.8	7	4.3								
	GENERAL	0	0	0	0	1	.4	0	0	0	0	0	0	0	0	0	0								
8TH AF TOTAL	SUMMARY	69	3.9	84	4.5	74	4.0	66	3.6	50	2.7	75	4.4	52	3.1	60	3.7								
	SPECIAL	14	.8	34	1.8	35	1.9	31	1.7	37	2.0	22	1.3	43	2.6	20	1.3								
	GENERAL	4	.2	5	.3	6	.3	4	.2	3	.16	3	.18	0	.06	1	.06								

NOTE: EXCLUDES 97TH B.W. FOR MAY, JUNE, JULY

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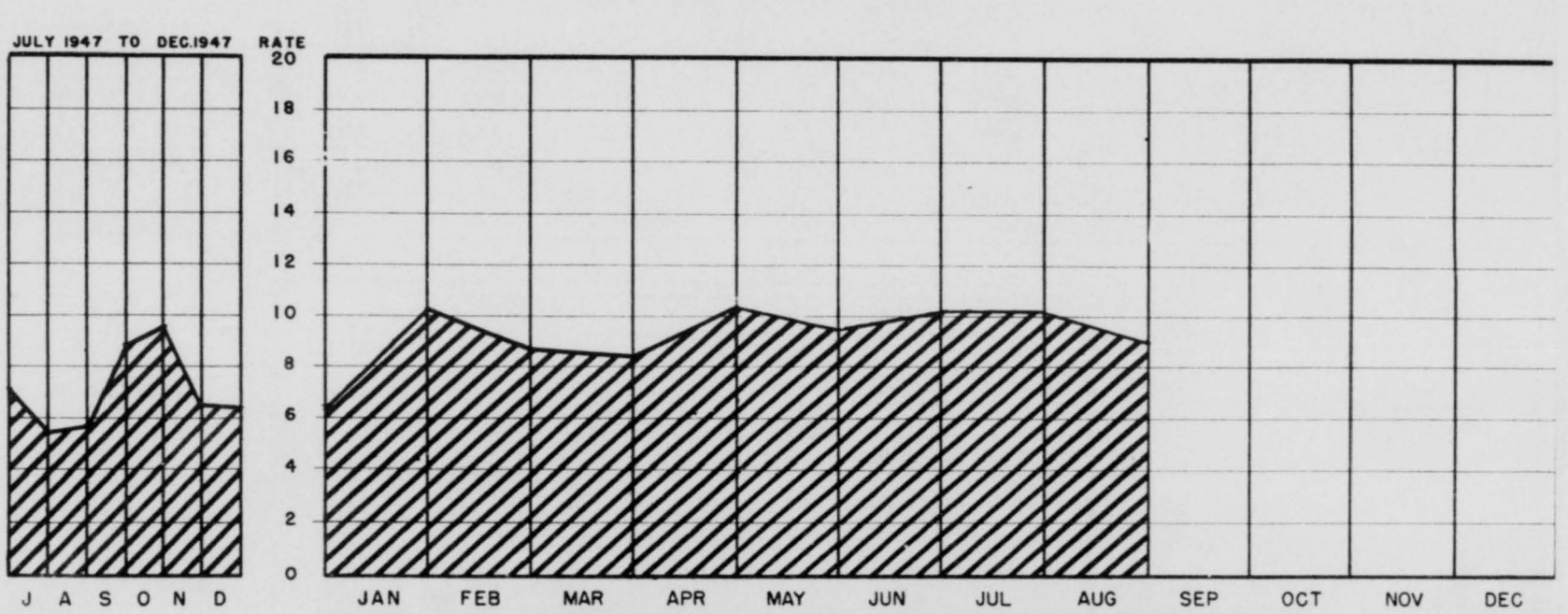
8TH AF PERSONNEL AWOL RATE

RATE PER 1000 PERSONNEL



	JULY		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
WALKER	60	11.5	43	8.2	52	10.0	78	15.9	69	14.5	70	15.2	44	9.7	59	13.5								
DAVIS-MONTHAN	54	11.3	65	12.5	52	10.2	55	10.9	52	10.3	51	10.4	45	9.4	23	4.8								
CARSWELL	34	5.9	32	5.3	36	6.1	34	5.8	38	6.7	35	6.5	75	13.6	49	9.3								
KEARNEY	33	15.1	23	9.9	16	6.6	22	9.1	15	6.5	18	9.1	25	13.3	19	11.2								
TOTAL 8TH AF	181	10.1	163	8.8	156	8.5	189	10.4	174	9.5	174	10.2	189	10.2	150	9.3								

NOTE: EXCLUDES 97TH BOMB WING FOR MAY. & JUNE.

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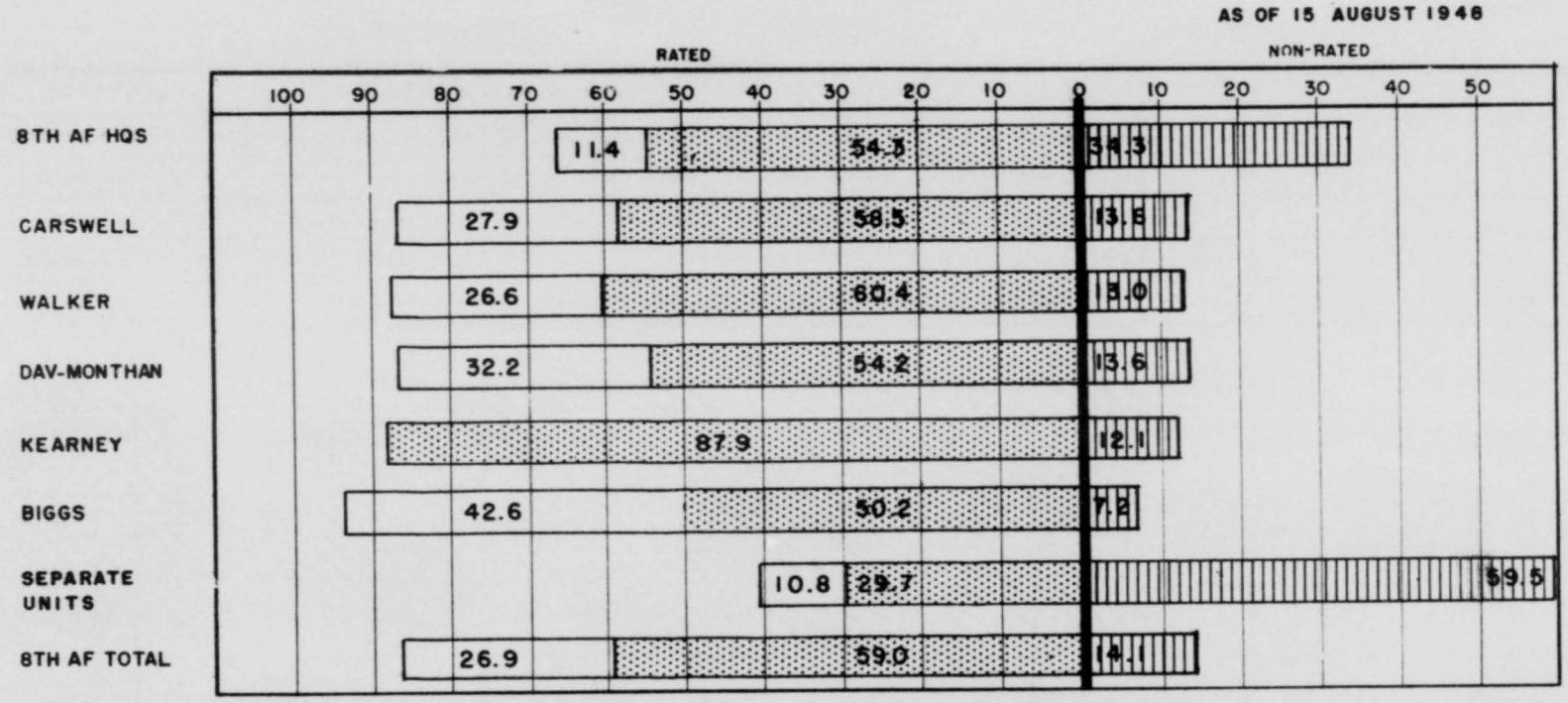
PERCENT RATED & NON-RATED OFFICER PERSONNEL

AS OF 15 AUGUST 1948



	NUMBER RATED & NON RATED OFFICER PERSONNEL								
	PILOTS	OTHER RATED	TOTAL RATED	NON RATED	WO'S	CHAPLAIN	FLT S & NURSE	UNKNOWN	TOTAL
8TH AF HQS	38	8	46	24	7	1	1		79
CARSWELL	245	117	362	57	7	3	6	3	438
WALKER	282	124	406	61	11	3	9	2	492
DAVIS-MONTHAN	342	203	545	86	12	3	5		651
KEARNEY	188	0	188	26	2	2	4		222
BIGGS	119	101	220	17	5	1	1	6	250
SEPARATE UNITS	11	4	15	22					37
8TH AF TOTAL	1225	557	1782	293	44	13	26	11	2169

NOTE: SEPARATE UNITS INCLUDES 18th COMM.SQ, 1st ORD SQ, CLOVIS, CAMPBELL AFB, AND CAMP HOOD

PERCENTAGES EXCLUDE W.O.'S, FLT. SURG. & NURSES, AND UNKNOWN

PILOTS
OTHER RATED
NON-RATED

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AUTHORIZED & ASSIGNED
BY: RANK & GRADE
EIGHTH AIR FORCE TOTAL

	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
GENERAL	10	1	10	1	8	1	8	1	9	2	9	2	8	2	7	2				
COLONEL	45	18	45	19	38	19	38	18	43	19	43	19	39	18	35	16				
LT. COL.	138	80	137	81	117	80	117	79	131	82	131	91	122	88	102	84				
MAJOR	247	218	244	214	208	209	208	210	233	225	232	228	322	226	234	228				
CAPTAIN	580	583	570	598	519	608	518	617	586	674	586	654	572	645	544	630				
IST. LT.	1041	929	1036	944	1020	992	1020	998	1169	1152	1169	1104	1366	1089	1568	1066				
2ND LT.	36	76	33	82	33	80	33	75	33	71	33	60	33	61	.29	59				
CWO	1	25	1	24	1	23	1	24	1	26	1	25	3	19	—	28				
W/O JG	9	14	9	15	9	14	9	16	9	17	9	18	12	24	44	16				
WMS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
ANC	45	25	45	26	45	26	45	25	50	20	50	22	40	22	33	24				
TOTAL	2152	1969	2130	2004	1998	2052	1997	2063	2264	2288	2263	2223	2417	2194	2593	2150				
M/SGT	752	1132	749	1138	739	1130	739	1126	862	1200	862	1205	985	1206	1141	1189				
T/SGT	643	1048	638	1061	622	1073	622	1078	673	1190	673	1192	713	1187	816	1173				
S/SGT.	2757	2417	2740	2505	2709	2564	2709	2595	3086	2974	3086	2987	3253	3502	3515	3063				
SGT.	3824	2411	3786	2506	3740	2558	3740	2554	4204	2930	4204	2901	4127	2927	3837	2934				
CPL	3546	2728	3501	2791	3461	2792	3461	2771	3834	3091	3834	3039	3881	3026	3657	3026				
PFC	1783	4776	1756	5091	1728	5137	1728	4889	1921	4721	1921	4216	1826	3926	1886	3933				
PVT	404	1413	378	1310	351	1148	351	999	352	927	352	825	369	813	—	837				
TOTAL	13709	15925	13548	16402	13350	16402	13350	16012	14932	17033	14932	16365	15154	16110	14852	16155				

NOTE: AUTH. BASED ON AF AUTH. EFF. 1 AUG SAC MANNING CEILING USED AS AUTH.

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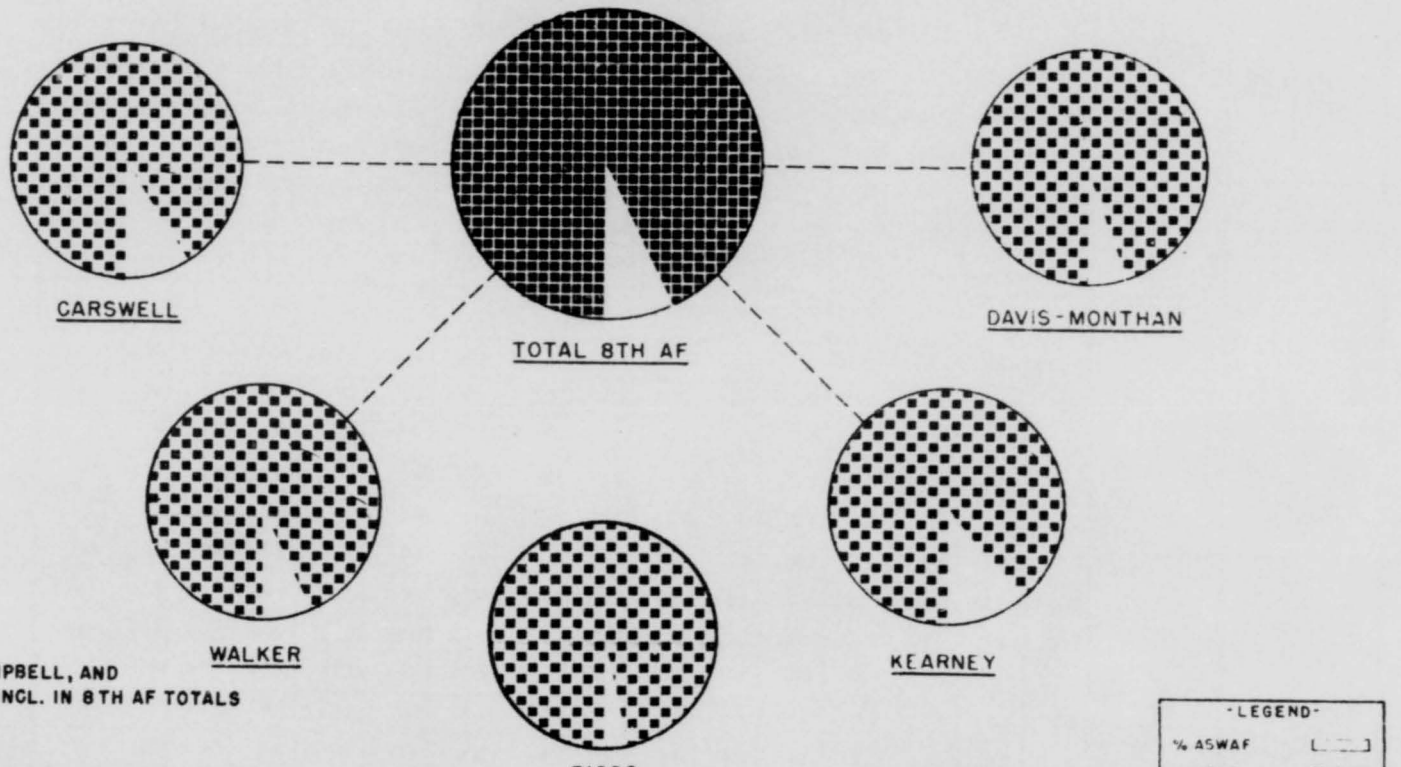
OFFICER PERSONNEL
BY ARM OR SERVICE



* CLOVIS, CAMPBELL, AND CAMP HOOD INCL. IN 8TH AF TOTALS

STATION	* JUL				* AUG				SEP				OCT				NOV				DEC			
	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF
CARSWELL	55	9.9	499	90.1	50	9.3	489	90.7																
WALKER	31	6.3	465	93.7	29	6.0	454	94.0																
DAVIS-MONTHAN	36	5.5	618	94.5	35	5.3	625	94.7																
KEARNEY	23	10.2	203	89.8	23	10.7	191	89.3																
BIGGS	6	2.4	246	97.6	5	2.1	238	97.9																
8 TH AF TOTAL	152	6.9	2040	93.1	142	6.6	2008	93.4																

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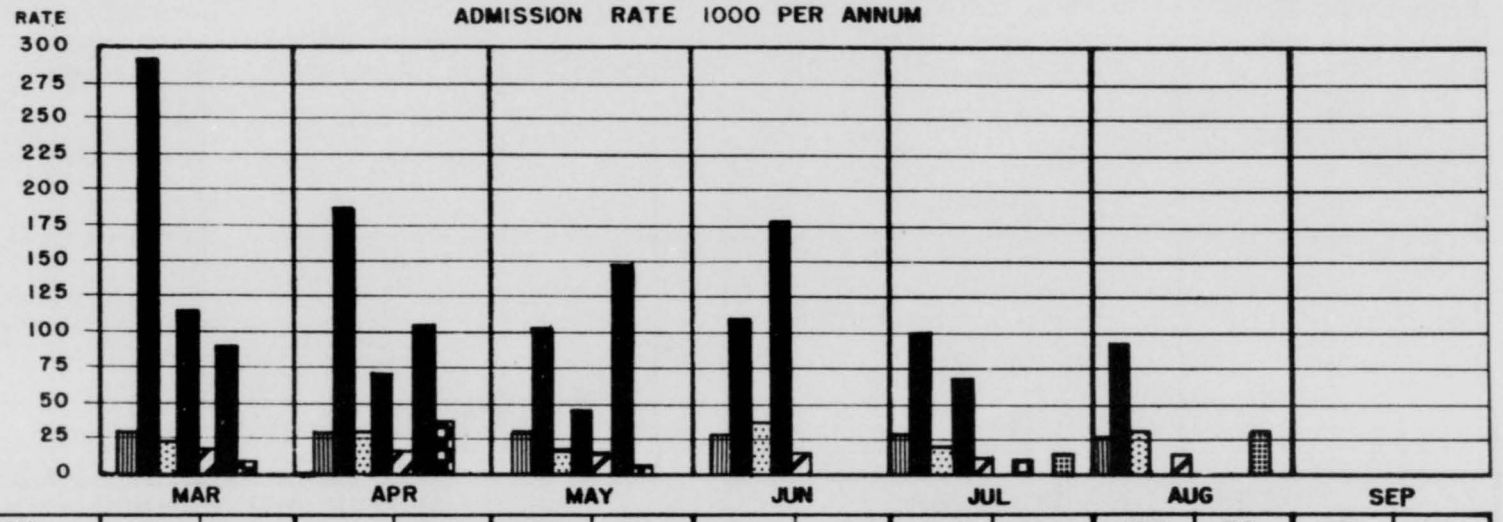
V. D. ADMISSION RATE BY RACE



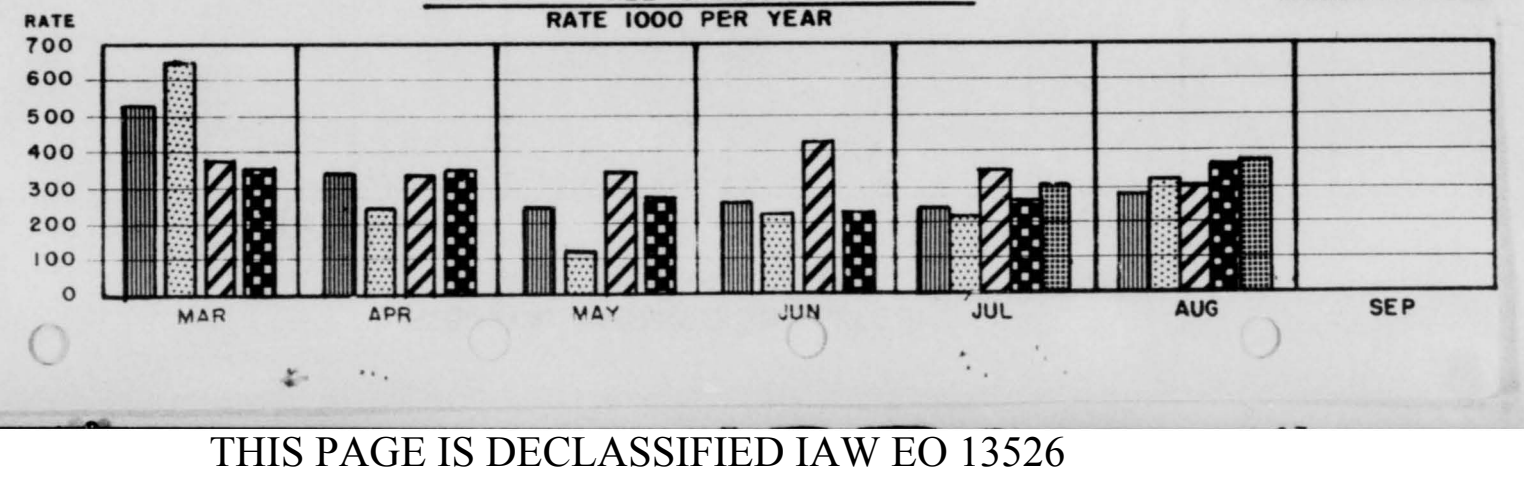
STATION	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD
CARSWELL	26.9	291.8	25.4	185.3	29.56	102.04	26.65	108.35	28.81	101.71	27.68	93.90		
DAVIS-MON.	24.6	115.0	25.9	72.2	16.30	44.98	34.67	179.31	20.78	68.19	29.49	0		
WALKER	15.5	88.8	14.9	103.0	13.60	147.33	14.24	—	11.79	0	15.03	0		
KEARNEY	10.5	—	35.27	—	6.27	—	0	—	10.46	—	0	—		
BIGGS									13.55	—	30.30	—		

Note.
No colored personnel asgd. Kearney AND BIGGS

CARSWELL
BIGGS
DAVIS-MON
WALKER
KEARNEY
COLORED PERS.

HOSPITAL ADMISSION RATES

ALL CAUSES



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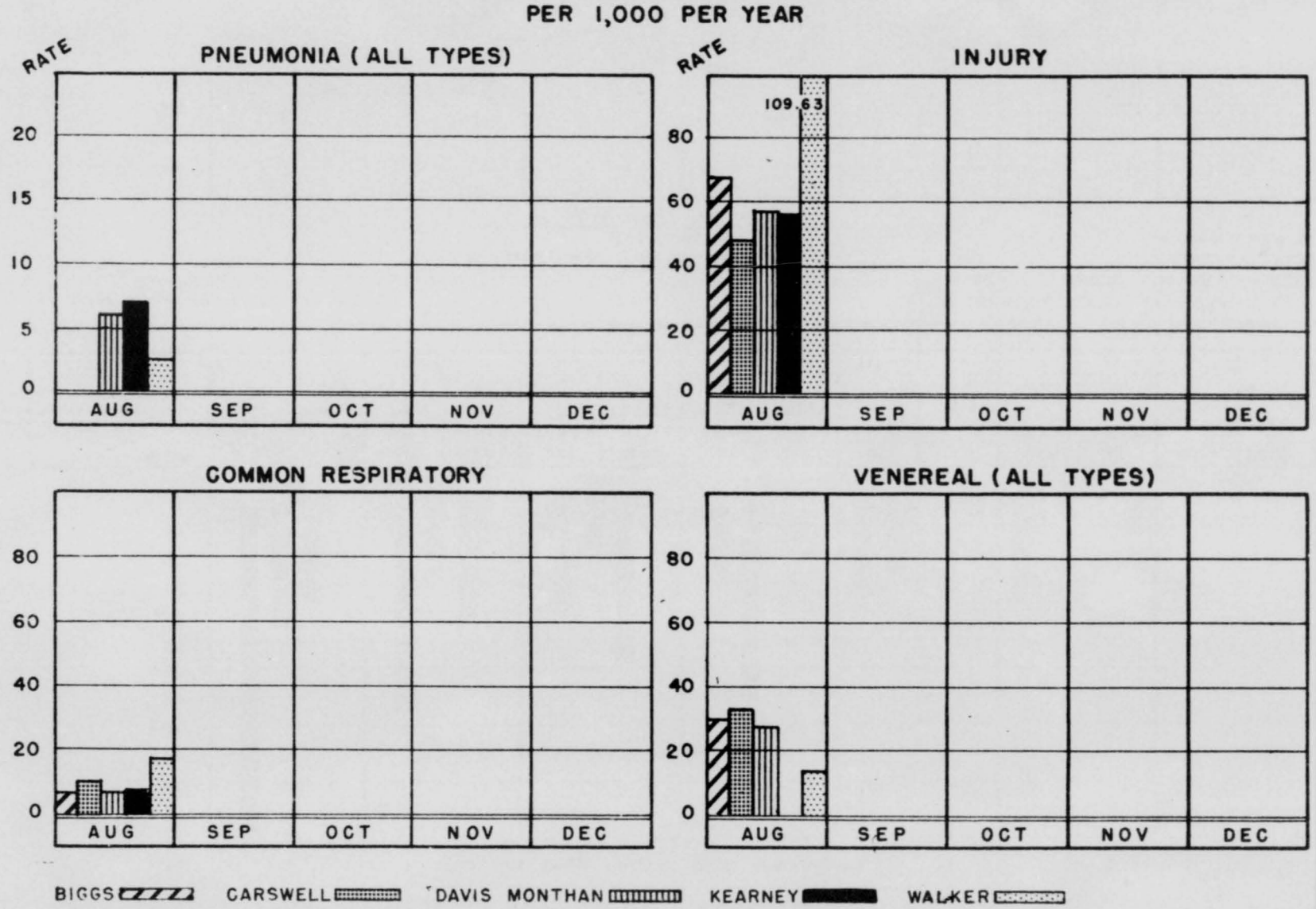
HOSPITAL ADMISSION RATES
PER 1,000 PER YEAR



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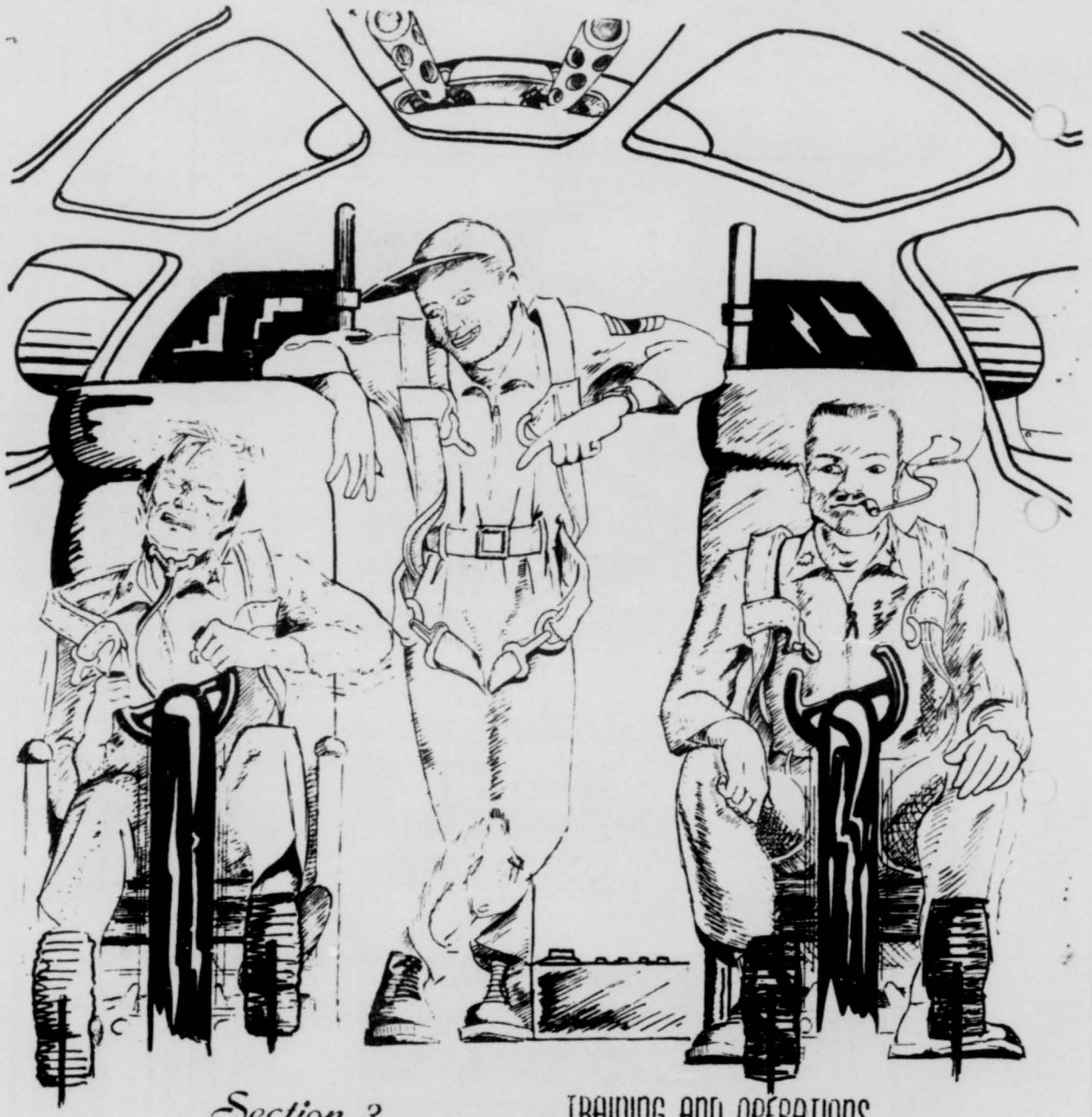

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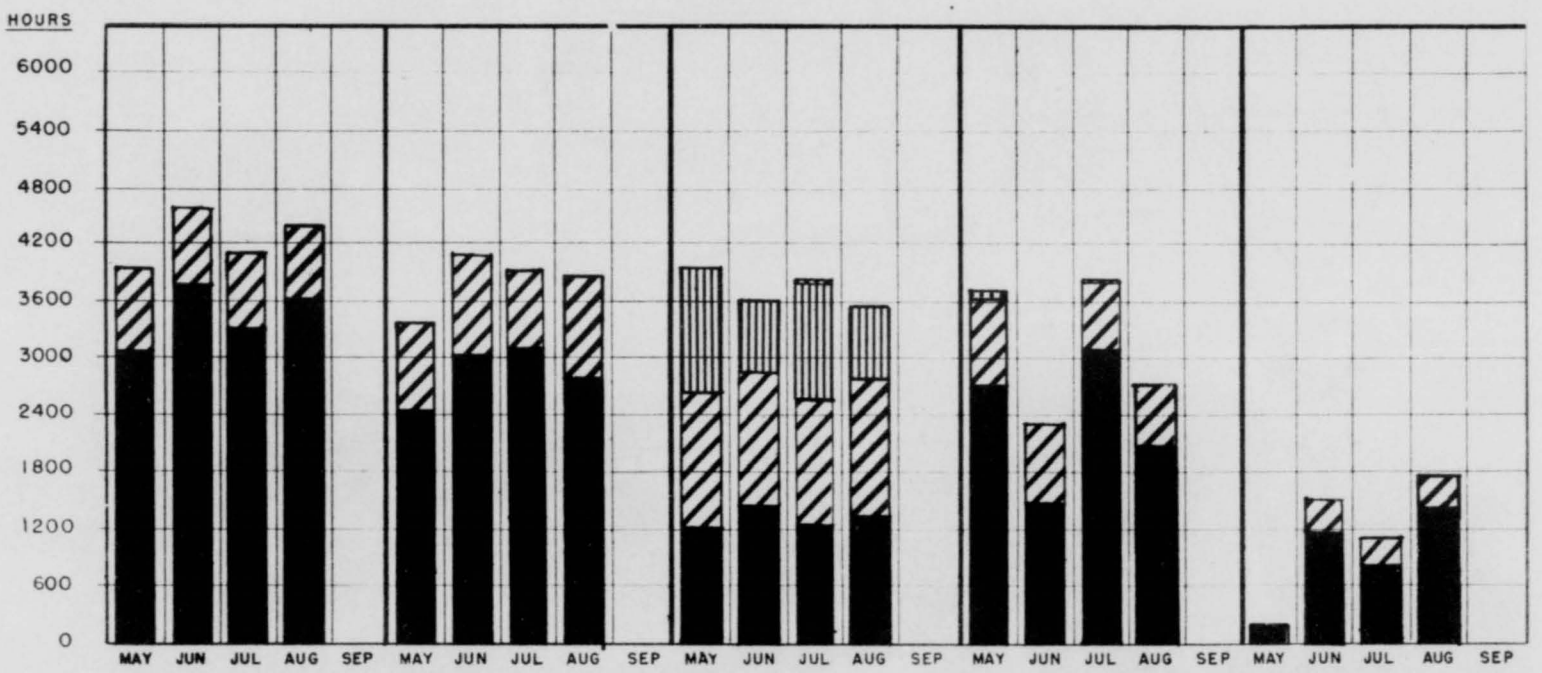
HOURS FLOWN BY TYPE OF FLYING



NO. HOURS	WALKER				DAVIS-MONTHAN				CARSWELL				KEARNEY				* BIGGS			
CREW TRAINING	3057	3752	3288	3622	2455	3017	3089	2774	1207	1441	1246	1328	2700	1438	3079	2087	169	1185	811	1339
PROFICIENCY FLY	923	883	806	830	962	1086	835	906	1434	1396	1296	1459	927	853	770	606	0	307	312	405
TROOP CARRIER	0	0	0	0	0	0	0	0	1323	787	1290	789	0	0	0	0	0	0	0	0
OTHER	0	0	0	0	0	0	0	0	0	0	10	0	78	2	2	1	0	0	0	0
TOTAL	3980	4635	4094	4452	3417	4103	3924	3680	3964	3624	3842	3576	3705	2293	3851	2694	169	1492	1123	1744

* 97 TH BOMB WG ONLY

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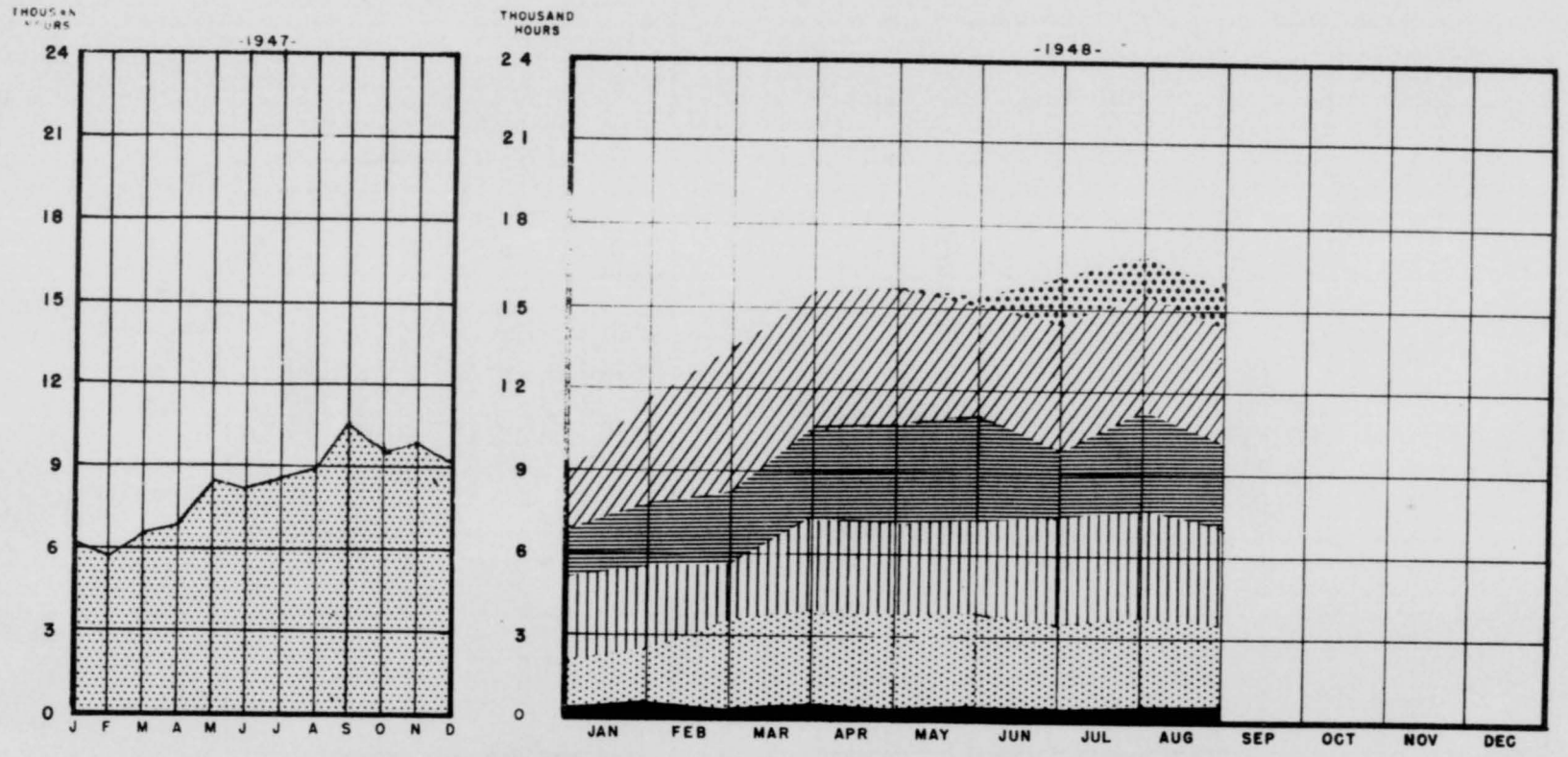
TOTAL 8TH AF AIRCRAFT HOURS FLOWN
BY MONTH 1947-1948



HQ. 8TH AF	422	414	604	475	588	583	595	491				
CARSWELL	2196	2949	3318	3315	3376	3041	3247	3085				
DAVIS-MONTHAN	3185	2532	3426	3688	3417	4103	3924	3680				
KEARNEY	2016	2390	3616	3281	3705	2293	3851	2694				
WALKER	3930	5253	4527	4816	3980	4635	4094	4452				
BIGGS *					169	1492	1123	1744				
TOTAL 8TH AF	11740	13538	15491	15575	15735	16147	16834	16146				

CH 97TH BW
*ASGD 16 [illegible] '48

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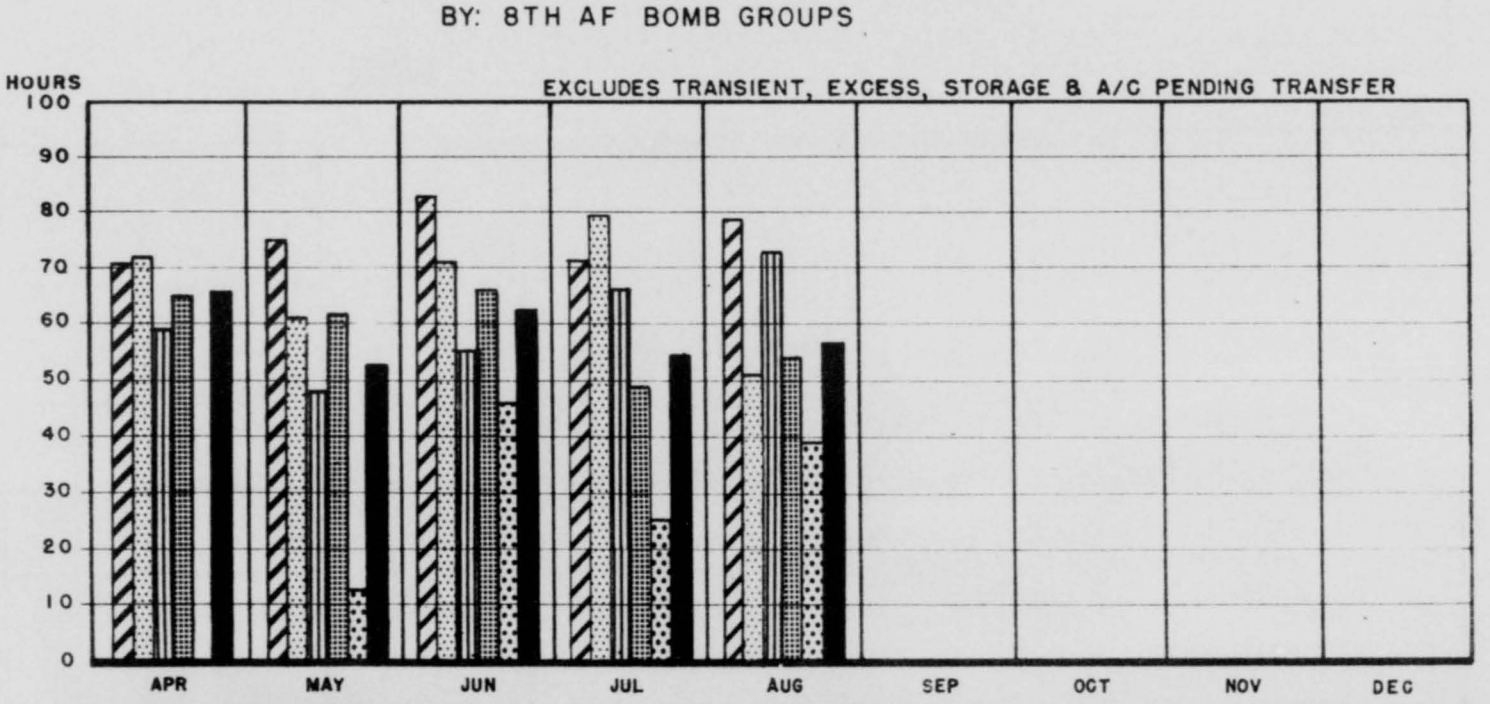
AVERAGE HOURS FLOWN PER B-29

BY: 8TH AF BOMB GROUPS



	AVE. NO. B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO. B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO. B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO. B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO. B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO. B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO B-29'S ASGD	AVE. HRS FLOWN PER B-29
7TH B.G.	15.0	70.1	16.1	75.0	17.0	82.5	15.5	71.7	15	78.3								
43RD B.G.	23.7	*71.9	20.0	*61.9	20.0	*70.9	19.0	79.6*	24.1	51.0								
509 TH B.G.	30	58.9	29.2	47.6	30.0	55.5	31.1	66.4	31.4	73.7								
2ND B.G.	12.5	64.8	18.0	61.8	23.6	66.3	31.4	49.2	24.9	54.5								
97 TH B.G.			13.8	12.2	25.6	46.3	31.9	25.4	34.3	39.0								
TOTAL 8TH AF	81.3	65.6	97.1	52.7	116.1	62.3	128.8	54.7	129.7	57.2								

B-29 A/C FLOWN BY 39TH B.U. EXCLUDED FROM 7TH B.G. *INCL. 464 HRS APR. & 76 HRS MAY, 107 HRS JUN, 27 HRS JUL FLOWN BY 2ND B G ON 43 BG A/

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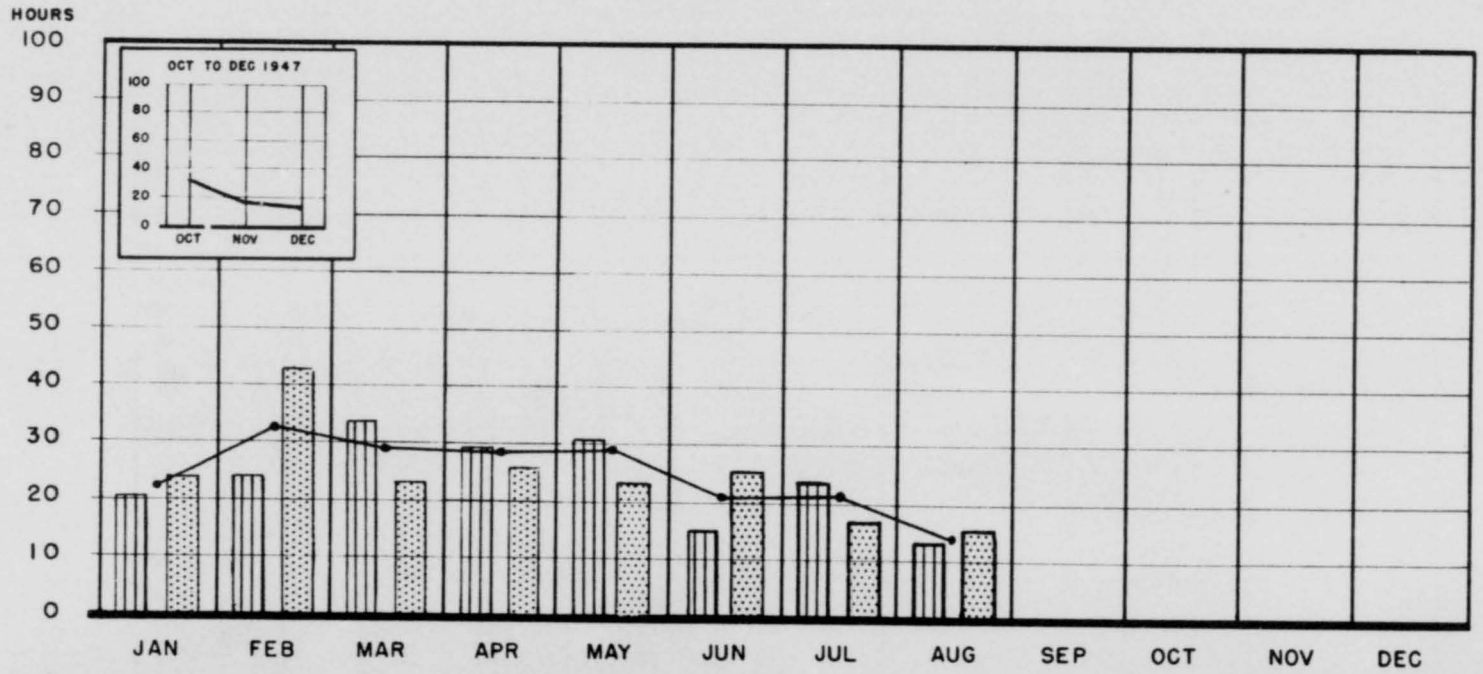
AVERAGE HOURS FLOWN PER AIRCRAFT

BY FIGHTER GROUP



FIGHTER GROUP	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
27TH FTR GP	79.4	20.8	77.9	24.2	84.1	33.7	68.4	28.9	86.7	31.2	90.6	15.8	134.3	22.9	156.1	13.4								
33RD FTR GP	70.8	24.1	69.9	43.4	68.3	23.1	86.9	26.4	69.7	23.9	81.2	25.7	69.3	17.7	80.5	16.3								
8TH AF TOTAL	150	22.4	148	33.3	152	28.9	155.3	27.5	156.4	27.9	171.7	20.5	203.6	21.1	236.6	14.4								

A – AVERAGE NO. AIRCRAFT ASSIGNED
B – AVERAGE HRS. FLOWN PER AIRCRAFT ASSIGNED

EXCLUDES TRANSIENT & EXCESS A/C

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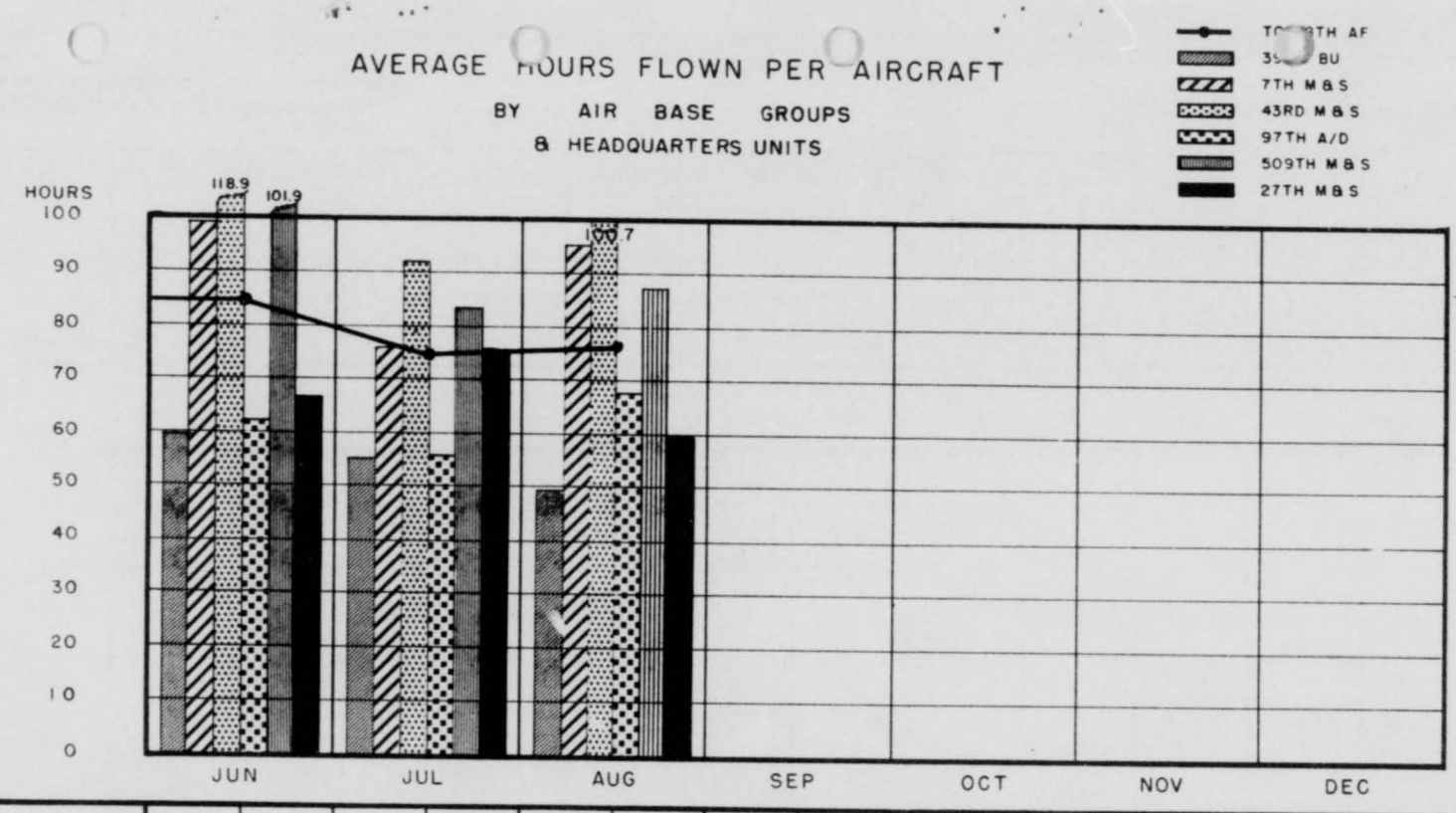
AVERAGE HOURS FLOWN PER AIRCRAFT

BY AIR BASE GROUPS & HEADQUARTERS UNITS



	A	B	A	B	A	B	A	B	A	B	A	B	A	B
HQ & HQ SQ 8TH AF	9.8	59.9	10.8	55.2	10	49.1								
7TH A/B GP	8.1	99.8	9.9	76.5	10.2	95.4								
43RD A/B GP	9.1	118.9	9	92.8	9	100.7								
97TH A/B GP	5.0	62.0	5.6	55.3	6	67.5								
509TH A/B GP	6.4	101.9	7	83.4	7	87.7								
27TH A/B GP	9.9	66.4	9	75.6	8.8	59.7								
TOTAL 8TH AF	48.4	84.4	50.4	74.8	50.9	76.7								

A AVERAGE NO. AIRCRAFT ASGD.

B AVERAGE HOURS PER AIRCRAFT ASGD.

Note. Excludes Transient, Excess, Storage & Aircraft Pending Transfer.

39th BU includes B-29 A/C asgd. to 7th BG, but flown by 39th BU.

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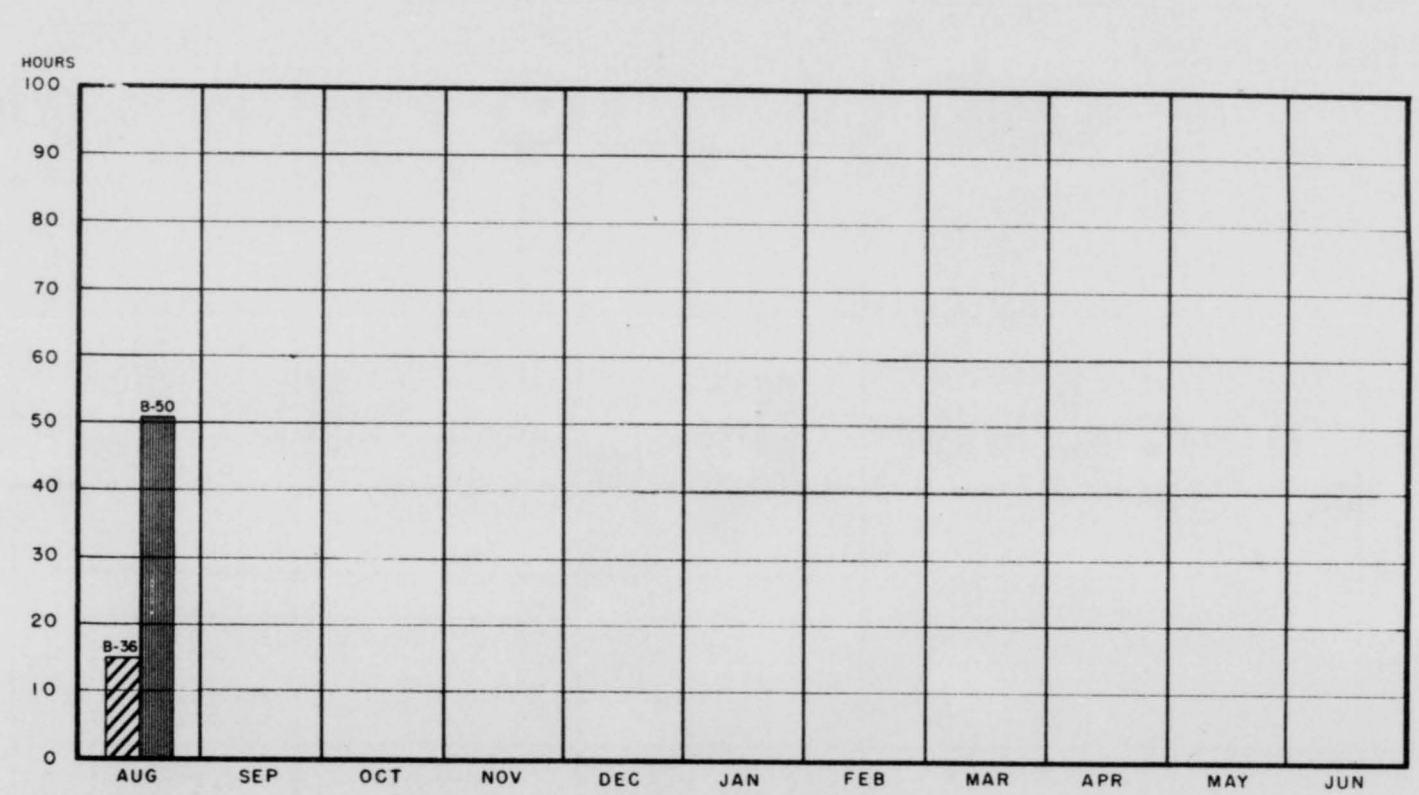
AVERAGE HOURS FLOWN BY B-36 & B-50 ACFT.

BY MONTH
-1948-



	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C
7TH BOMB GP. (B-36)	10.1	15.2																				
43RD BOMB GP. (B-50)	3.7	50.9																				

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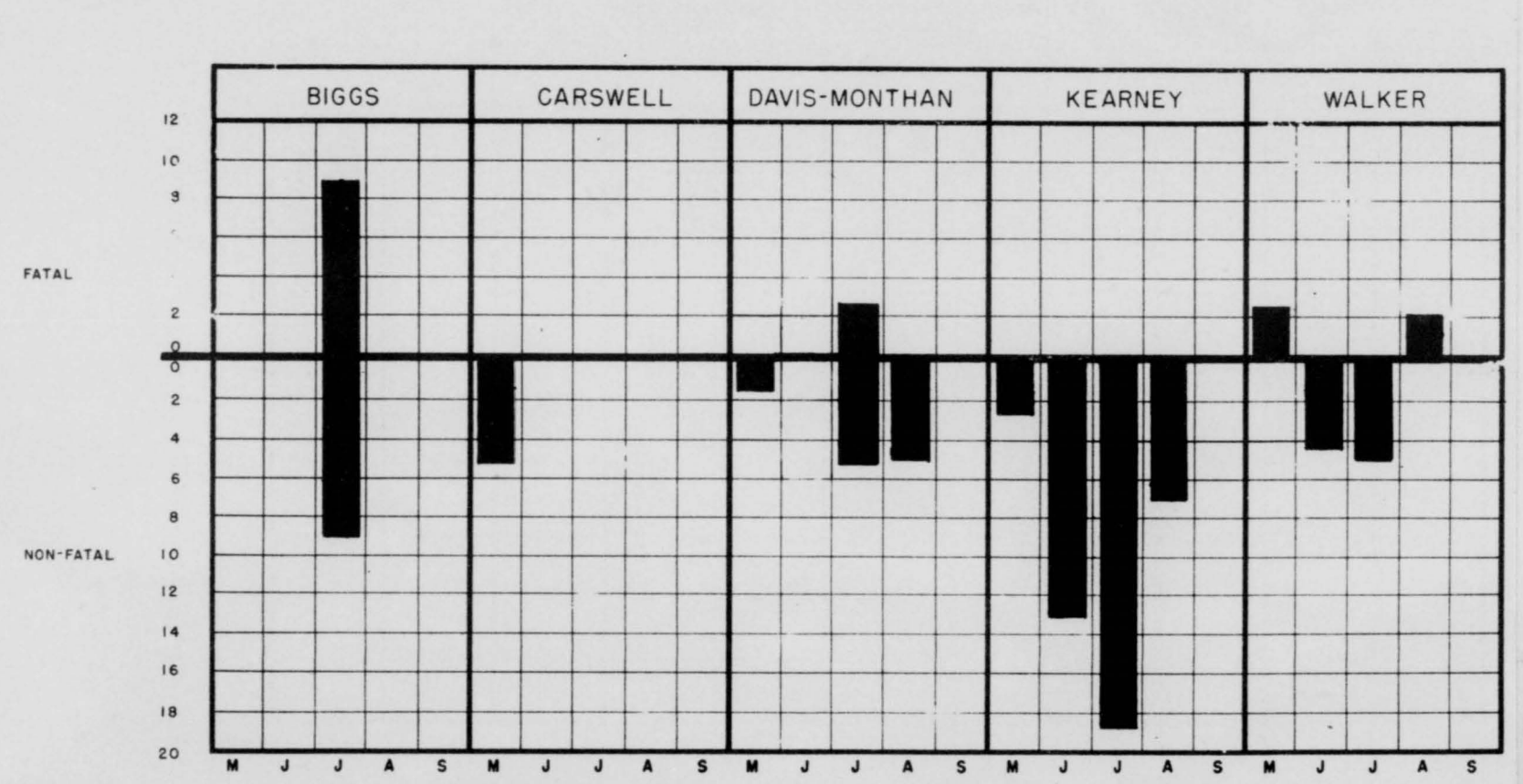
AIRCRAFT ACCIDENTS

RATE PER 10,000 HOURS FLOWN



HOURS FLOWN	169	1492	1123	1744		3964	3624	3842	3576		5819	4103	3924	3680		3705	2293	3851	2694		3980	4635	4094	4452	
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0	1	0		0	0	0	0		0	0	1	0		0	0	0	0		1	0	0	1	
NON-FATAL	0	0	1	0		2	0	0	0		1	0	2	2		1	3	7	2		0	2	2	0	
TOTAL	0	0	2	0		2	0	0	0		1	0	3	2		1	3	7	2		1	2	2	1	

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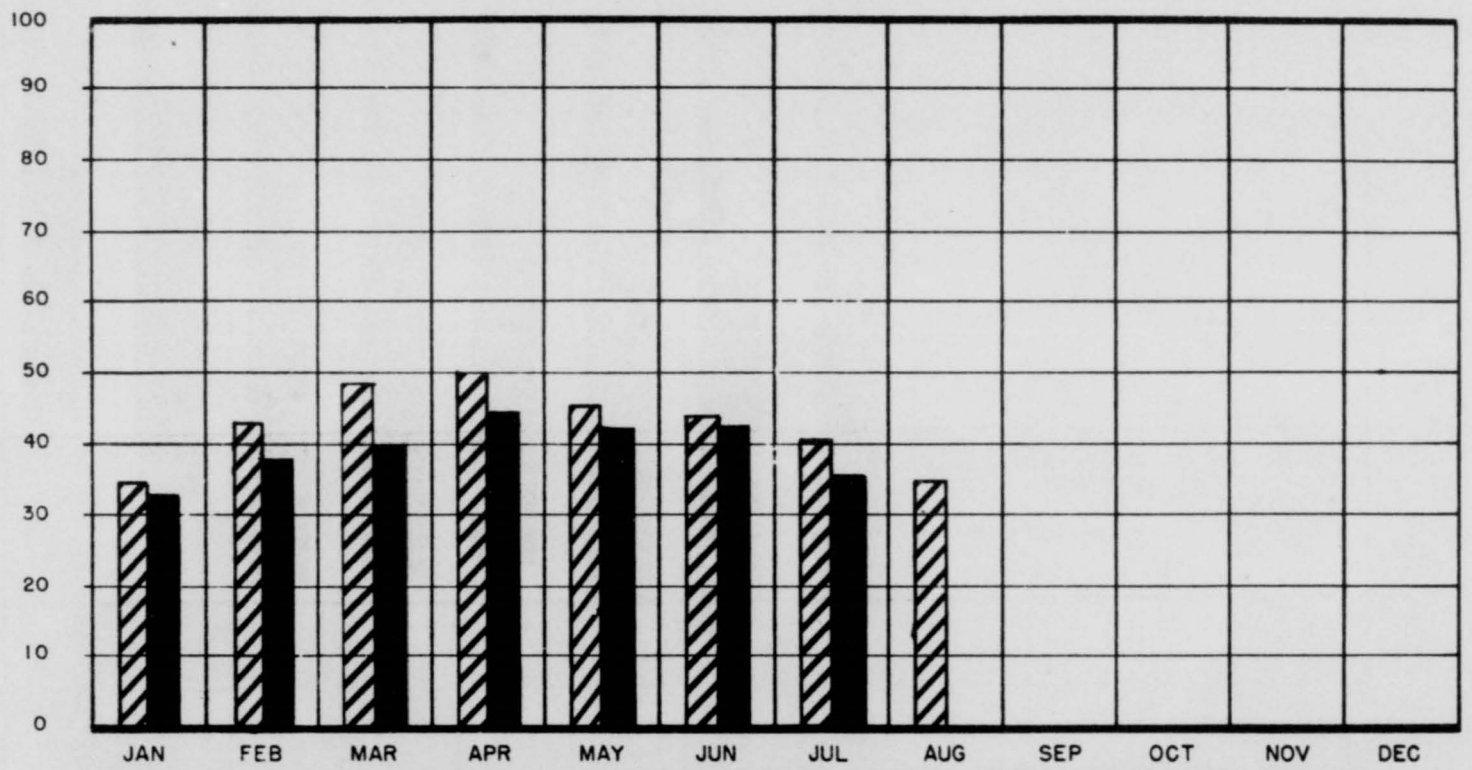
AVERAGE HOURS FLOWN PER AIRCRAFT ASGD.
8TH AIR FORCE VS SAC



	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC	
	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC
A/E NO A/C ASGD.	334	877	311.2	899	320	908	311	901	333	866	368	946	417	1028	458									
A/E HRS. FLWN. PER A/C	35.2	33.2	43.3	37.4	48.5	40.0	50.0	44.5	45.7	42.2	43.9	42.6	40.3	35.9	35.2									

8TH AF
SAC

NOTE: EXCLUDES STORAGE, EXCESS, GROUNDED PENDING TRANSFER & TRANSIENT ACFT.

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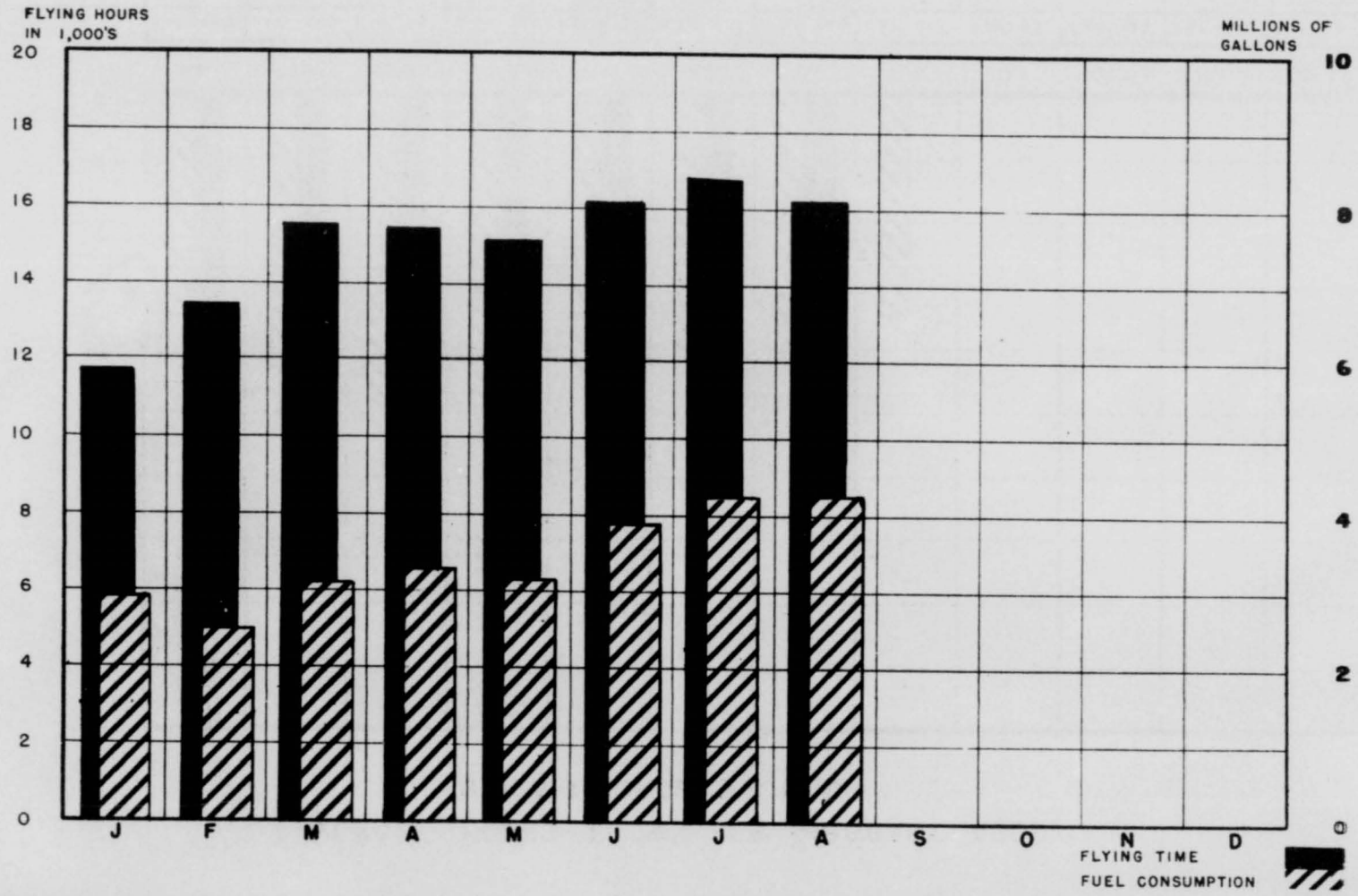
TOTAL 8TH AF FLYING TIME & AVIATION FUEL CONSUMPTION

MONTHLY 1948



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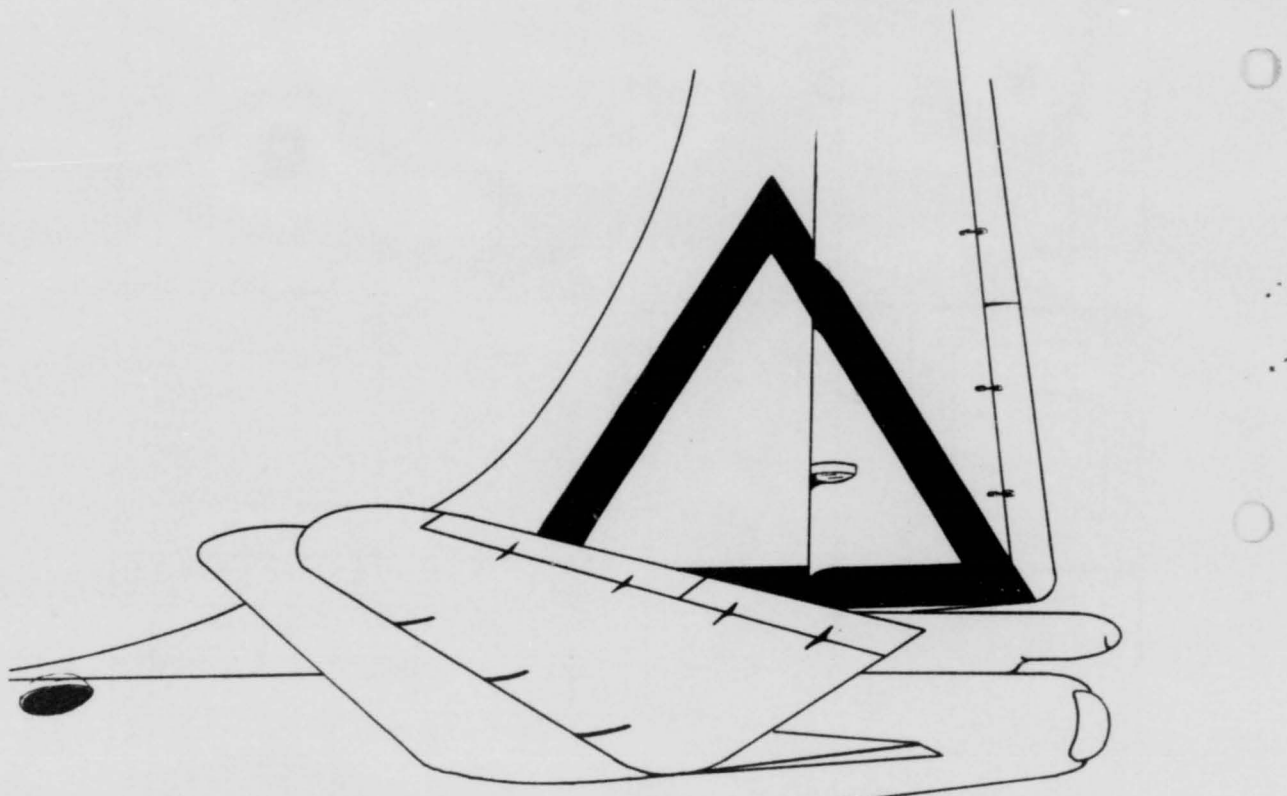

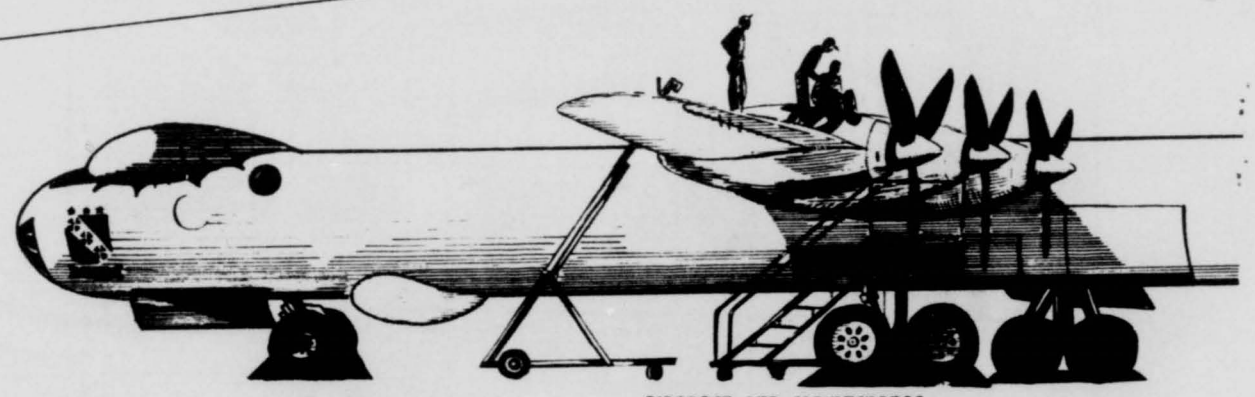

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AIRCRAFT INVENTORY

BY STATION & UNIT

31 AUGUST 1948

STATION & UNIT	GRAND TOTAL	BOMBER						FIGHTER						RCN & LIAISON						CARGO						TRAINER		
		B-50 B-36	B-29 TB-29 KB-29	B-25 TB-25 VB-25	A-26 TA-26 TB-26	OTHER	COMD	TOTAL	F 51	F 80	F-82	F 84	OTHER	COMD	TOTAL	RC-45	L-13		OTHER	COMD	TOTAL	C-45	C-47	C-54	C-97	OTHER	COMD	TOTAL	T-6 T-13 T-11	OTHER	COMD	TOTAL
EIGHTH AIR FORCE																														
BIGGS	48							46																				2				
97 TH BOMB GP M	42		42					42																								
97TH A/B&M/S	6			4				4															2					2				
CARSWELL	57							35							1						1							20				
7 BOMB GP H	25	10	15					25																								
7A/B&M/S GP	12			3	1			4	1						1	1					1	1	5					6				
1 STRATEGIC SUP. U.	10																							9	1			10				
HQ & HQ SQ. AF	10			5	1			6															4					4				
DAV-MONTHAN	74							65																				7				2
2 BOMB GP M	31		31					31																								
43 BOMB GP M	32	4	28					32																								
43 A/B&M/S GP	11			2				2															7					7	2			2
KEARNEY	149														133						2							3				11
27 FTR. GP	138								49		82				131														7			7
27 A/B&M/S GP	11										2				2	2					2		3					3	4			4
WALKER	136							34							88													6				8
509 BOMB GP M	31		31					31																								
509 A/B&M/S GP	13			3				3				4			4								6					6				
33 FTR GP	92								6			78			84														8			8
TOTAL ALL STATIONS	464	14	147	17	2			180	56		84	82			222	3					3	1	27	9	1			38	21			21

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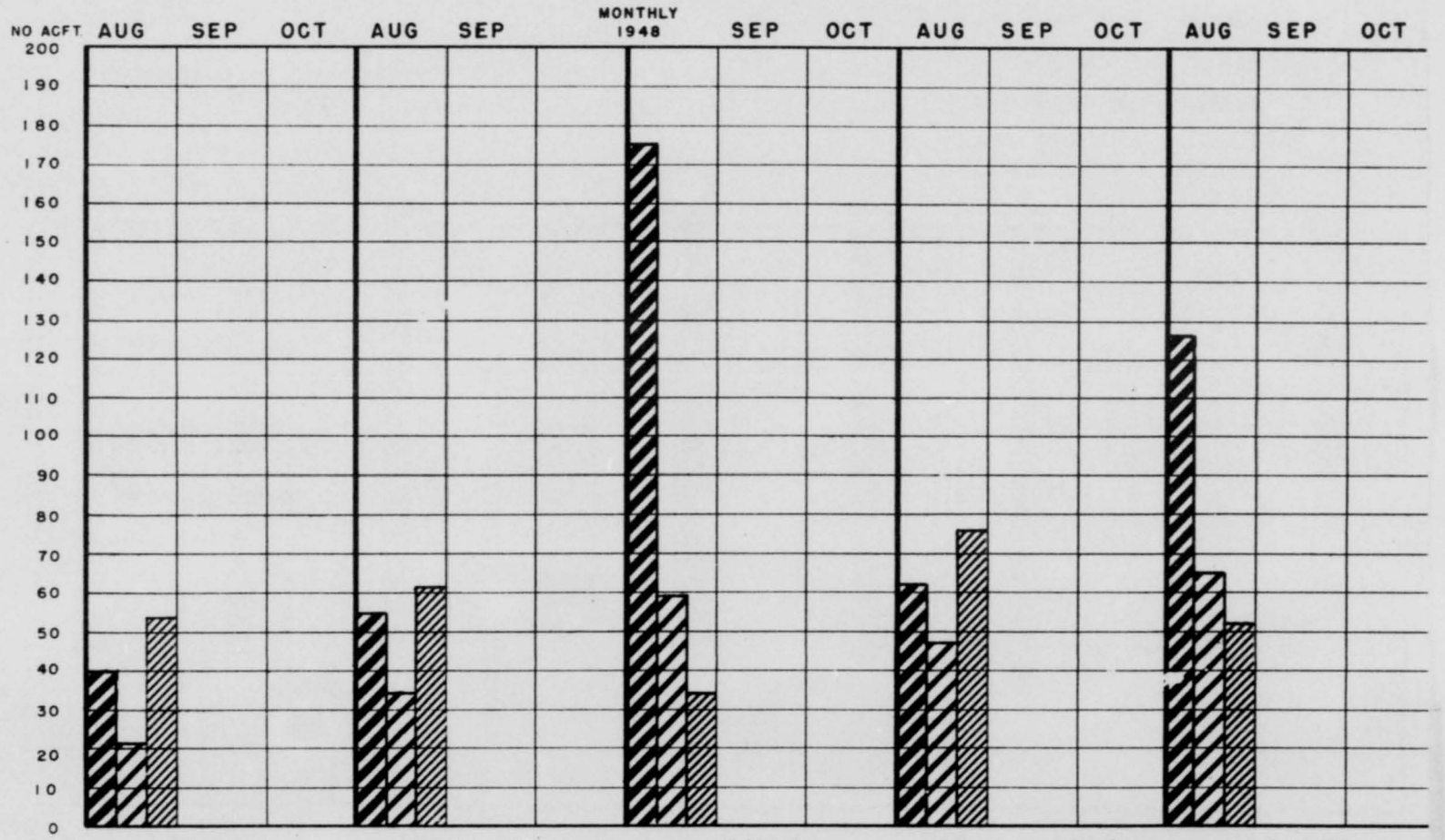
AVERAGE NUMBER AIRCRAFT ON HAND & IN COMMISSION
EIGHTH AIR FORCE BY BASE



	BIGGS	CARSWELL	KEARNEY	DAVIS-MONTHAN	WALKER
AVE NO ON HAND	40	55	175	62	126
AVE NO IN COMM	21	34	59	47	65
% IN COMM	53.0	61.3	33.5	75.4	51.7

4/ NOTE: EXCLUDES T[illegible]SIENT, EXCESS, STORAGE & A/C GROUNDED [illegible]DING TRANSFER

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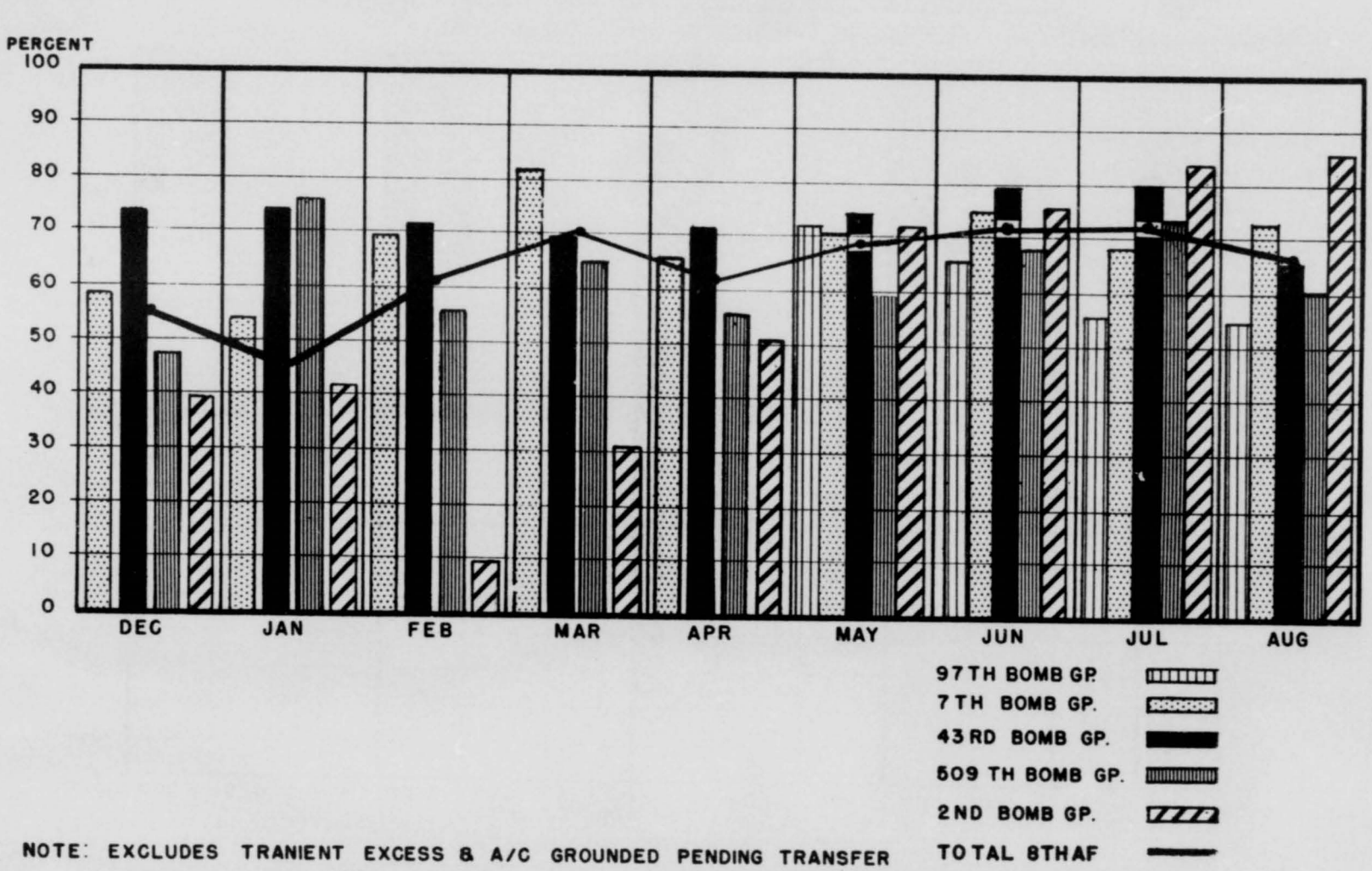
PERCENT B-29 IN COMMISSION TIME



NOTE: EXCLUDES TRANIENT EXCESS & A/C GROUNDED PENDING TRANSFER

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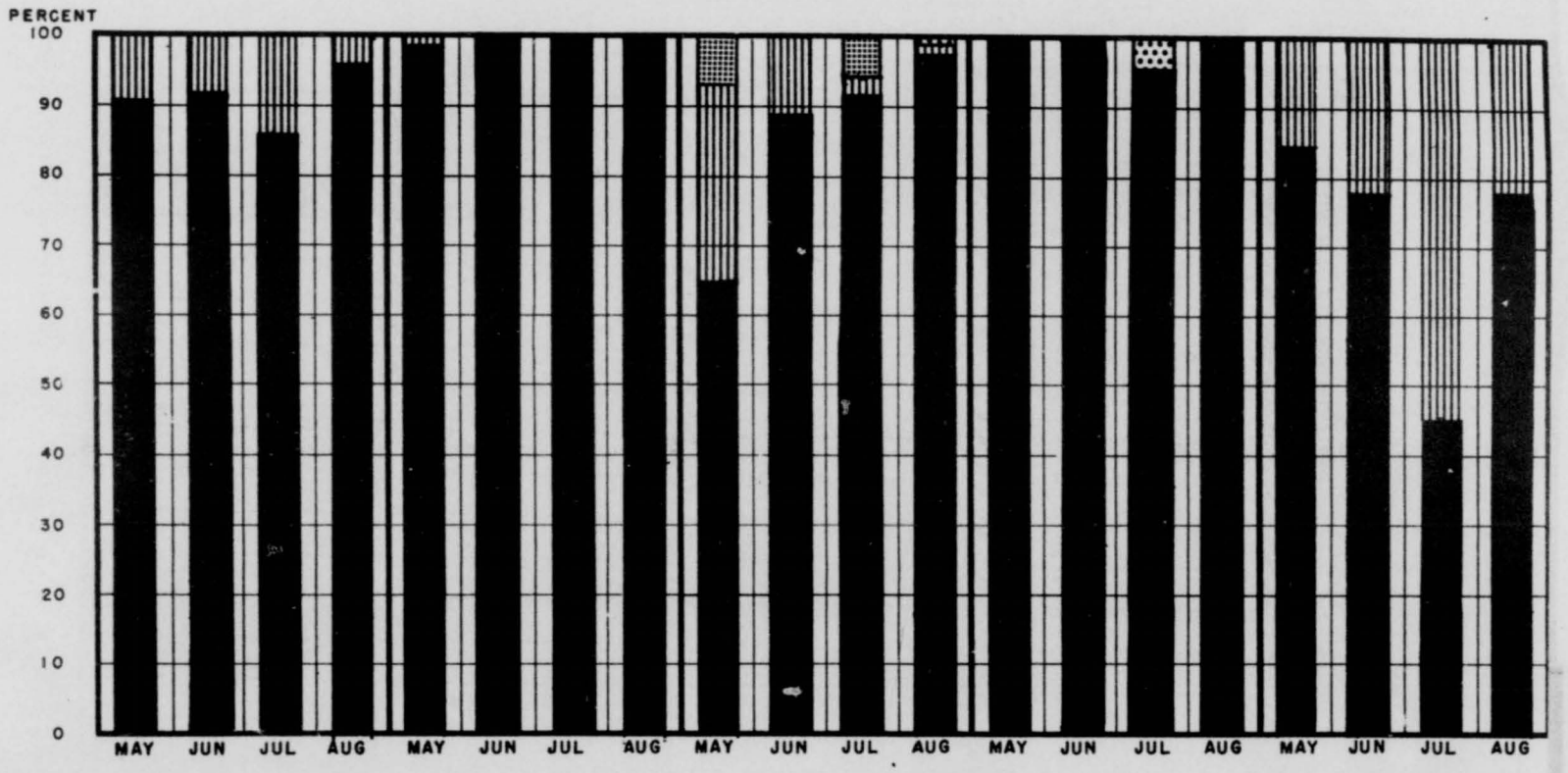
B-29 AIRCRAFT OUT OF COMMISSION BY CAUSE



HOURS OUT FOR	7TH BOMB GP.				43RD BOMB GP.				509TH BOMB GP.				2ND BOMB GP.				97TH BOMB GP.			
MAINTENANCE	3239	3018	3381	2877	3741	2998	2722	5470	5840	6300	5581	8964	3705	4096	3696	2544	2421	4968	4761	9091
PARTS	318	256	537	137	56	0	0	0	2497	803	149	144	0	0	0	0	432	1404	5676	2544
TECH ORDERS	0	0	0	0	0	0	0	0	0	0	0	87	0	0	144	0	0	0	0	0
OTHER	0	0	0	0	0	0	0	0	645	0	347	0	0	0	0	0	0	0	0	0
TOTAL HOURS OUT OF COMM	3557	3274	3918	3014	3797	2998	2722	5470	8982	7103	6077	9195	3705	4096	3840	2544	2853	6372	10437	11635

NOTE : 97TH [illegible] ASGD. 16 MAY '48

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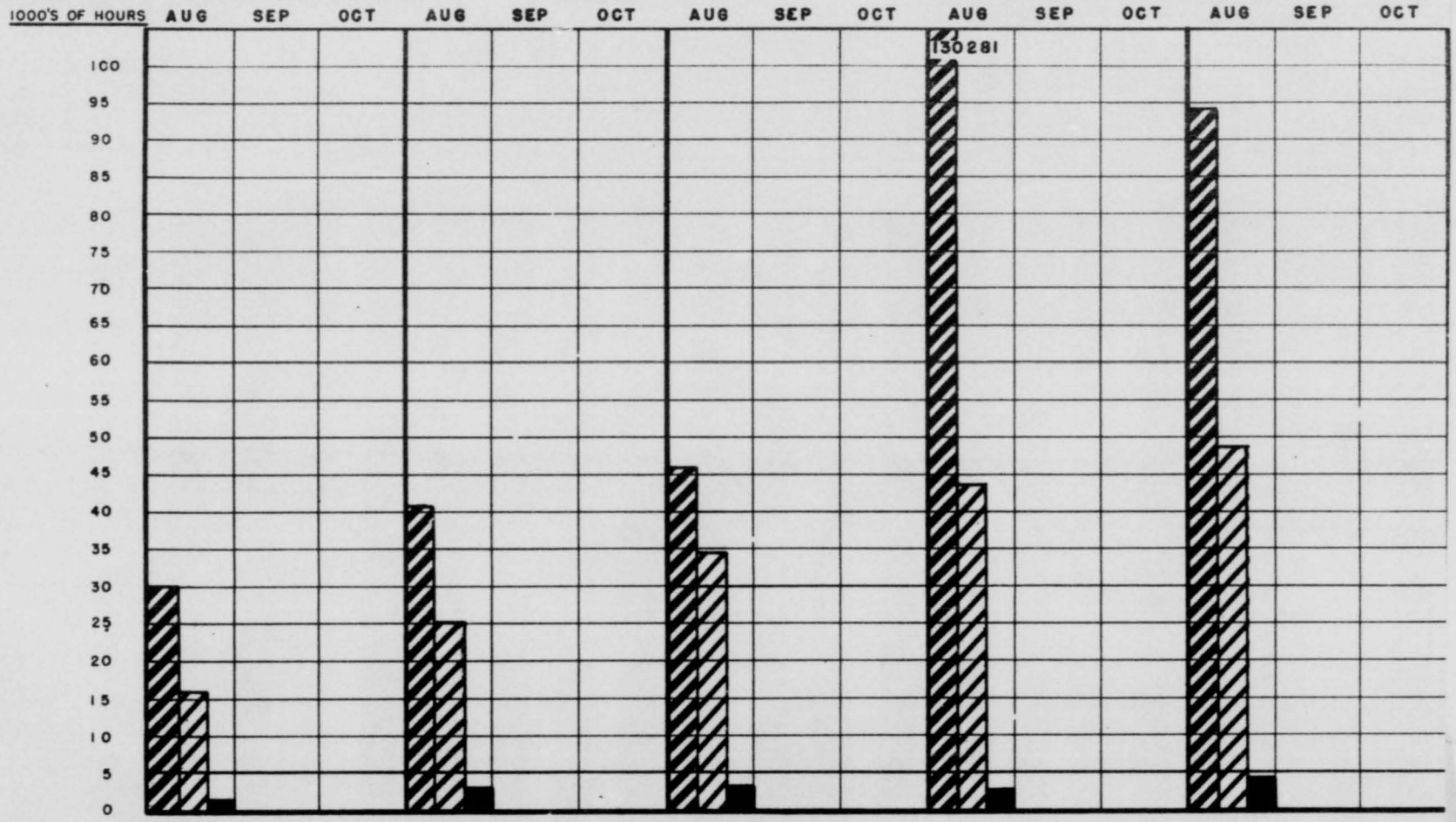
NUMBER OF HOURS ON HAND, IN COMMISSION & FLYING TIME



	BIGGS *	CARSWELL	DAVIS-MONTHAN	KEARNEY	WALKER
ON HAND	30008	40865	45888	130281	94077
IN COMM.	15694	25042	34578	43707	48597
FLY TIME	1744	3576	3680	2694	4452

NOTE: EXCLUDES TRANSIENT, EXCESS, STORAGE & A/C GROUNDED PENDING TRANSFER

* 97 TH BW

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AIR BASE DATA

AVAILABLE HOUSING & RUNWAYS

As of 15 Aug 48

STATION	RANK	HOUSING AVAILABLE: NORMAL CAPACITY AVAILABLE	BEDS OCCUPIED	NO. OF SEPARATE RATIONS	SPACE USED FOR OTHER PURPOSES	FAMILY QUARTERS OCCUPIED	RUNWAYS: NO.	LONGEST (FT.)	ELEVATION (FT.)
WALKER	OFFICERS	127	35	297		102			
	NURSES	12	4	1					
	E.M. WHITE	2991	1701	1220	951	176	7	8500	3645
	E.M. COLORED	153	91	33					
	TOTAL	3283	1831	1551	951	278			
DAVIS-MONTHAN	OFFICERS	458	178	532		* 68			
	NURSES	35	6						
	E.M. WHITE	*2764	2737	1404	**1564	*157	5	8000	2692
	E.M. COLORED	393	254	60					
	TOTAL	3650	3175	1996	**1564	*225			
CARSWELL	OFFICERS	298	127	428		49			
	NURSES	24	8	0		0			
	E.M. WHITE	2346	2197	2012	572	159	5	8200	631
	E.M. COLORED	220	228	125		40			
	TOTAL	2888	2560	2565	572	248			
KEARNEY	OFFICERS	72	22	200		48			
	NURSES	12	4	0		0			
	E.M. WHITE	1886	1607	440	514	162	3	7290	2140
	E.M. COLORED	0	0	0		0			
	TOTAL	1970	1633	640	514	210			
CLOVIS	OFFICERS	312	0	0	0	1			
	NURSES	22	0	0	0	0			
	E.M. WHITE	2349	0	0	0	0	4	10000	4298
	E.M. COLORED	243	0	0	0	0			
	TOTAL	2926	0	0	0	1			

REMARKS: * Figures include Rincon Vista Housing Area, Sahurita Bombing Range, Palo Alto Bombing Range, Wilcox Bombing Range

** Capacity for troops being used for emergency housing and storage.

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Comptroller, SAC	1
PIO, Hq 8th AF	1
Commanding General 8AF	1
Chief of Staff	1
Inspector General	1
Adjutant General	1
Hq. Commandant	1
Dep Chief of Staff, Pers. & Adm,	3
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Medical Section	1
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Clovis Air Force Base, Clovis, New Mexico	2
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Camp Hood Airstrip, Killeen, Texas	2
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RESTRICTED

EIGHTH AIR FORCE

1. Purpose. The mission of the Eighth Air Force as stated in letter, Hq SAC 322, subject "Mission of the Eighth Air Force", dated 10 Janary 1947.

2. General. The Commanding General, Eighth Air Force, will be responsible for exercising command jurisdiction over and operating the Eighth Air Force in accordance with policies established by the Commanding General, SAC.

3. Mission. The Eighth Air Force will:

a. Command and administer such units and installations as may be assigned thereto, including the administration of military justice to all personnel subject to military law.

b. Man, train and equip, in accordance with priorities established by Headquarters, Strategic Air Command, such tactical units and their associated services as are designated, maintain these units in a state of training and indoctrination with the latest available equipment necessary to permit immediate long range offensive bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort operations in any part of the world, either independently, or in cooperation with land and naval forces.

c. Train units, crews, and individuals for maintenance of the combat efficiency of strategic combat units assigned to separate theater commands to include long range bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort, based upon requirements furnished by the Commanding General.

d. Conduct such Universal Military Training as may be directed by the Commanding General, Strategic Air Command.

e. Support the Air Reserve and National Guard Programs in accordance with instructions issued by this headquarters.

f. Perform such special missions and assignments as the Commanding General, Strategic Air Command may direct.

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Command Book Distribution

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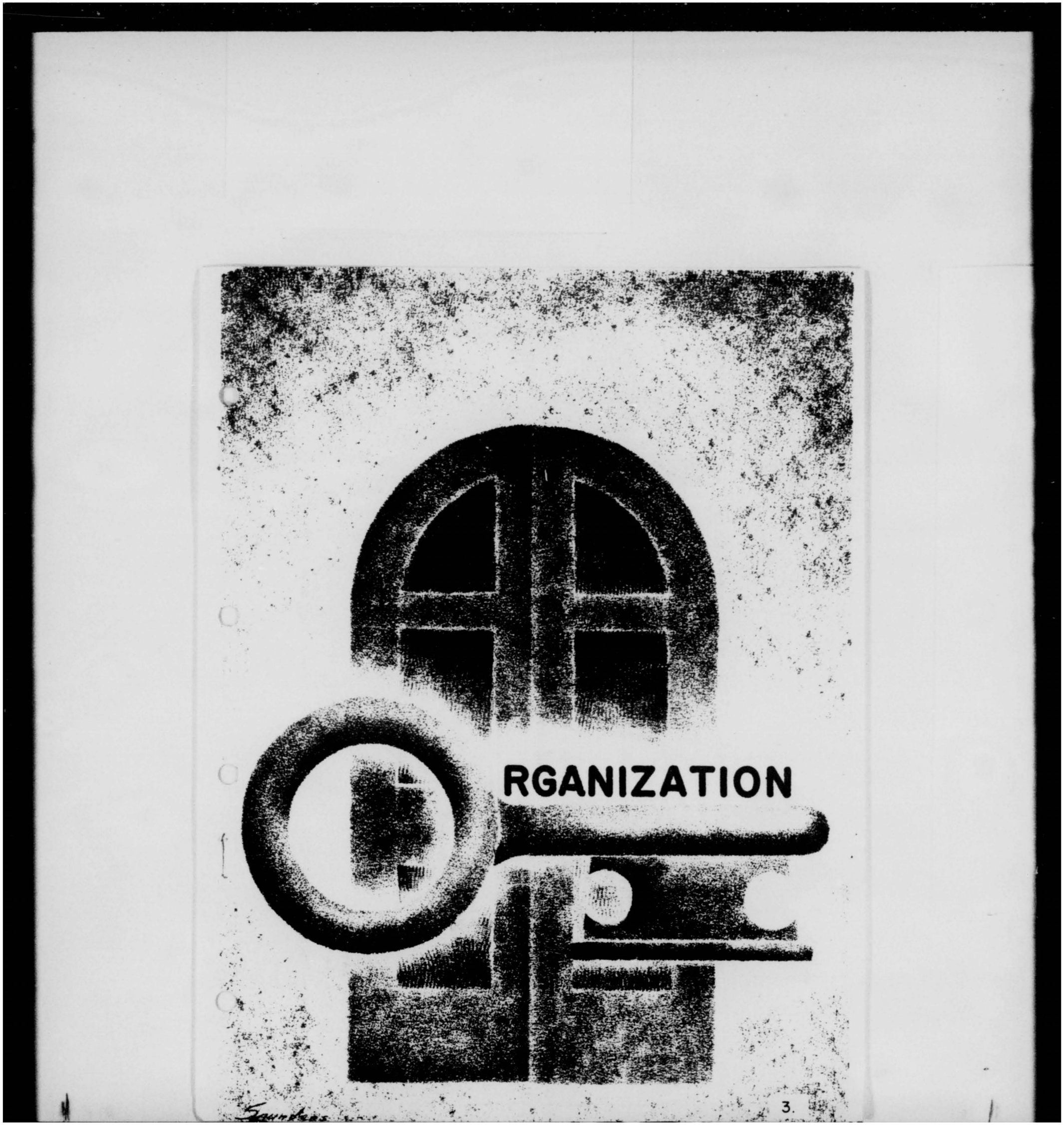

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8TH AIR FORCE BASES

• ACTIVE BASES
⊙ HQ 8TH AIR FORCE
✳ MINIMUM OPERATIONS STATIONS

NOTE: 97TH BW ONLY AT BIGGS AFB

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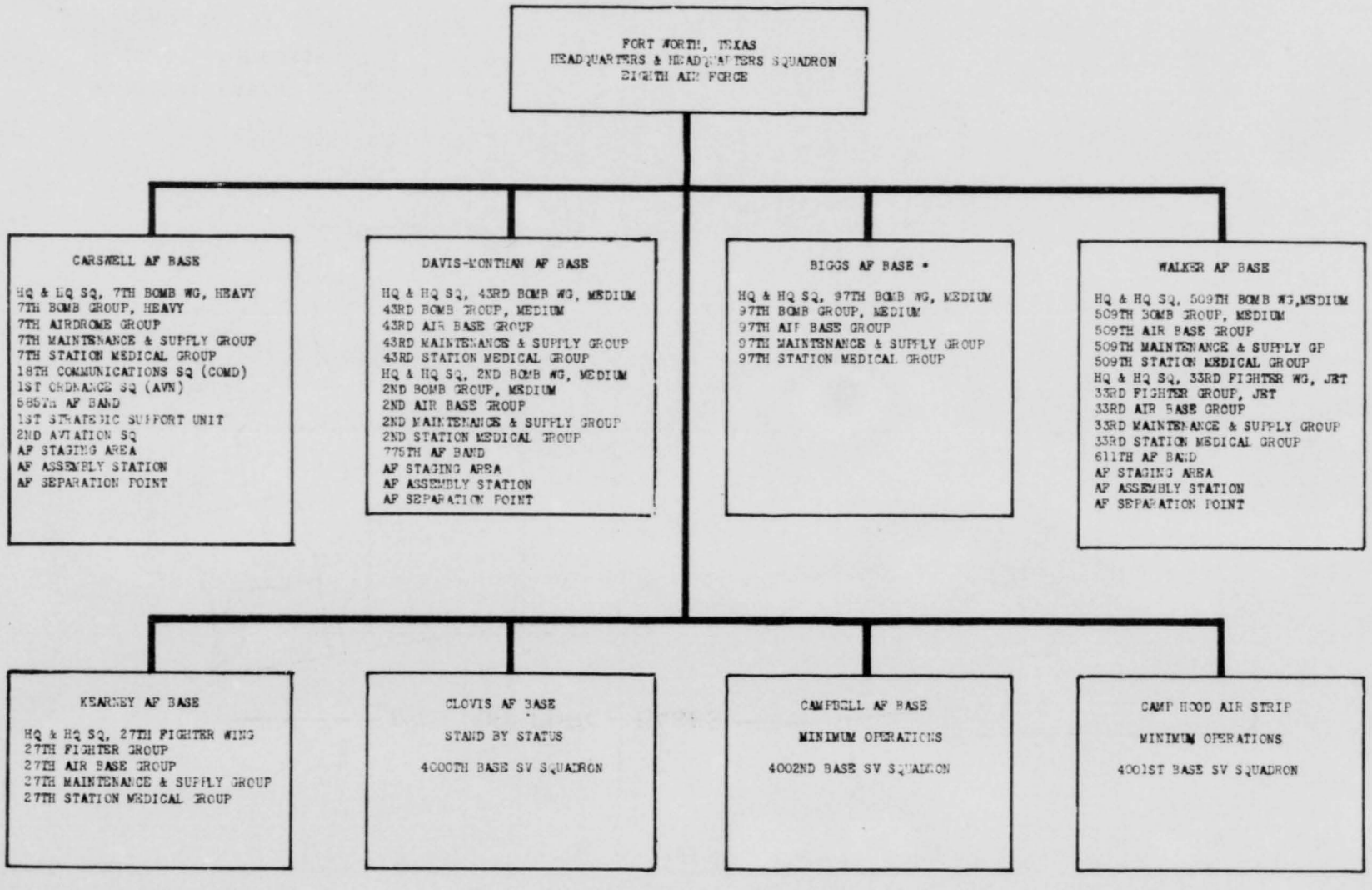

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*JOINT USE W/TAC

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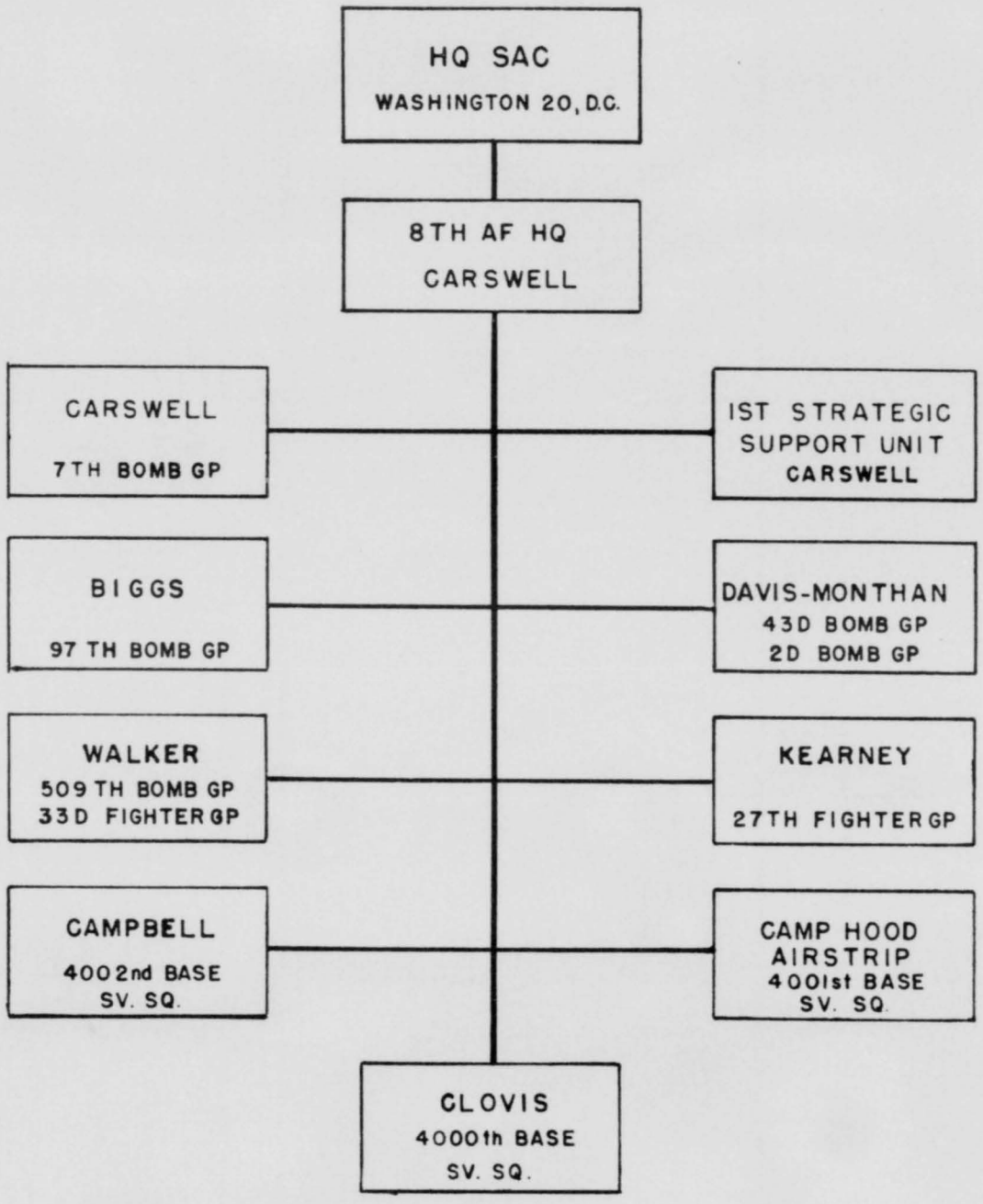
EIGHTH AIR FORCE ORGANIZATION

1 August 1948



NOTE: Biggs AF Base Joint Use W/ TAC

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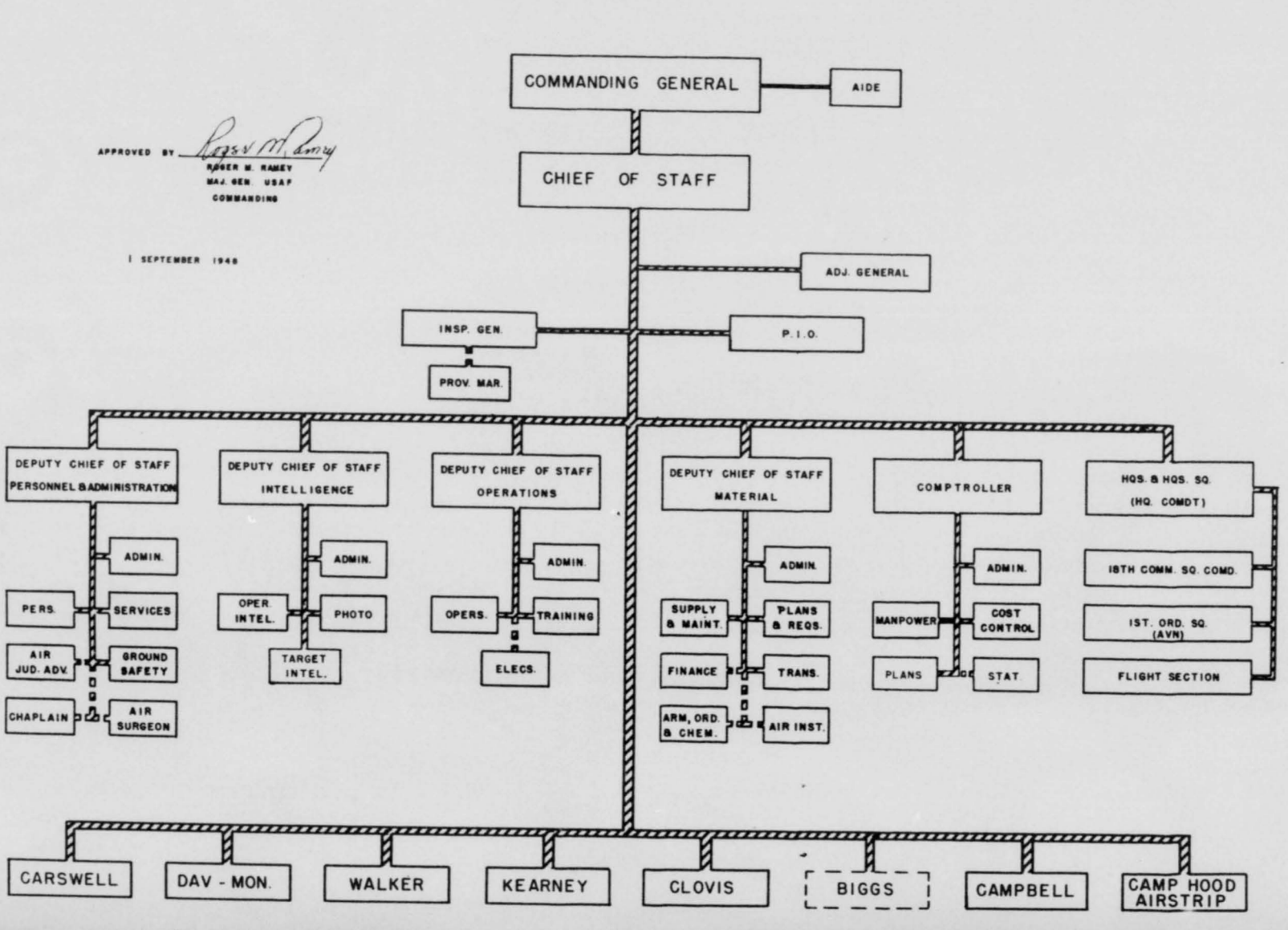
8TH AIR FORCE HEADQUARTERS ORGANIZATION CHART

APPROVED BY Roger M. Ramey
ROGER M. RAMEY
MAJ. GEN. USAF
COMMANDING

1 SEPTEMBER 1948



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EIGHTH AIR FORCE

ROSTER OF KEY PERSONNEL

HEADQUARTERS EIGHTH AIR FORCE

COMMANDING GENERAL	- MAJ. GEN. R. M. RAMEY	DC/S OPERS.	- COL. W. H. BLANCHARD
CHIEF OF STAFF	- BRIG. GEN. R. W. BURNS	DC/S MATERIEL	- COL. F. G. JAMISON
INSP. GEN.	- COL. W. B. OFFUTT	COMPTROLLER	- LT. COL. J. A. ROBERTS JR.
DC/S PERS. & ADM.	- COL. P. D. GLASSFORD JR.	CO. HQ & HQ SQ.	- MAJ. T. J. HERRON
DC/S INTELL.	- MAJ. E. M. KIRTON		

WING	WING COMMANDER	STATION
		ACTIVE
2ND BOMB WING (VH)	COL. W.E. EUBANKS	DAVIS-MONTHAN AIR FORCE BASE, TUSCON, ARIZ.
7TH BOMB WING (VH)	COL. A.D. CLARK	CARSWELL AIR FORCE BASE, FT. WORTH, TEXAS
43RD BOMB WING (VH)	COL. J.C. SELSER JR.	DAVIS-MONTHAN AIR FORCE BASE, TUSCON, ARIZ.
97TH BOMB WING (VH)	COL. G.L. ROBINSON	BIGGS AIR FORCE BASE, EL PASO, TEXAS
509 TH BOMB WING (VH)	COL. C.S. IRVINE	WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO
27 TH FIGHTER WING	COL. A.B. PACKARD	KEARNEY AIR FORCE BASE, KEARNEY, NEBRASKA
33 RD FIGHTER WING	COL. G.G. ATKINSON	WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO

	STATION COMMANDER	STANDBY
4000TH BASE SV. SQ.	MAJ. W. M. THOMPSON	CLOVIS AIR FORCE BASE, CLOVIS, NEW MEXICO
		MINIMUM OPERATIONS
4001 ST BASE SV. SQ.	MAJ. A. D. LUCAS	CAMP HOOD AIRSTRIP, KILLEEN, TEXAS
4002 D BASE SV. SQ.	MAJ. C. C. WOOLWINE	CAMPBELL AIR FORCE BASE, CAMP CAMPBELL, KY.

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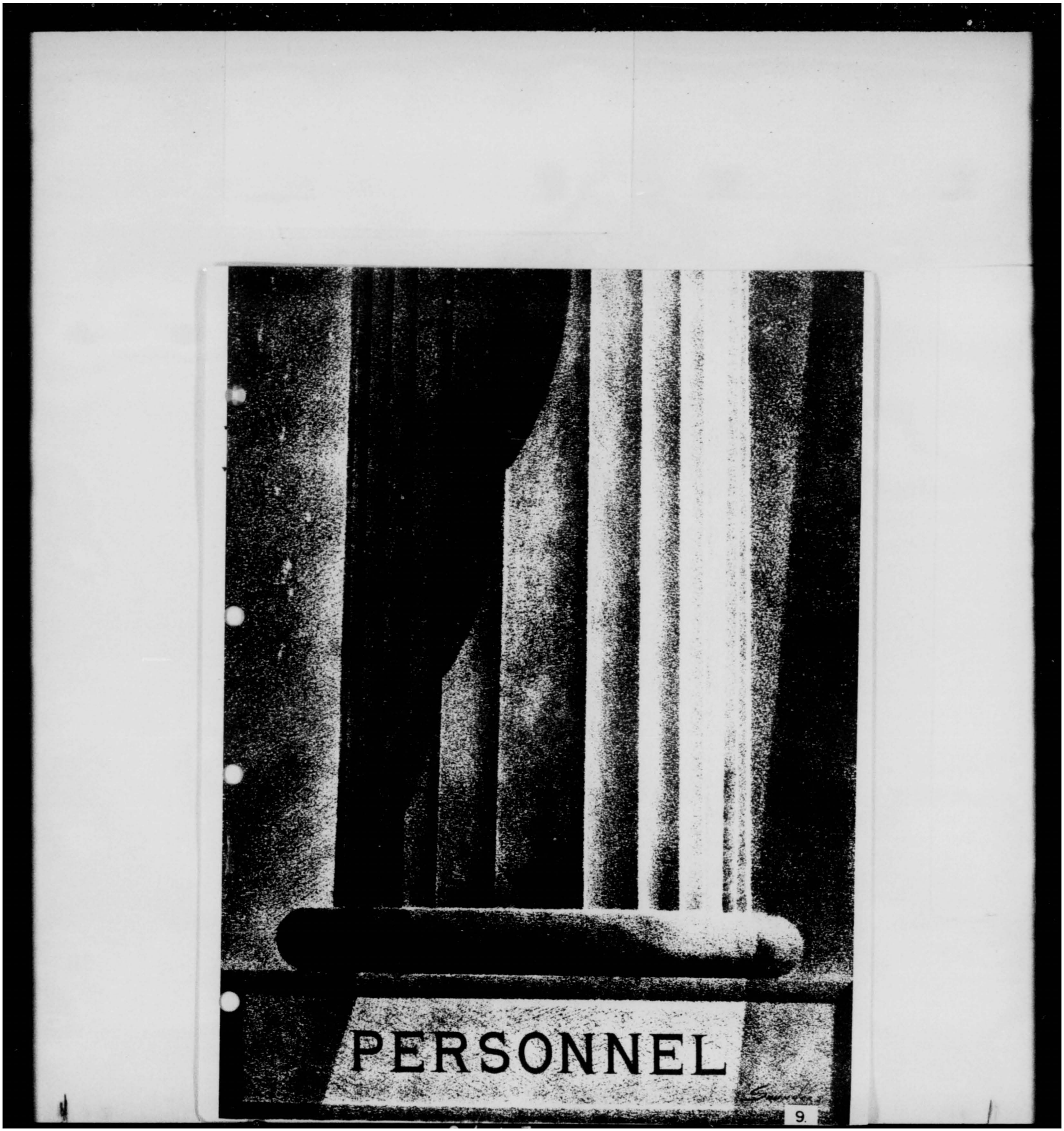

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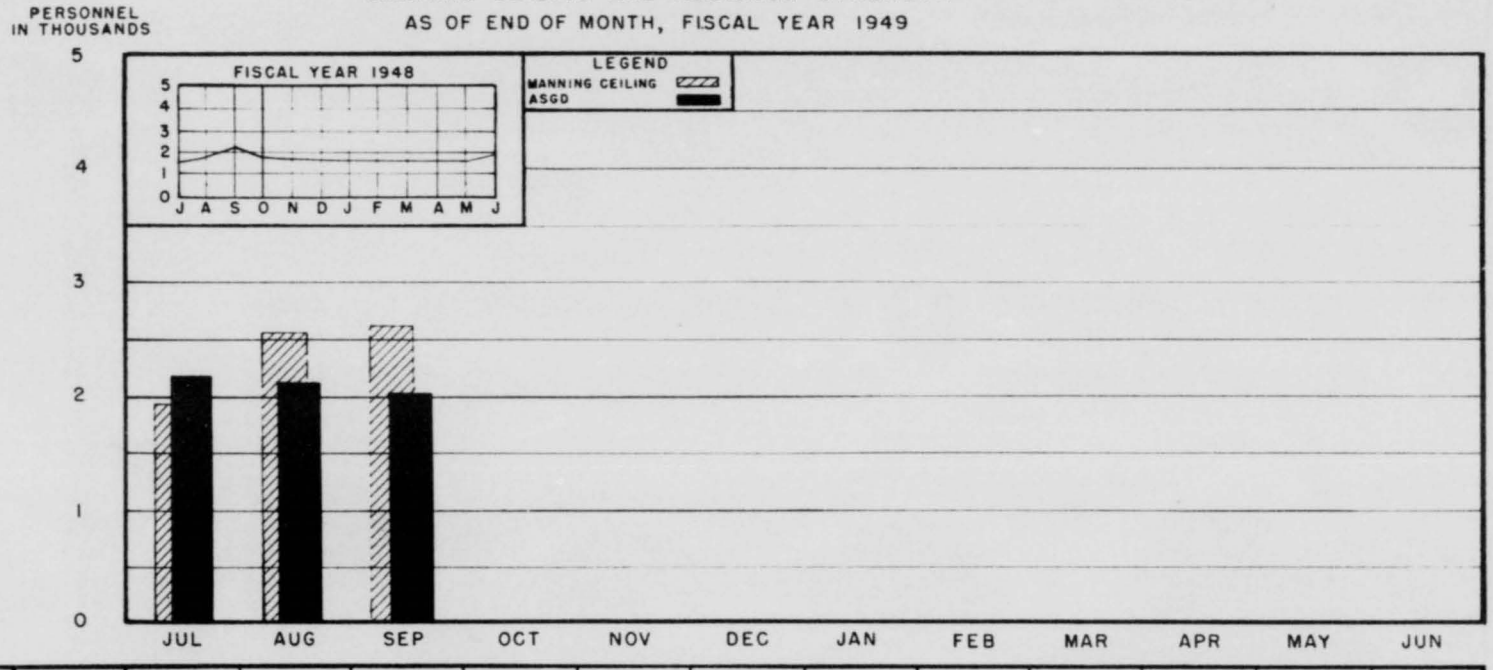
TOTAL 8 AF OFFICER PERSONNEL

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 8 AF	CEILING	1966	2593	2619									
	ASGD.	2194	2150	2070									
HQ. & HQ. SQ 8 AF	CEILING	90	90	90									
	ASGD.	82	79	81									
HQ. 8AF STATIONS	CEILING	40	42	46									
	ASGD.	39	36	33									
BIGGS	CEILING	176	244	244									
	ASGD.	252	243	250									
CARSWELL	CEILING	383	378	375									
	ASGD.	443	435	395									
DAVIS-MONTHAN	CEILING	594	842	842									
	ASGD.	655	660	643									
KEARNEY	CEILING	225	221	221									
	ASGD.	226	214	199									
WALKER	CEILING	458	776	801									
	ASGD.	497	483	469									

Note:
Hq. 8AF Stations include 18th Comm Sq.(Comd), 1st Ord Sq(Avn), 4000, 4001st, 4002nd BS Sq.

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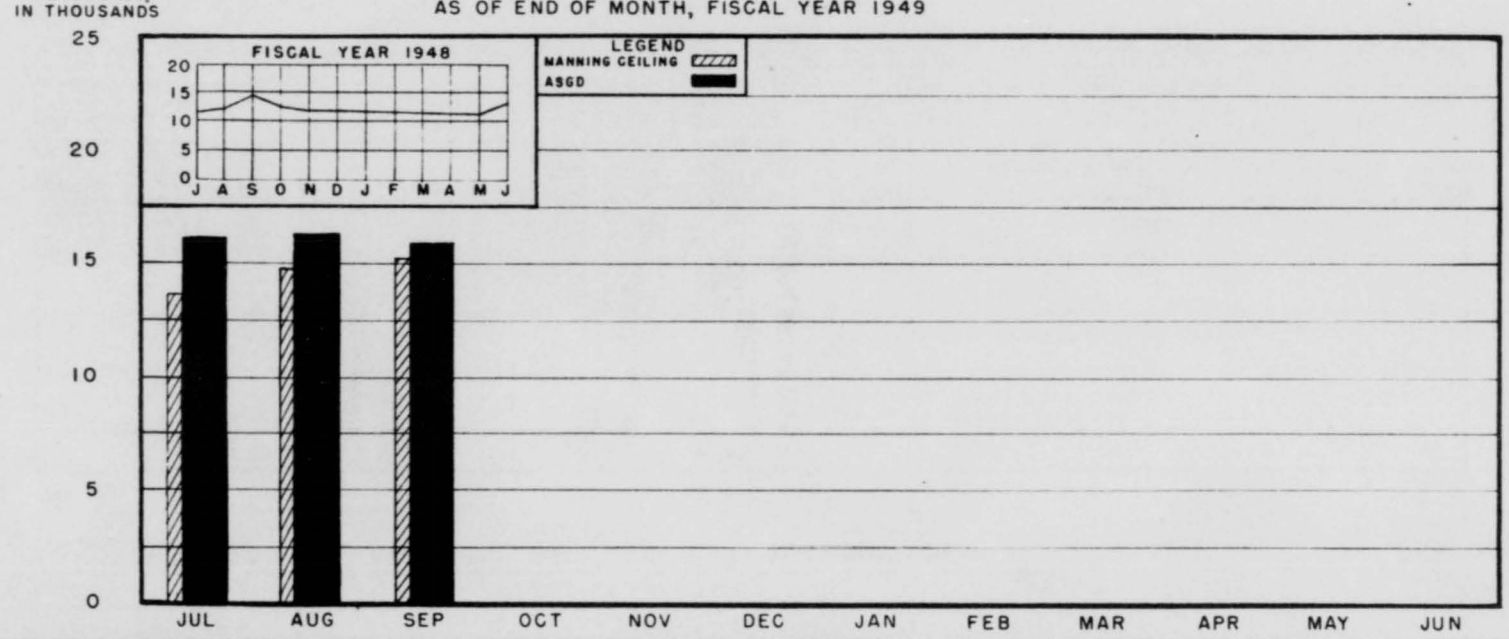
TOTAL 8 AF ENLISTED PERSONNEL

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 8 AF	CEILING	13603	14852	15267									
	ASGD	16110	16155	15970									
HQ 8 HQ SQ 8 AF	CEILING	250	250	250									
	ASGD	249	249	244									
HQ 8AF STATIONS	CEILING	391	391	466									
	ASGD	317	316	315									
BIGGS	CEILING	1185	1553	1553									
	ASGD	1585	1808	1770									
CARSWELL	CEILING	2972	2651	2649									
	ASGD	4325	4249	4117									
DAVIS-MONTHAN	CEILING	3811	4512	4512									
	ASGD	4119	4156	4212									
KEARNEY	CEILING	1573	1400	1400									
	ASGD	1544	1424	1360									
WALKER	CEILING	3421	4095	4437									
	ASGD	3971	3953	3952									

Note:
= Hq 8AF Stations include 18th Comm Sq(Comd), 1st Ord Sq(Avn), 4000th, 4001st, 4002nd BS Sq

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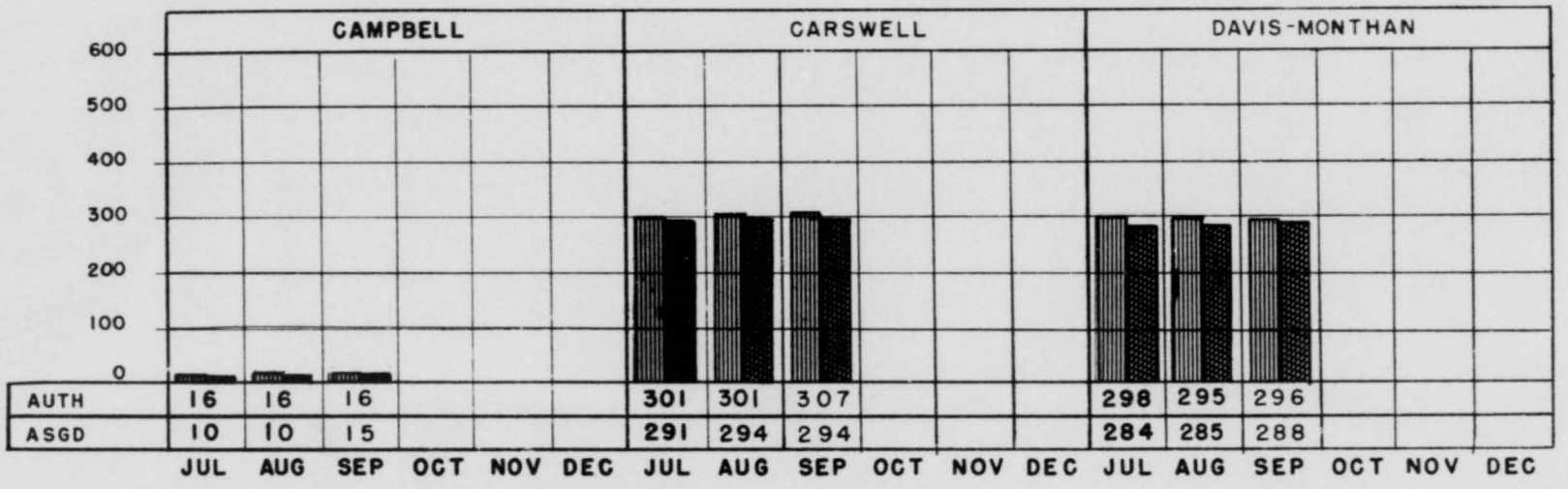
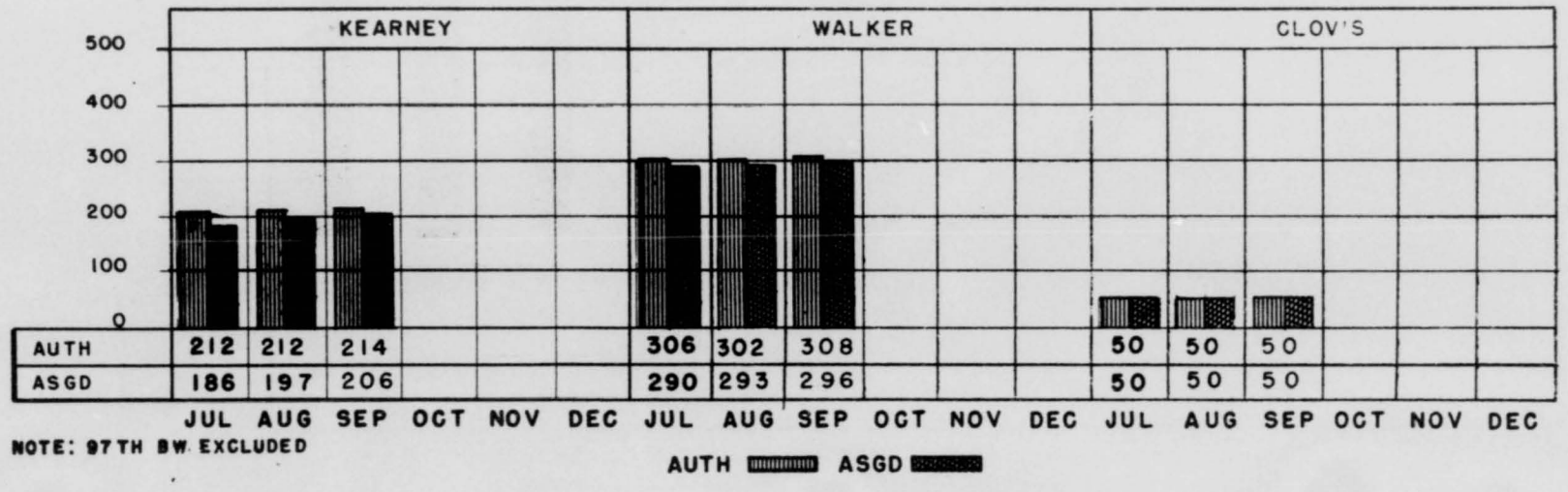
CIVILIAN PERSONNEL — AUTHORIZED & ASSIGNED





NOTE: 97TH BW EXCLUDED

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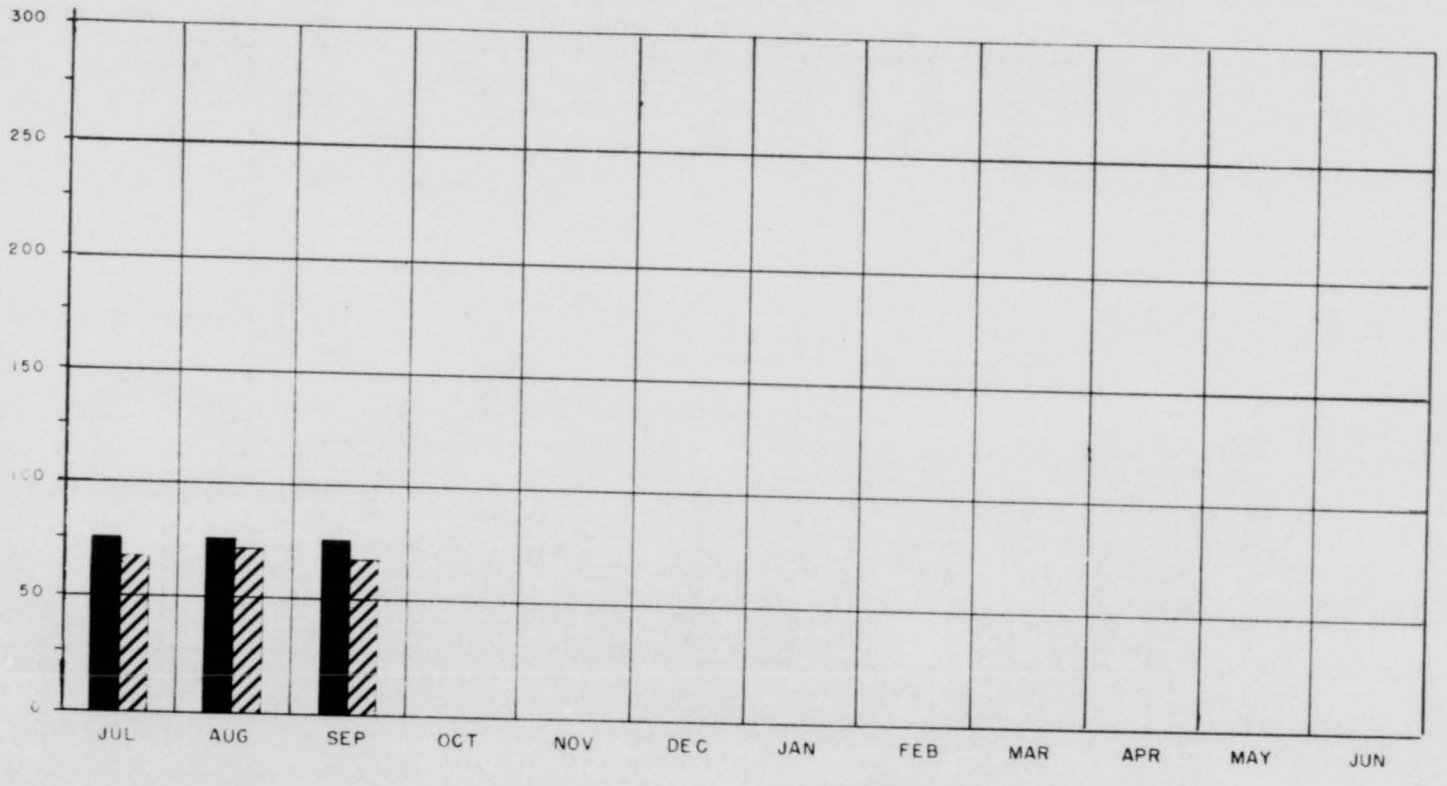
CIVILIAN PERSONNEL AUTHORIZED & ASSIGNED
8TH AF HQ.

AS OF END OF MONTH, FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AUTHORIZED	75	75	75									
ASSIGNED	68	71	68									

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MILITARY PERSONNEL STRENGTH BY UNIT

AS OF 30 SEPT. 1948

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			MANNING CEILING			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD
CARSWELL	8AF	HQ. & HQ. SQ. 8 AF	88	2	0	73	1	7	250	244
		1ST STRATEGIC SUPPORT UNIT	51	0	0	37	0	0	249	228
		2D AVIATION SQ.	3	0	0	3	0	0	94	94
		1ST ORDNANCE SQ. (AVN)	26	0	0	18	0	0	276	200
		18TH COMM. SQ. (COMM)	9	0	0	4	0	0	147	75
		585TH AF BAND	0	0	1	0	0	1	34	31
CARSWELL	8AF	TOTAL 7TH BOMB WING	286	32	2	322	26	6	2272	3764
		HQ & HQ SQ 7 BOMB WING H	25	0	2	34	0	0	65	122
		HQ 7TH BOMB GP, H	12	2	0	21	1	1	28	31
		9TH BOMB SQ. H	62	0	0	56	0	0	272	371
		436TH BOMB SQ. H	62	0	0	59	0	1	272	385
		492D BOMB SQ. H	62	0	0	52	0	1	272	382
		7TH MAINT. & SUPPLY GP.	26	0	0	28	0	1	433	594
		7TH AIR BASE GP.	37	0	0	72	0	2	814	1774
		7TH STATION MED. GP.	0	30	0	0	25	0	116	105
DAV-MONTHAN	8AF	TOTAL 43D BOMB WING	628	31	6	400	22	9	3291	3201
		HQ & HQ SQ 43D BOMB WG. M	34	0	1	34	0	0	92	108
		HQ 43D BOMB GP. M	23	1	0	20	0	0	49	41
		63D BOMB SQ. M	116	1	0	64	0	3	374	336
		64TH BOMB SQ. M	116	1	0	74	1	0	374	324
		65TH BOMB SQ. M	116	1	0	65	1	2	374	317
		43D AIR REFUELING SQ.	132	0	0	17	0	0	315	59
		43D MAINT. & SUPPLY GP.	37	0	1	29	0	3	608	497
		43D AIR BASE GP.	54	0	4	97	0	1	1013	1431
		43D STATION MED. GP.	0	27		0	20	0	[illegible]	88

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			MANNING CEILING			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD
DAV-MONTHAN	8AF	TOTAL 2D BOMB WING	167	4	5	209	1	1	1187	986
		HQ & HQ. SQ. 2D BOMB WG, M	3	0	0	1	0	0	3	1
		HQ. 2D BOMB GP, M	12	0	2	19	0	1	28	35
		20TH BOMB SQ, M	44	0	1	56	0	0	198	213
		49TH BOMB SQ, M	44	0	1	58	0	0	198	232
		96TH BOMB SQ, M	44	0	1	61	0	0	198	220
		2D MAINT & SUPPLY GROUP	11	0	0	6	0	0	209	123
		2D AIR BASE GP	9	0	0	8	0	0	329	156
		2D STATION MED. GROUP	0	4	0	0	1	0	24	6
BIGGS	8AF	TOTAL 97TH BOMB WING	240	4	0	241	4	5	1553	1770
		HQ & HQ SQ. 97TH BOMB WG. M	25	0	0	32	0	0	51	70
		HQ 97TH BOMB GP. M.	14	0	0	16	0	1	28	32
		340TH BOMB SQ. M.	49	0	0	48	0	0	198	220
		341ST BOMB SQ. M.	49	0	0	58	0	0	198	219
		342D BOMB SQ. M	49	0	0	56	0	0	198	219
		97TH MAINT & SUPPLY GP.	21	0	0	12	0	3	265	308
		97TH AIR BASE GP.	33	0	0	19	0	1	591	680
		97TH STATION MED. GP.	0	4	0	0	4	0	24	22
WALKER	8AF	TOTAL 509TH BOMB WING	634	25	7	327	20	11	3270	3311
		HQ & HQ SQ 509TH BOMB WG.	36	0	1	48	0	0	87	174
		HQ 509TH BOMB GP	24	1	1	21	1	0	49	48
		393D BOMB SQ, M	117	1	0	56	0	1	374	444
		715TH BOMB SQ, M	117	1	0	60	2	0	374	409
		830TH BOMB SQ, M	117	1	0	63	1	1	374	407
		509TH AIR REFUELING SQ.	132	0	0	3	0	0	315	33
		509TH MAINT. & SUPPLY GP.	37	0	1	21	0	3	606	485
		509TH AIR BASE GP.	54	0	4	55	0	6	1023	1235
		509TH STATION MED. GP.	0	21	0	0	16	0	68	76

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			MANNING CEILING			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD
WALKER	8AF	TOTAL 33D FIGHTER WING	98	6	5	107	3	0	391	617
		HQ & HQ. SQ. 33D FTR. WG. JET	14	0	2	3	0	0	51	3
		HQ 33D FTR. GP. JET	9	2	0	10	0	0	25	31
		58TH FTR SQ. JET	25	0	1	27	0	0	105	116
		59TH FTR SQ. JET	25	0	1	27	0	0	105	113
		60TH FTR SQ. JET	25	0	1	27	0	0	105	129
		33D MAINT & SUPPLY GP.		0		5	0	0		139
		33D AIR BASE GP		0		8	0	0		64
		33D STATION MED. GP.		4		0	3	0		22
KEARNEY	8AF	TOTAL 27TH FIGHTER WING	186	19	16	182	15	2	1400	1360
		HQ & HQ. SQ. 27TH FIGHTER WG.	7	0	3	10	0	0	57	66
		HQ. 27TH FTR. GP.	8	0	0	11	0	1	25	20
		522D FTR. SQ.	50	0	1	46	0	0	135	118
		523D FTR. SQ.	50	0	1	43	0	0	135	113
		524TH FTR. SQ.	50	0	1	42	0	0	135	113
		27TH MAINT & SUPPLY GP.	8	0	4	12	0	1	283	254
		27TH AIR BASE GP.	13	0	6	18	0	0	569	621
		27TH STATION MEDICAL GP.	0	19	0	0	15	0	61	55
WALKER	8AF	611TH AF BAND	0	0	1	0	0	1	34	24
DAV-MONTHAN	8AF	775TH AF BAND	0	0	1	0	0	1	34	25
CLOVIS	8AF	4000TH BASE SERVICE SQ.	4	0	0	3	0	0	0	0
CAMP HOOD	8AF	4001ST BASE SERVICE SQ.	2	0	0	2	0	0	18	14
CAMPBELL	8AF	4002D BASE SERVICE SQ.	5	0	0	6	0	0	25	26

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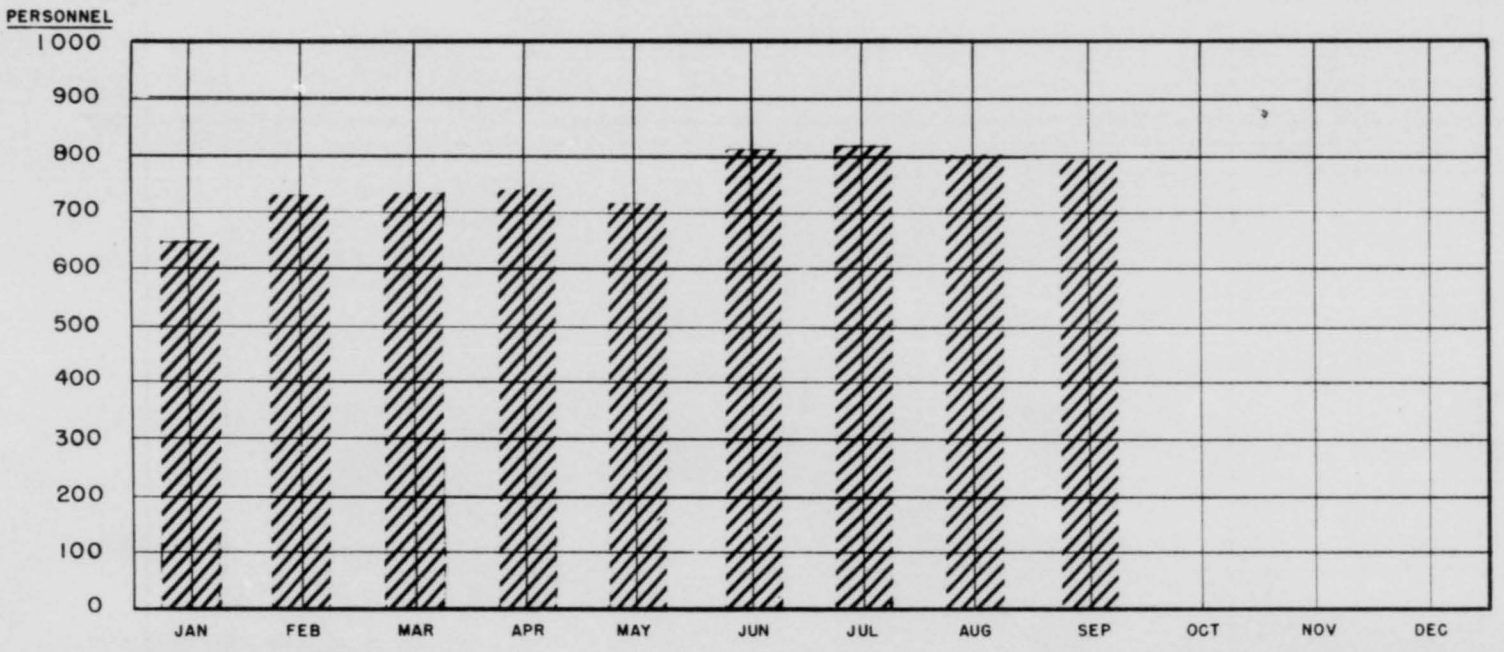
TOTAL 8TH REGULAR AIR FORCE AND REGULAR ARMY OFFICER PERSONNEL ASSIGNED

AS OF 15th OF MONTH



TOTAL.	650	734	735	741	723	818	823	804	797
HQ 8TH AF	62	57	55	55	53	53	47	45	50
BIGGS. (97TH BW)		ASGD. EFF. 16 MAY '48.				104	108	111	108
CARSWELL.	167	190	191	189	182	181	185	180	176
DAV-MONTHAN.	191	239	243	246	235	225	229	222	225
KEARNEY.	79	83	83	82	82	81	79	76	71
WALKER.	151	165	163	169	171	174	173	168	164
CAMP HOOD AIRSTRIP.		276TH AFBU ASGD. 8TH AF EFF. 1 JULY '48					1	1	1
CAMPBELL.		ASGD TO 8TH AF EFF. 1 JULY '48					1	1	2
CLOVIS.		234TH AFBU ASGD. 8TH AF EFF. 1 JULY '48					0	0	0
% of ASGD. STRENGTH.	35.4	36.8	36.2	35.9	35.4	36.8	37.2	37.1	37.2

NOTE: 276th AFBU redesignated 4002nd Base Sv Sq, 234th AFBU redesignated 4000th Base Sv. Sq & 275th AFBU, Camp Hood Airstrip, redesignated 4001st Base Sv. Sq. eff. 1 Aug. 1948

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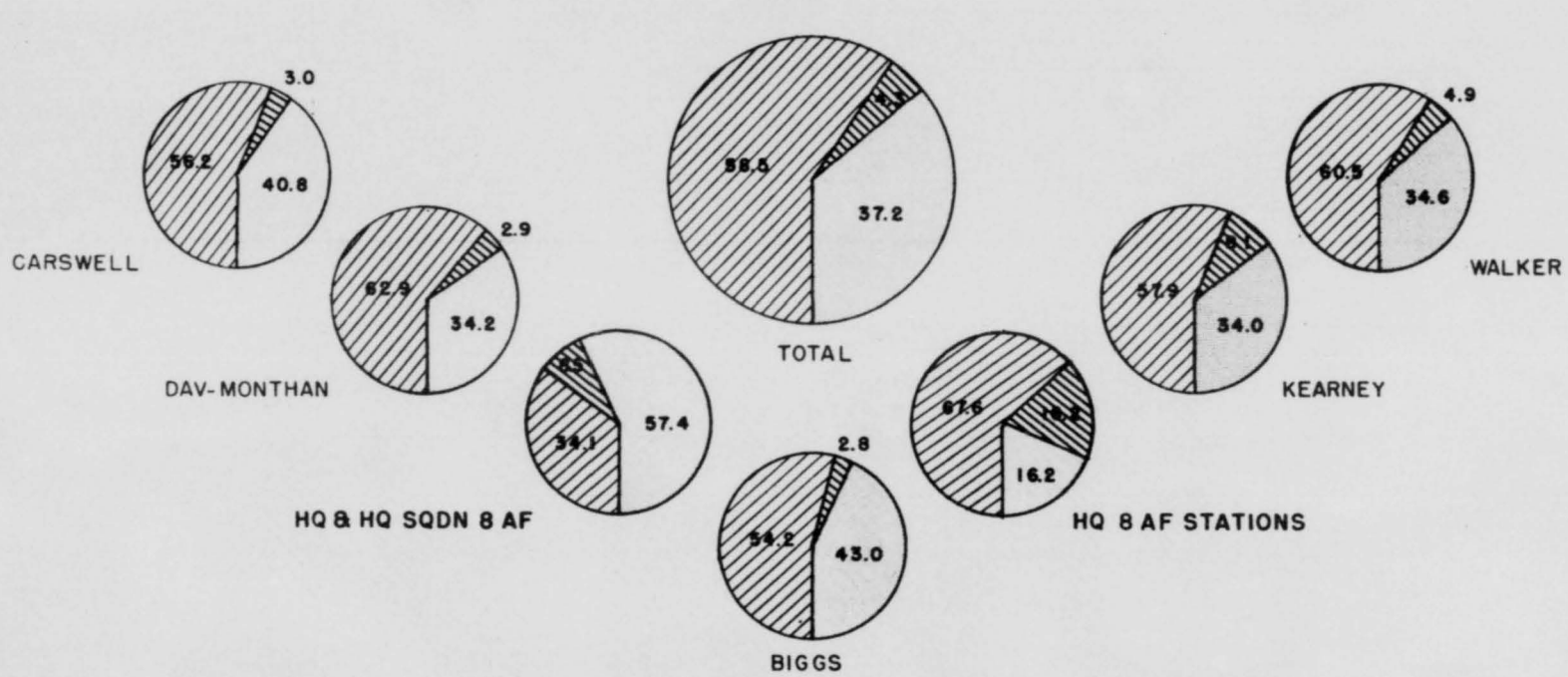
8TH AF OFFICER PERSONNEL BY RANK & COMPONENT

AS OF 15 MONTHLY
SEPT.



COMPONENT	GEN	COL	LT. COL	MAJOR	CAPT	IST LTS	2D LTS	FO & WO	TOTAL
USAF & RA	2	16	76	145	264	281	10	3	797
OFF. RES. CORPS	0	0	9	73	351	766	50	3	1252
NATIONAL GUARD	0	0	0	0	0	0	0	0	0
AFUS & AUS	0	0	1	1	19	30	3	38	92
TOTAL	2	16	86	219	634	1077	63	44	2141

NOTE: 8 AF S[illegible]ONS INCLUDE 18TH COMM SQ(COMO) I[illegible]RD SQ(AVN) 4000TH, 40[illegible]T, 4002ND BS SQS

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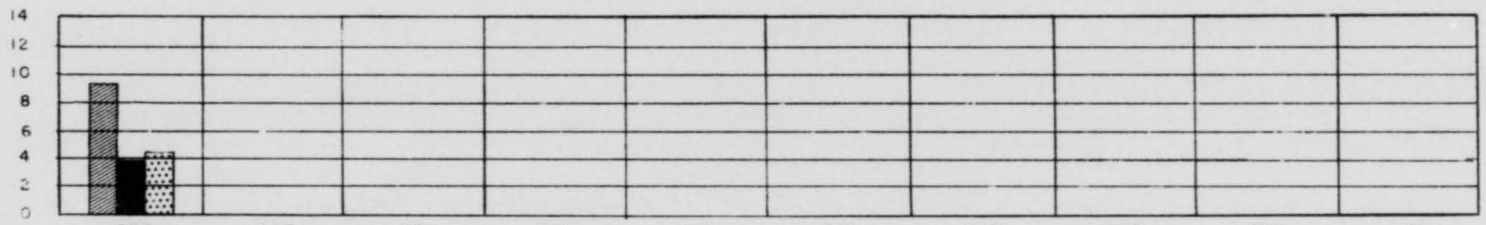
NON-WHITE ENLISTED PERSONNEL

PERCENTAGE OF TOTAL ASSIGNED BY STATION



NO ASGD	SEP WHT	SEP COL	OCT WHT	OCT COL	NOV WHT	NOV COL	DEC WHT	DEC COL	JAN WHT	JAN COL	FEB WHT	FEB COL	MAR WHT	MAR COL	APR WHT	APR COL	MAY WHT	MAY COL	JUN WHT	JUN COL
CARSWELL	4233	403																		
WALKER	3773	165																		
DAV-MON	4047	179																		

8TH AIR FORCE ENLISTED STRENGTH BY GRADE & RACE

		M/SGT	T/SGT	S/SGT	SGT	CPL	PFC	PVT	% NON WHT.
SEP	WHT	1134	1136	3126	2870	2768	3430	795	
	COL	11	7	45	92	124	374	58	4 7
OCT	WHT								
	COL								
NOV	WHT								
	COL								
DEC	WHT								
	COL								
JAN	WHT								
	COL								
FEB	WHT								
	COL								
MAR	WHT								
	COL								
APR	WHT								
	COL								
MAY	WHT								
	COL								
JUN	WHT								
	COL								

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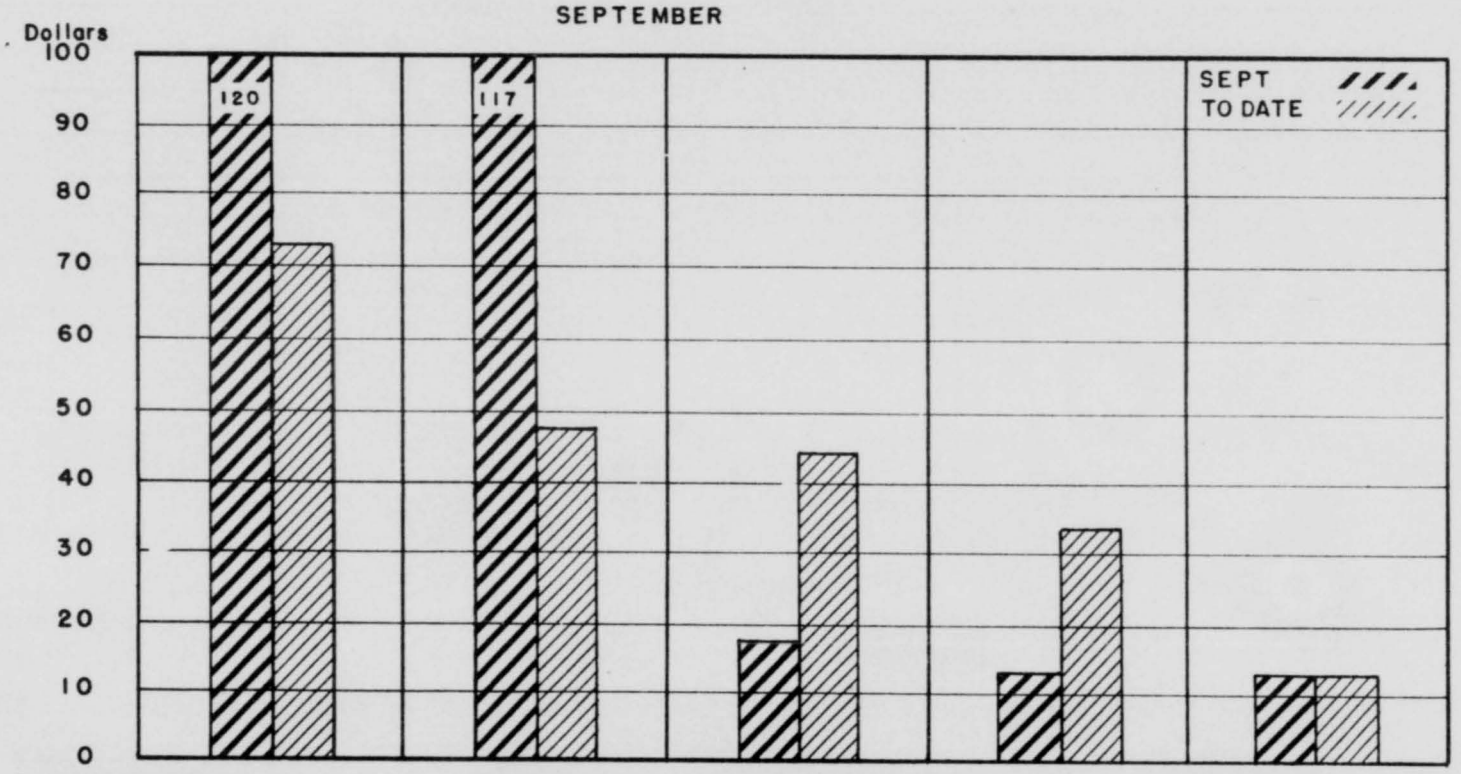
8TH AF GROUND ACCIDENT COST SUMMARY



	BIGGS		WALKER		DAVIS-MONTHAN		CARSWELL		KEARNEY	
	SEPT	TO DATE	SEPT	TO DATE	SEPT	TO DATE	SEPT	TO DATE	SEPT	TO DATE
PERSONAL INJURY & FATALITY COST	20490	45820	48265	187679	6960	164509	6340	164748	1974	18977
M.V. & PROPERTY DAMAGE COST	0	4348	92	7327	407	2445	276	2192	290	2705
COST PER CAPITA PER ANNUM	120	73	117	48	18	44	13	34	13	13

$$\frac{\text{USAF Property Cost Plus Personal Injury \& Fatality Cost}}{\text{Average Mil. \& Civ. Strength}} \times 12 = \text{Cost Index}$$

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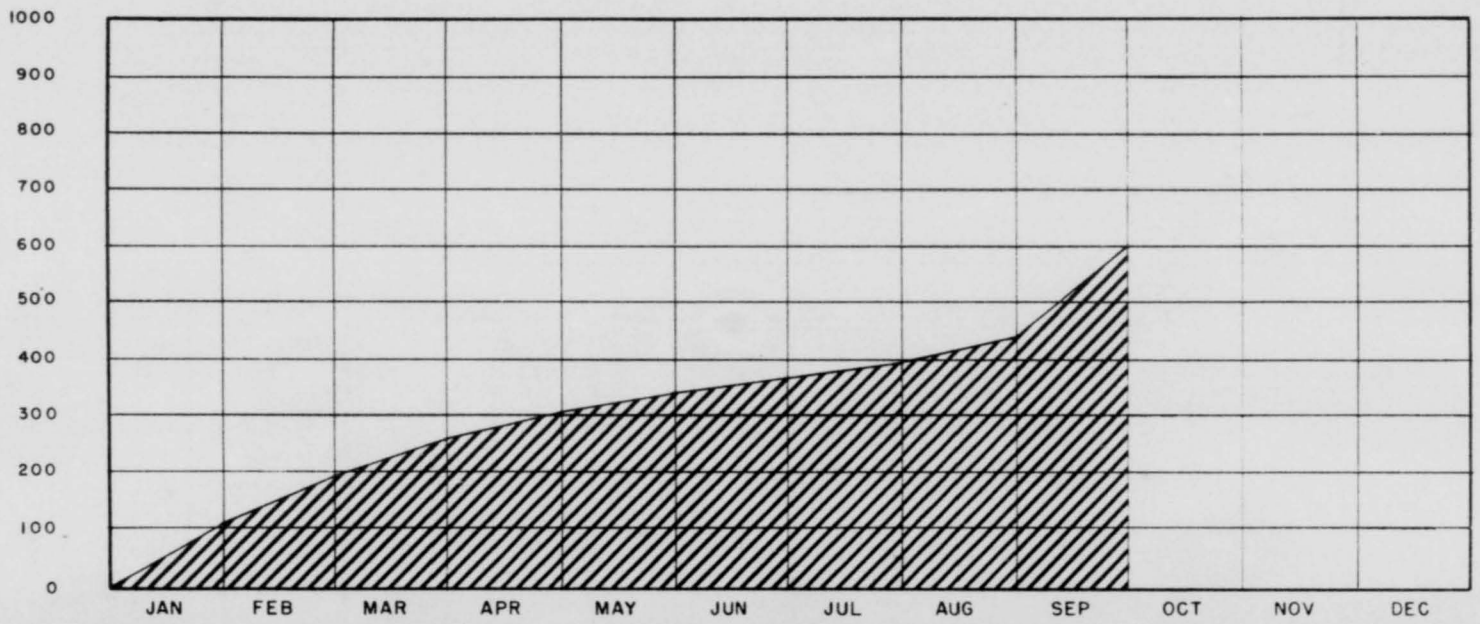
ENLISTMENTS & REENLISTMENTS

TOTAL 8TH AIR FORCE BY LENGTH OF ENLISTMENT

CUMULATIVE FROM 1 JANUARY 1948



6YR. ENLS.									3			
5YR. ENLS.	2	6	10	11	11	14	14	16	17			
4YR. ENLS.	0	0	0	0	0	0	0	0	2			
3YR. ENLS.	109	187	254	296	328	355	385	426	580			
2YR. ENLS.	0	0	0	0	0	0	0	0	0			
TOTAL	111	193	264	307	339	369	399	442	602			

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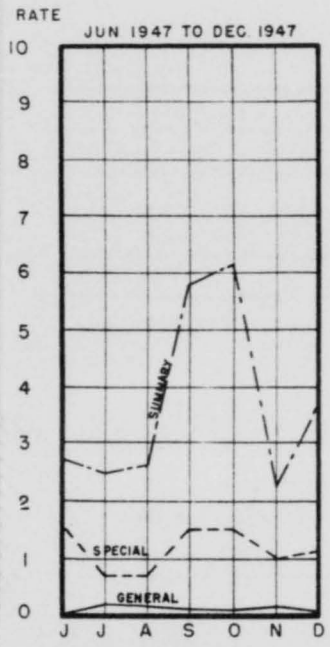
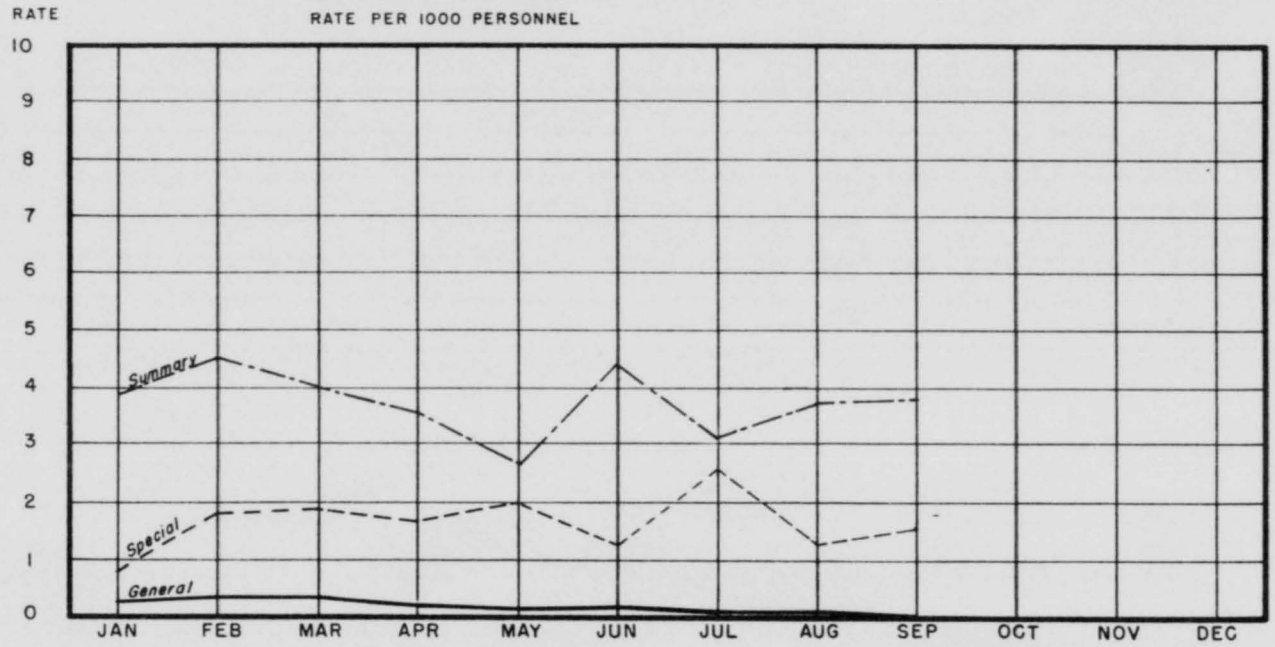
TOTAL 8TH AF COURTS MARTIAL RATES

BY MONTH 1947-1948





		1947 JUN		1947 JUL		1947 AUG		1947 SEP		1947 OCT		1947 NOV		1947 DEC		1948 JAN		1948 FEB		1948 MAR		1948 APR		1948 MAY		1948 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	NO.	RATE
CARSWELL	SUMMARY	33	5.9	21	3.5	27	4.6	34	5.5	18	3.2	38	6.8	23	4.2	22	4.2	41	8.3								
	SPECIAL	1	.2	4	.7	2	.3	8	1.3	2	.4	4	.7	7	1.3	3	.58	3	.61								
	GENERAL	1	.2	1	.2	3	.5	1	.2	1	.2	2	.36	1	.18	1	.19	0	0								
WALKER	SUMMARY	18	3.5	27	5.1	22	4.2	12	2.4	6	1.3	7	1.5	12	2.7	11	2.5	4	.91								
	SPECIAL	3	.6	11	2.1	9	1.7	11	2.2	13	2.9	0	0	9	2.0	6	1.4	5	1.1								
	GENERAL	0	0	1	.2	0	0	1	.2	1	.25	1	.22	0	0	0	0	0	0								
DAVIS-MONTHAN	SUMMARY	10	2.1	20	3.8	12	2.3	13	2.6	20	4.0	23	4.7	8	1.7	15	3.1	7	1.5								
	SPECIAL	5	1.1	15	2.9	15	2.9	3	.6	15	3.0	9	1.8	18	3.8	4	.8	10	2.1								
	GENERAL	3	.6	3	.6	2	.4	2	.4	1	.2	0	0	0	0	0	0	0	0								
KEARNEY	SUMMARY	8	3.8	16	6.9	13	5.4	7	2.9	6	2.6	7	3.5	9	4.8	12	7.3	8	5.1								
	SPECIAL	5	2.4	4	1.7	9	3.7	9	3.7	7	3.0	9	4.5	9	4.8	7	4.3	7	4.5								
	GENERAL	0	0	0	0	1	.4	0	0	0	0	0	0	0	0	0	0	0	0								
8TH AF TOTAL	SUMMARY	69	3.9	84	4.5	74	4.0	66	3.6	50	2.7	75	4.4	52	3.1	60	3.7	60	3.8								
	SPECIAL	14	.8	34	1.8	35	1.9	31	1.7	37	2.0	22	1.3	43	2.6	20	1.3	25	1.6								
	GENERAL	4	.2	5	.3	6	.3	4	.2	3	.16	3	.18	1	.06	1	.06	0	0								

NOTE INCLUDES 97TH BOMB WING FOR MAY, JUNE

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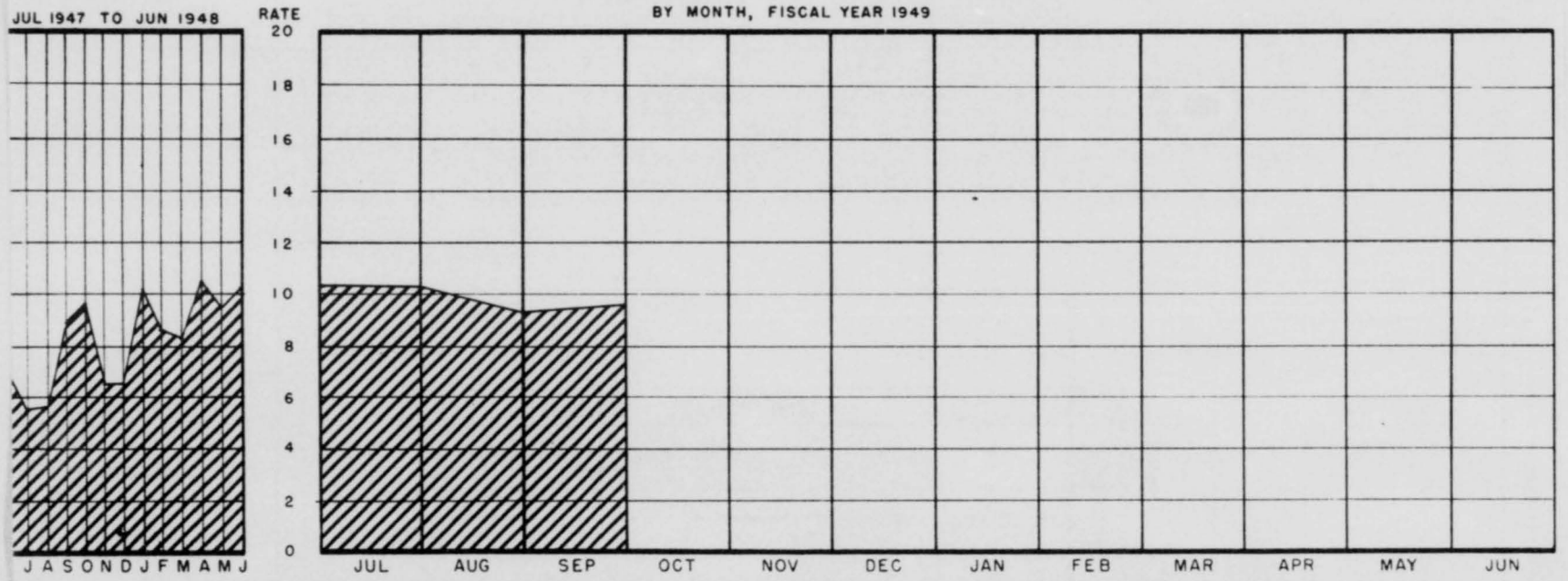
8TH AF PERSONNEL AWOL RATE

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
BIGGS	REPORT NOT AVAILABLE																							
CARSWELL	75	13.6	49	9.3	36	7.1																		
DAVIS-MONTHAN	45	9.4	23	4.8	33	6.8																		
KEARNEY	25	13.3	19	11.2	32	20.1																		
WALKER	44	9.7	59	13.5	51	11.6																		
8TH AF TOTAL	189	10.2	150	9.3	152	9.6																		

NOTE EXCLUDES 4000TH, 4001ST, 4002ND BASE SERVICE SQS.

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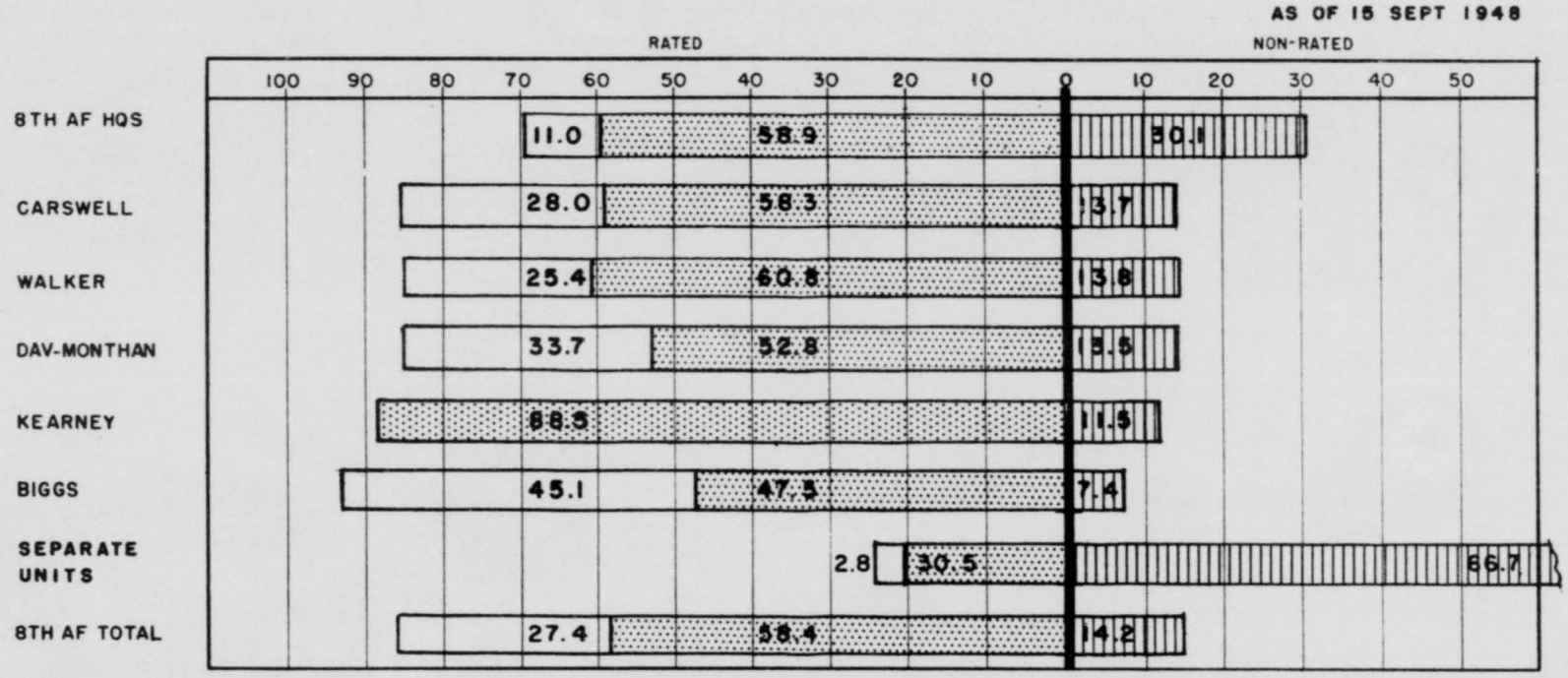
PERCENT RATED & NON-RATED OFFICER PERSONNEL

AS OF 15 SEPT 1948



	NUMBER RATED & NON RATED OFFICER PERSONNEL								
	PILOTS	OTHER RATED	TOTAL RATED	NON RATED	WO'S	CHAPLAIN	FLT S.& NURSE	UNKNOWN	TOTAL
8TH AF HQS	43	8	51	22	7	1	1		82
CARSWELL	242	116	358	57	7	4	4	1	431
WALKER	273	114	387	62	12	3	8	2	474
DAVIS-MONTHAN	335	214	549	86	11	4	7	0	657
KEARNEY	177	0	177	23	2	2	4	1	209
BIGGS	115	109	224	18	5	1	2	1	251
SEPARATE UNITS	11	1	12	24	0	0	0	1	37
8TH AF TOTAL	1196	562	1758	292	44	15	26	6	2141

NOTE: SEPARA UNITS INCLUDES 18TH COMM. SQDN T ORD SQ. CLOVIS, CAM ELL AFB & CAMP HOOD

PERCENTAGES EXCLUDE W.O.'S, FLT. SURG. & NURSES, AND UNKNOWN

PILOTS
OTHER RATED
NON-RATED

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CEILING & ASSIGNED STRENGTH

BY RANK & GRADE

EIGHTH AIR FORCE TOTAL

	JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
GENERAL	8	2	7	2	8	2																		
COLONEL	39	18	35	16	36	17																		
LT COL	122	88	102	84	106	85																		
MAJOR	222	226	234	225	239	214																		
CAPTAIN	572	645	544	630	551	607																		
LIEUTENANTS	1399	1150	1594	1125	1597	1077																		
WO	15	43	44	44	49	43																		
ANC	40	22	33	24	33	25																		
TOTAL	2417	2194	2593	2150	2619	2070																		
M/SGT	985	1206	1141	1189	1170	1145																		
T/SGT	713	1187	816	1173	835	1143																		
S/SGT	3253	3502	3515	3063	3574	3171																		
SGT	4127	2927	3837	2934	3944	2962																		
CPL	3881	3026	3657	3026	3772	2892																		
PFC OR PVT	2195	4739	1886	4770	1972	4657																		
TOTAL	15154	16110	14852	16155	15267	15970																		

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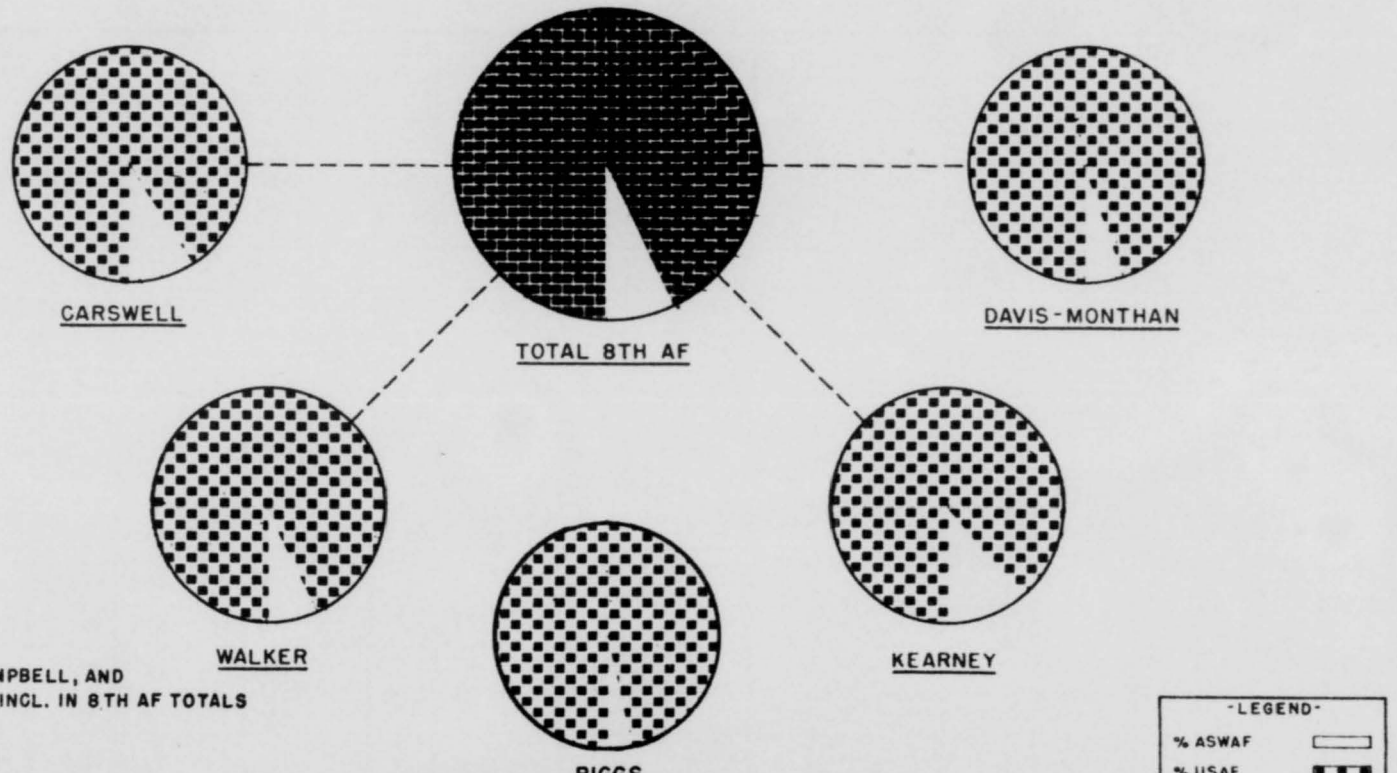
OFFICER PERSONNEL
BY: ARM OR SERVICE



* CLOVIS, CAMPBELL, AND CAMP HOOD INCL. IN 8TH AF TOTALS

	* JUL				* AUG				SEP				OCT				NOV				DEC			
STATION	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF
CARSWELL	55	9.9	499	90.1	50	9.3	489	90.7	54	10.8	444	89.2												
WALKER	31	6.3	465	93.7	29	6.0	454	94.0	31	6.6	436	93.4												
DAVIS-MONTHAN	36	5.5	618	94.5	35	5.3	625	94.7	31	4.8	613	95.2												
KEARNEY	23	10.2	203	89.8	23	10.7	191	89.3	19	9.5	180	90.5												
BIGGS	6	2.4	246	97.6	5	2.1	238	97.9	6	2.4	244	97.6												
8 TH AF TOTAL	152	6.9	2040	93.1	142	6.6	2008	93.4	141	6.8	1928	93.2												

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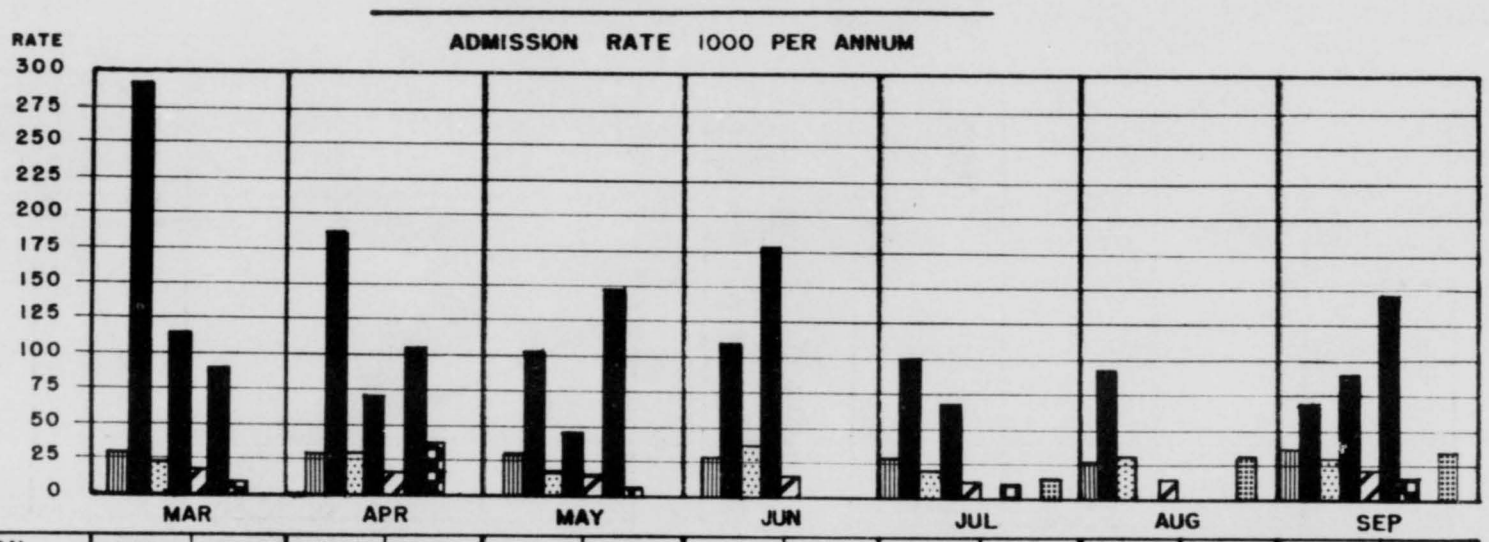
V. D. ADMISSION RATE BY RACE



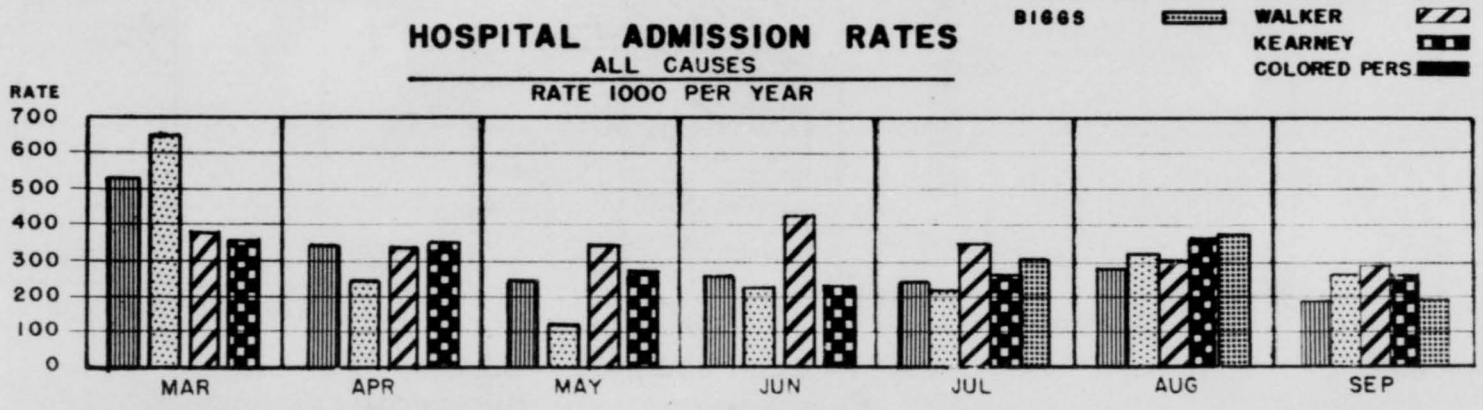
STATION	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD
CARSWELL	26.9	291.8	25.4	185.3	29.56	102.04	26.65	108.35	28.81	101.71	27.68	93.90	36.40	69.15
DAVIS-MON.	24.6	115.0	25.9	72.2	16.30	44.98	34.67	179.31	20.78	68.19	29.49	0	28.66	88.13
WALKER	15.5	88.8	14.9	103.0	13.60	147.33	14.24	—	11.79	0	15.03	0	21.25	146.89
KEARNEY	10.5	—	35.27	—	6.27	—	0	—	10.46	—	0	—	15.19	0
BIGGS									13.55	—	30.30	—	33.96	0

Note:
No colored personnel asgd. Kearney AND BIGGS

HOSPITAL ADMISSION RATES

ALL CAUSES

RATE 1000 PER YEAR



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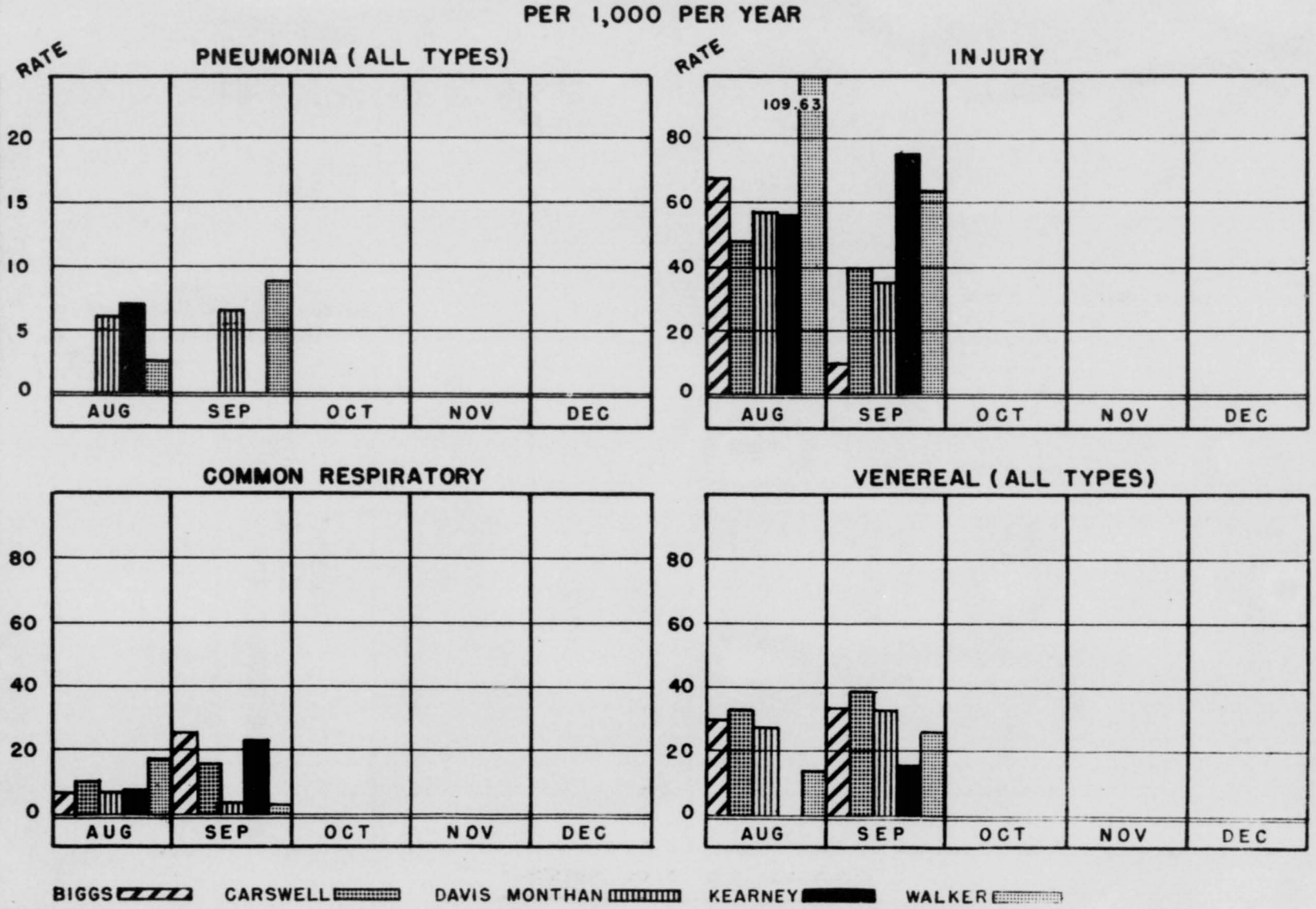
HOSPITAL ADMISSION RATES
PER 1,000 PER YEAR



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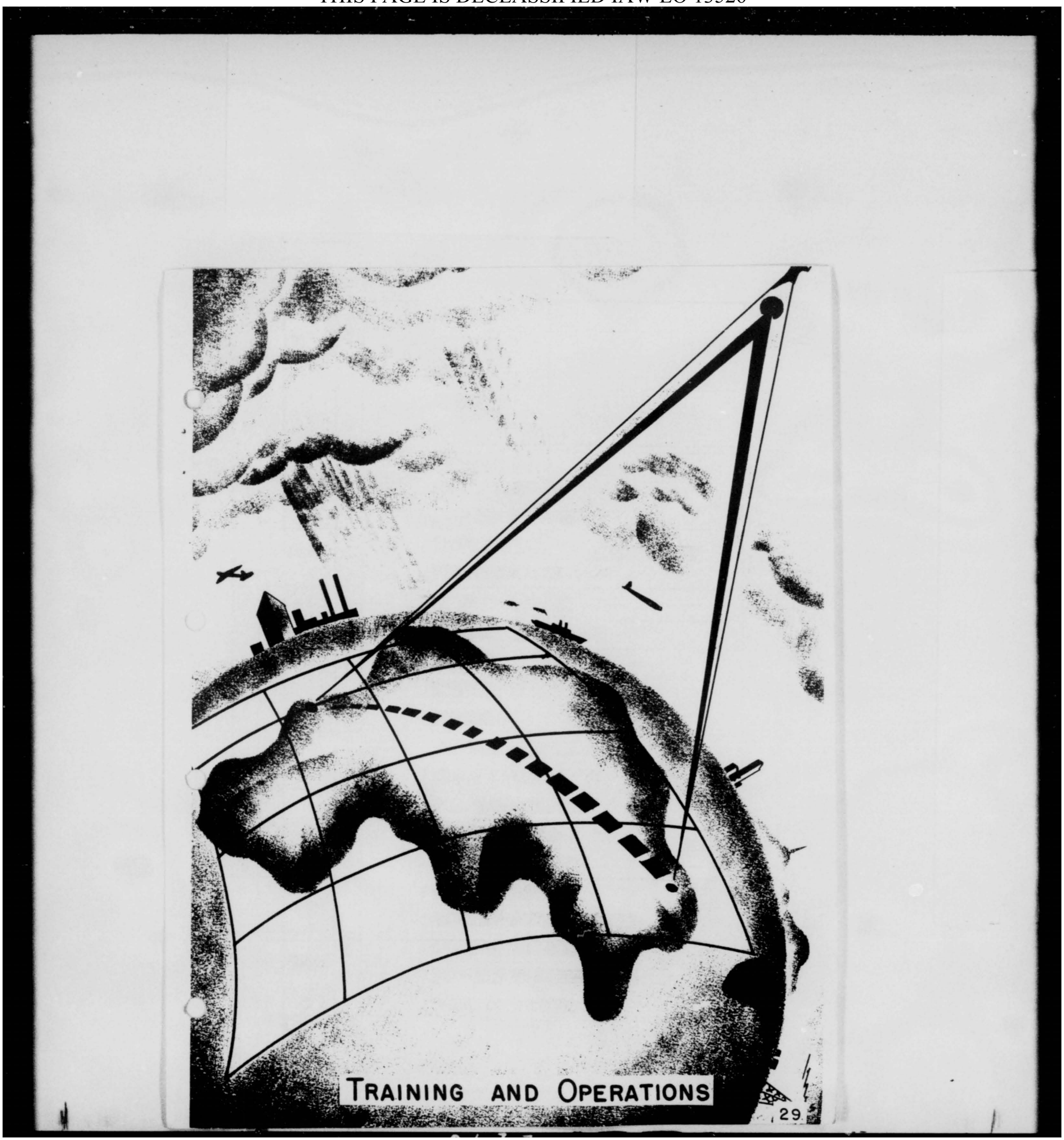

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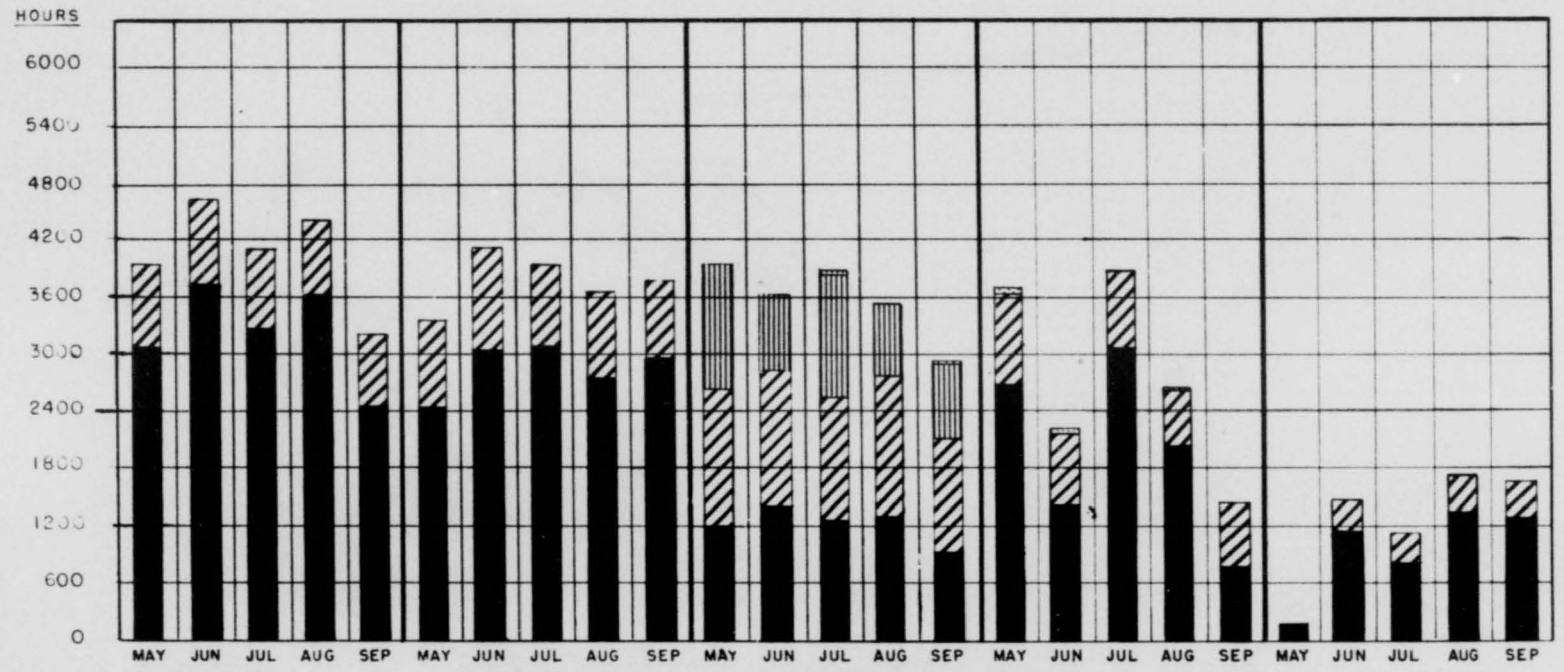
HOURS FLOWN BY TYPE OF FLYING



NO HOURS	WALKER					DAVIS-MONTHAN					CARSWELL					KEARNEY					★ BIGGS				
CREW TRAINING	3057	3752	3288	3622	2454	2455	3017	3089	2774	2949	1207	1441	1246	1328	937	2700	1438	3079	2087	805	169	1185	811	1339	1276
PROFICIENCY FLY	923	883	806	830	747	962	1086	835	906	842	1434	1396	1296	1459	1185	927	853	770	606	616	0	307	312	405	379
TROOP CARRIER	0	0	0	0	0	0	0	0	0	0	1323	787	1290	789	837	0	0	0	0	0	0	0	0	0	0
OTHER	0	0	0	0	0	0	0	0	0	0	0	0	10	0	6	78	2	2	1	0	0	0	0	0	0
TOTAL	3980	4635	4094	4452	3201	3417	4103	3924	3680	3791	3964	3624	3842	3576	2965	3705	2293	3851	2694	1421	169	1492	1123	1744	1655

★ 97 TH BOMB WG ONLY

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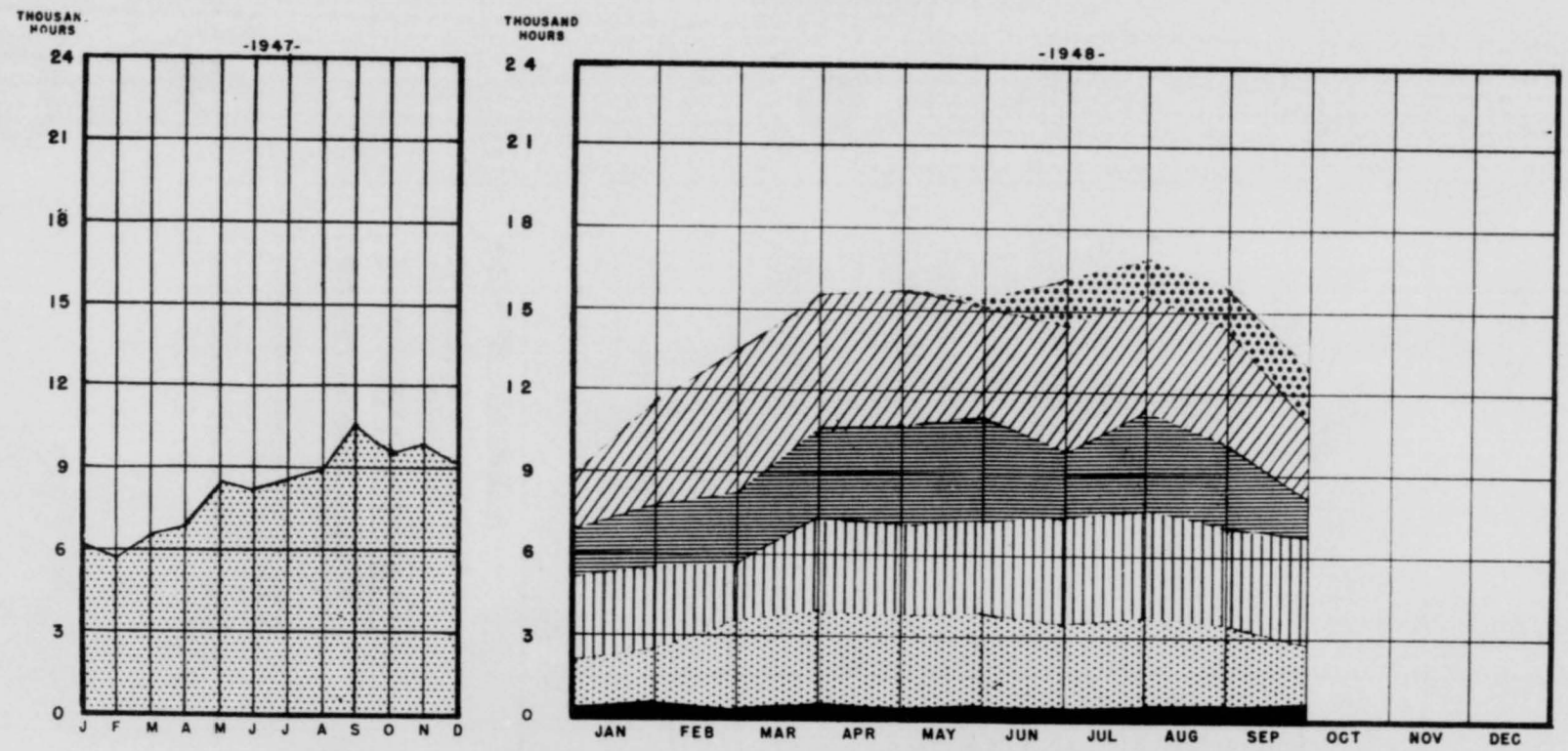
TOTAL 8TH AF AIRCRAFT HOURS FLOWN
BY MONTH 1947-1948



HQ. 8TH AF	422	414	604	475	388	583	595	491	593			
CARSWELL	2196	2949	3318	3315	3376	3041	3247	3085	2441			
DAVIS-MONTHAN	3185	2532	3426	3688	3417	4103	3924	3680	3791			
KEARNEY	2016	2390	3616	3281	3705	2293	3851	2694	1421			
WALKER	3930	5253	4527	4816	3980	4635	4094	4452	3201			
BIGGS*	/				169	1492	1123	1744	1655			
TOTAL 8TH AF	11749	13538	15491	15575	15235	16147	16834	16146	13102			

CW

97TH BW

*ASGD 16 MAY '48

HQ 8TH AF INCLUDES FLYING TIME FOR 4001, 4002 BASE SER. SQS.

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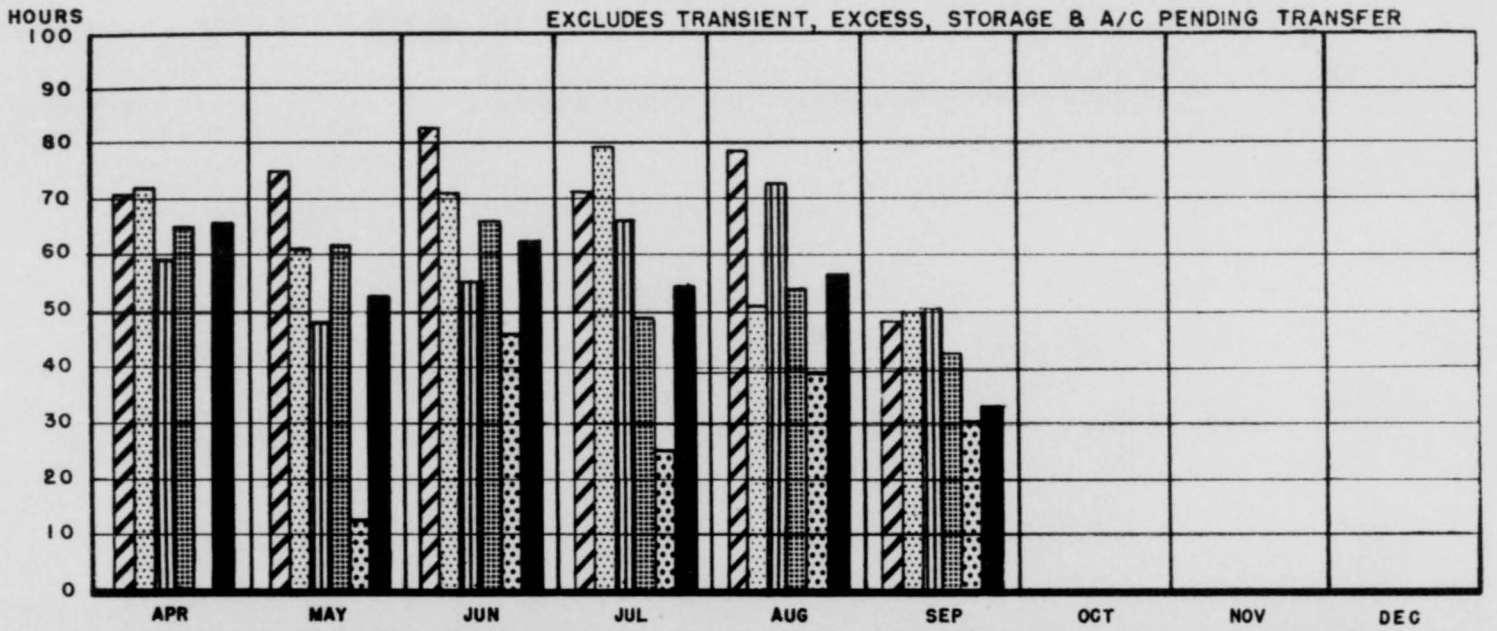
AVERAGE HOURS FLOWN PER B-29

BY: 8TH AF BOMB GROUPS



	AVE. NO. B-29'S ASGD.	AVE. HRS FLOWN PER B-29	AVE. NO B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO. B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO. B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO. B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO. B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO B-29'S ASGD	AVE. HRS FLOWN PER B-29	AVE. NO B-29'S ASGD	AVE. HRS FLOWN PER B-29
7TH B.G.	15.0	70.1	16.1	75.0	17.0	82.5	15.5	71.7	15	78.3	13	48.5						
43RD B.G.	23.7	*71.9	20.0	*61.9	20.0	*70.9	19.0	79.6*	24.1	51.0	28.5	50						
509 TH B.G.	30	58.9	29.2	47.6	30.0	55.5	31.1	66.4	31.4	73.7	30.1	50.4						
2ND B.G.	12.5	64.8	18.0	61.8	23.6	66.3	31.4	49.2	24.9	54.5	29.8	42.8						
97TH B.G.			13.8	12.2	25.6	46.3	31.9	25.4	34.3	39.0	41.7	30.6						
TOTAL 8TH AF	81.3	65.6	97.1	52.7	116.1	62.3	128.8	54.7	129.7	57.2	142.2	43.1						

B-29 A/C FLOWN BY 39TH B.U. EXCLUDED FROM 7TH B.G. *INCL. 464 HRS APR. & 76 HRS MAY, 107 HRS JUN, 27 HRS JUL FLOWN BY 2ND B G ON 43 BG A/C

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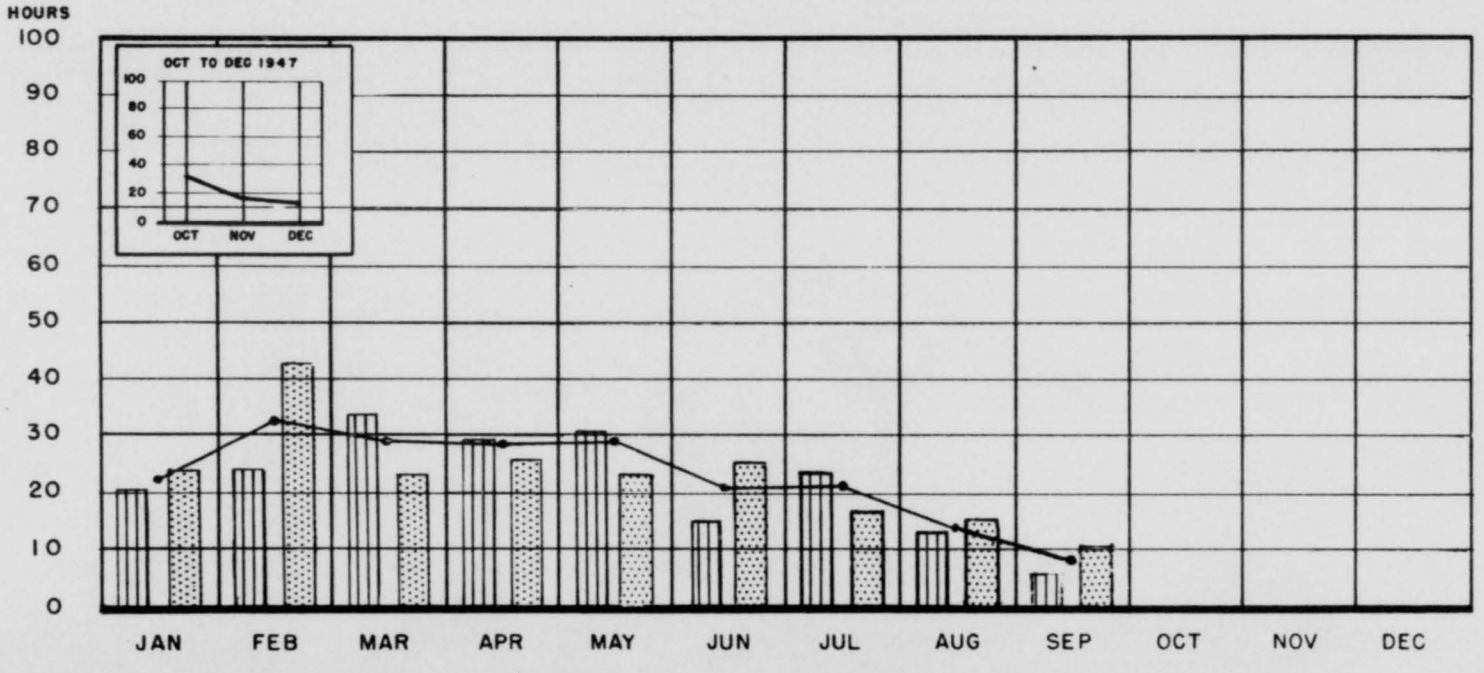
AVERAGE HOURS FLOWN PER AIRCRAFT

BY FIGHTER GROUP



FIGHTER GROUP	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
27TH FTR GP	79.4	20.8	77.9	24.2	84.1	33.7	68.4	28.9	86.7	31.2	90.6	15.8	134.3	22.9	156.1	13.4	127.8	6.3						
33RD FTR GP	70.8	24.1	69.9	43.4	68.3	23.1	86.9	26.4	69.7	23.9	81.2	25.7	69 3	17.7	80.5	16.3	81.8	11.4						
8TH AF TOTAL	150	22.4	148	33.3	152	28.9	155.3	27.5	156.4	27.9	171.7	20.5	203.6	21.1	236.6	14.4	209.8	8.3						

A – AVERAGE NO. AIRCRAFT ASSIGNED
B – AVERAGE HRS. FLOWN PER AIRCRAFT ASSIGNED

EXCLUDES TRANSIENT & EXCESS A/C

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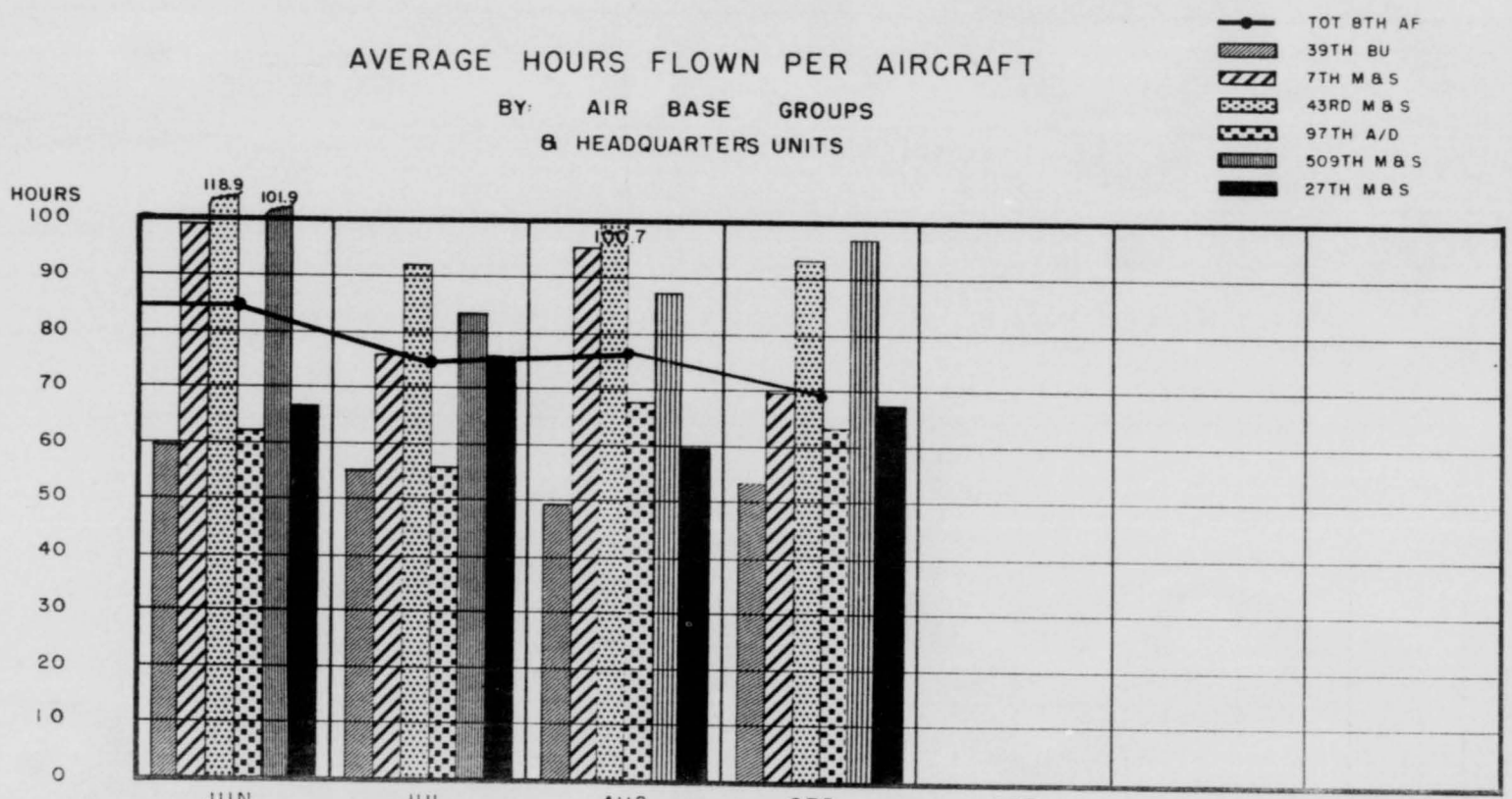
AVERAGE HOURS FLOWN PER AIRCRAFT

BY: AIR BASE GROUPS & HEADQUARTERS UNITS



	JUN A	JUN B	JUL A	JUL B	AUG A	AUG B	SEP A	SEP B	OCT A	OCT B	NOV A	NOV B	DEC A	DEC B
HQ & HQ SQ 8TH AF	9.8	59.9	10.8	55.2	10	49.1	9.8	53.7						
7TH A/B GP	8.1	99.8	9.9	76.5	10.2	95.4	9.5	69.7						
43RD A/B GP	9.1	118.9	9	92.8	9	100.7	9	93.6						
97TH A/B GP	5.0	62.0	5.6	55.3	6	67.5	6	63.2						
509TH A/B GP	6.4	101.9	7	83.4	7	87.7	7.2	97.3						
27TH A/B GP	9.9	66.4	9	75.6	8.8	59.7	9	67.8						
TOTAL 8TH AF	48.4	84.4	50.4	74.8	50.9	76.7	51.4	69.7						

A AVERAGE NO. AIRCRAFT ASGD.

B AVERAGE HOURS PER AIRCRAFT ASGD.

Note: Excludes Transient, [illegible]ss, Storage & Aircraft Pending Transfer.
39th BU includes B-29 A/C asgd to 7th BG, but flown by 39th BU

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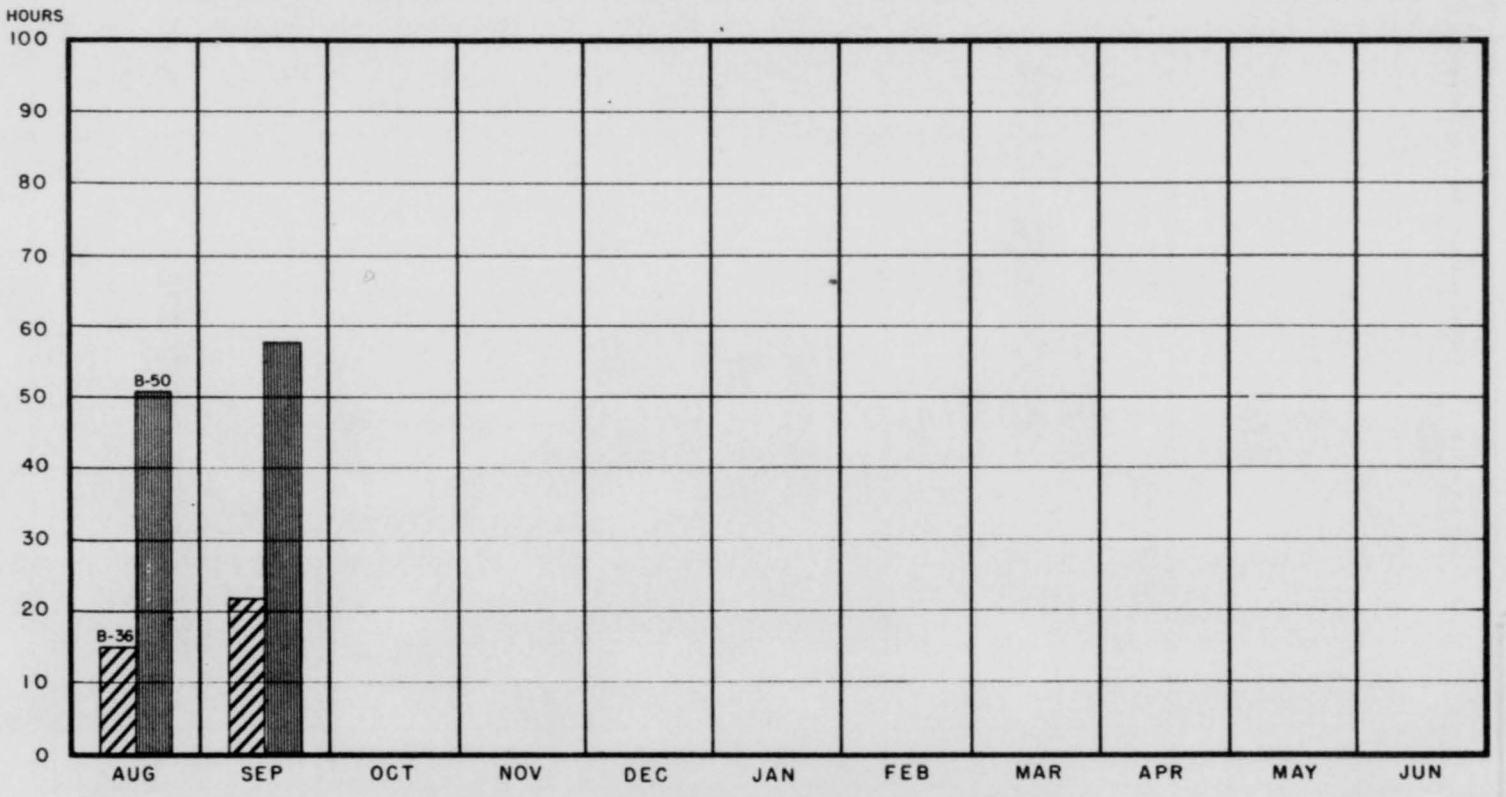
AVERAGE HOURS FLOWN BY B-36 & B-50 ACFT.

BY MONTH
-1948-



	AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	AVE. NO A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO A/C ASGD.	AVE. HRS FLOWN PER A/C
7TH BOMB GP. (B-36)	10.1	15.2	13.6	21.9																		
43RD BOMB GP. (B-50)	3.7	50.9	4.3	57.9																		

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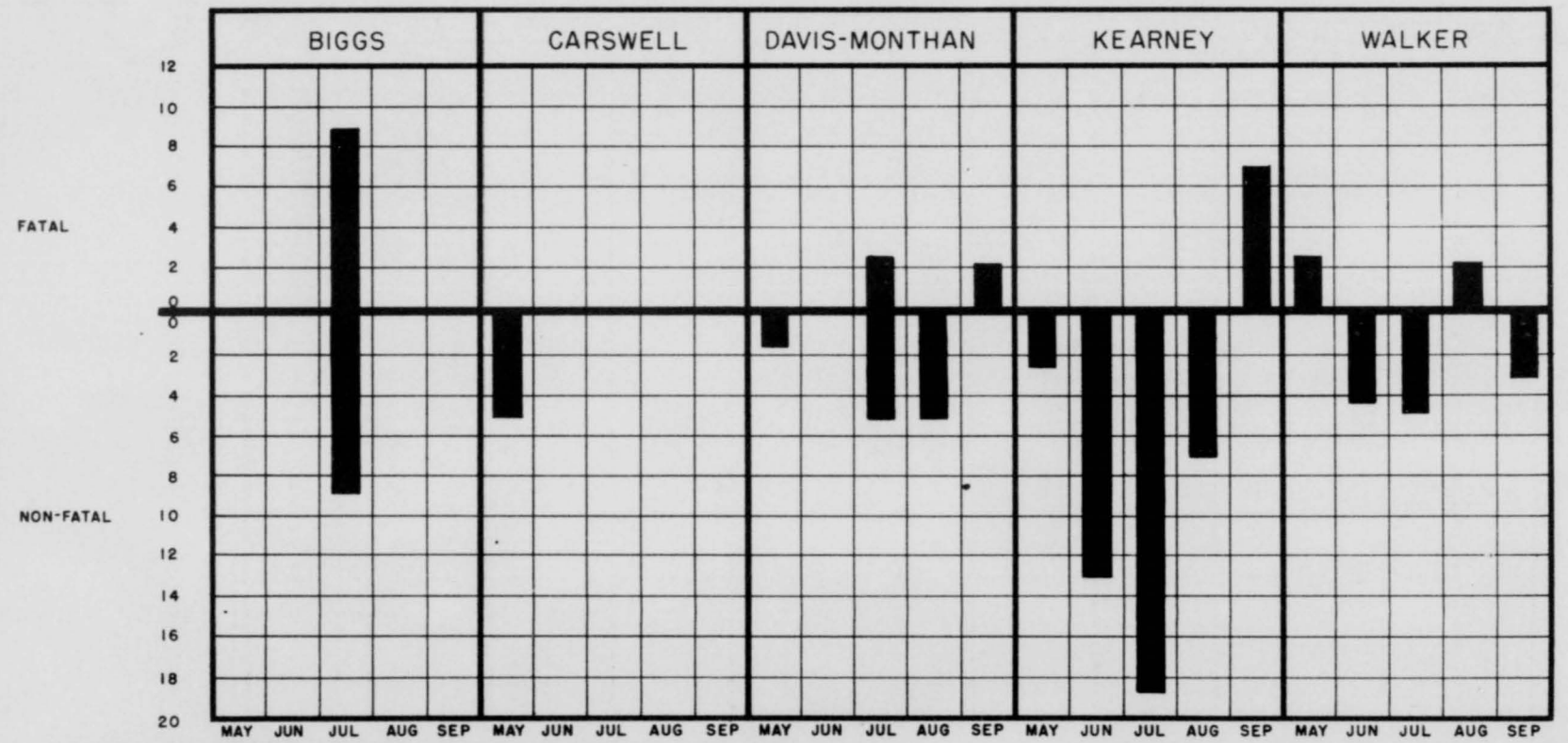
AIRCRAFT ACCIDENTS

RATE PER 10,000 HOURS FLOWN



	BIGGS					CARSWELL					DAVIS-MONTHAN					KEARNEY					WALKER				
HOURS FLOWN	169	1492	1123	1744	1655	3964	3624	3842	3576	2965	5819	4103	3924	3680	3791	3705	2293	3851	2694	1421	3980	4635	4094	4452	3201
TYPE ACCIDENT	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.
FATAL	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	0	1	0
NON-FATAL	0	0	1	0	0	2	0	0	0	0	1	0	2	2	0	1	3	7	2	0	0	2	2	0	1
TOTAL	0	0	2	0	0	2	0	0	0	0	1	0	3	2	1	1	3	7	2	1	1	2	2	1	1

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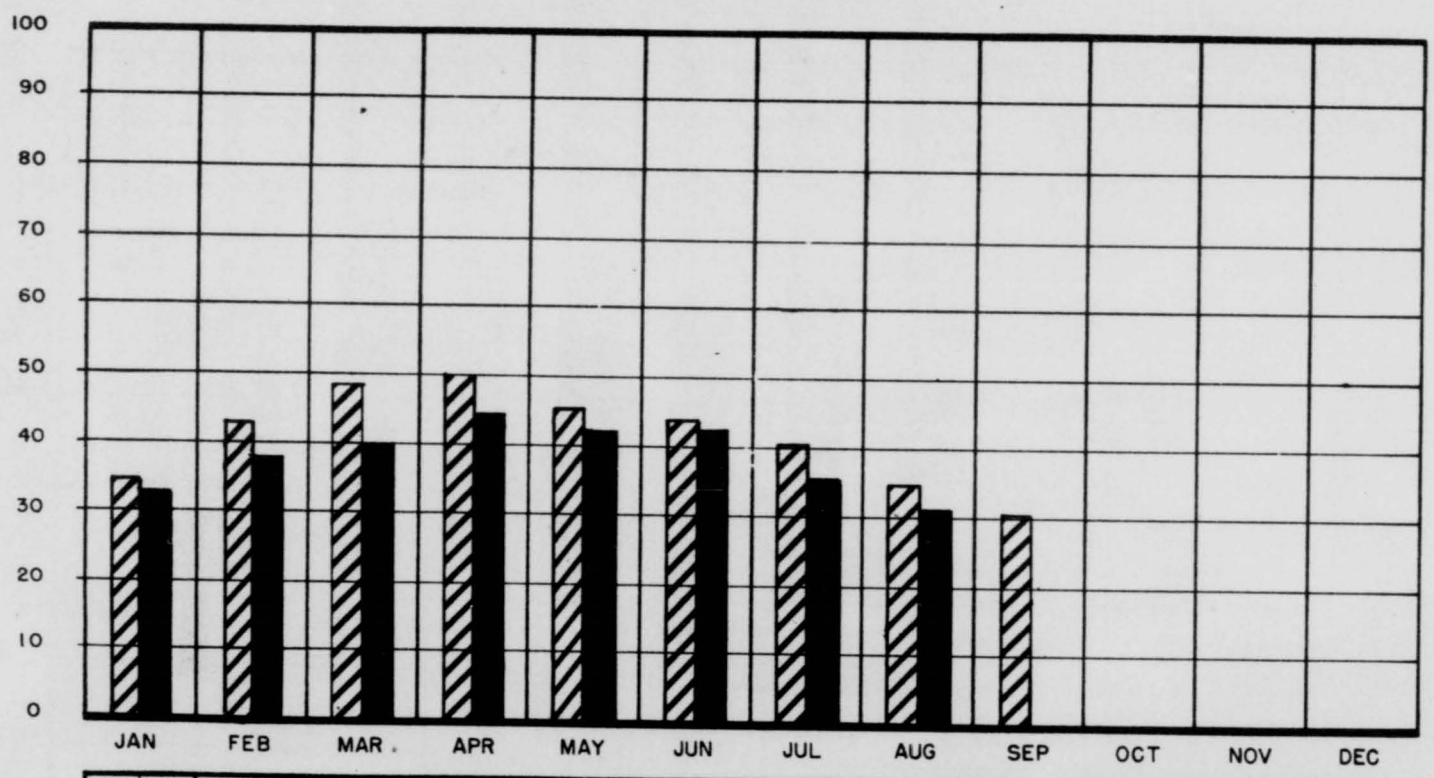
AVERAGE HOURS FLOWN PER AIRCRAFT ASGD.
8TH AIR FORCE VS SAC



	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC	
	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC
AVE. NO A/C ASGD.	334	877	311.2	899	320	908	311	901	333	866	368	946	417	1028	458	1137	446							
AVE. HRS. FLWN. PER A/C	35.2	33.2	43.3	37.4	48.5	40.0	50.0	44.5	45.7	42.2	43.9	42.6	40.3	35.9	35.2	31.1	30.2							

8TH AF
SAC

NOTE: EXCLUDES STORAGE, EXCESS, GROUNDED PENDING TRANSFER & TRANSIENT ACFT.

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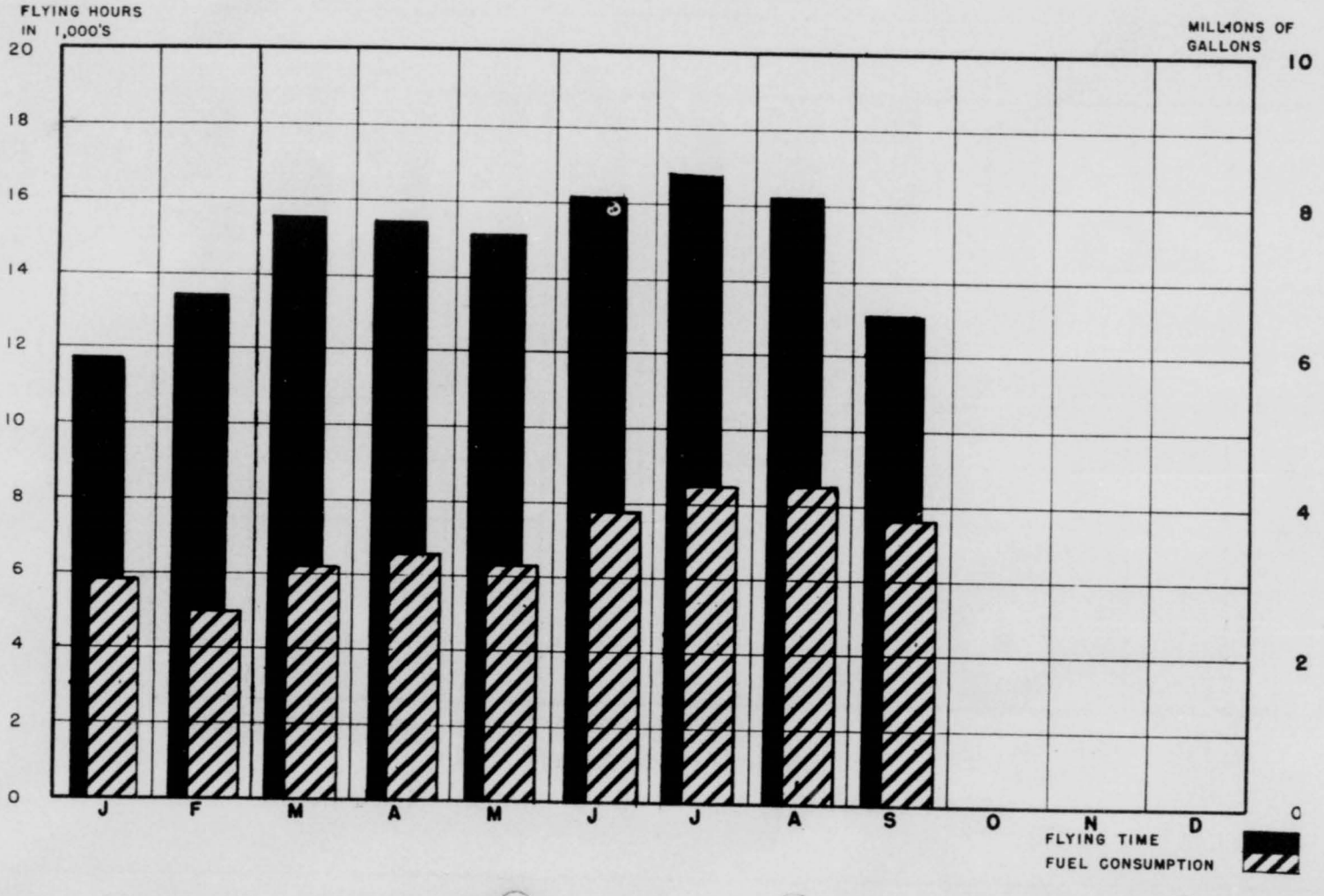
TOTAL 8TH AF FLYING TIME & AVIATION FUEL CONSUMPTION

MONTHLY 1948



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AIRCRAFT INVENTORY

BY STATION & UNIT

30 SEPT 1948.

STATION & UNIT	GRAND TOTAL	BOMBER						FIGHTER						RCN & LIAISON					CARGO						TRAINER		
		B-50 B-36	B-29 TB-29 KB-29	B-25 TB-25 VB-25	B-26 B-26	OTHER	COMD	TOTAL	F-51	F-80	F-82	F-84	OTHER	COMD	TOTAL	F-2	L-13		OTHER	TOTAL	C-45	C-47	C-54	YC-97	OTHER	TOTAL	T-6 T-11	OTHER	TOTAL
EIGHTH AIR FORCE																													
BIGGS	47							45																		2			
97TH BOMB GP VH	41		41					41																					
97TH M/S & A/B GP	6			4				4														2				2			
CARSWELL	62							41							1											20			
7 BOMB GP VH	30	16	13					29																					
7 M/S & A/B GP	12			4	2			6	1						1							5				5			
1 STRATEGIC SUP. U.	11																						10	1		11			
HQ & HQ AF SQ 8TH AF	10			5	1			6														4				4			
DAV-MONTHAN	68							59												1						7			1
2 BOMB GP VH	29		29					29																					
43 BOMB GP VH	28		28					28																					
43 M/S & A/B GP	11			2				2									1			1		7				7	1		1
KEARNEY	139														126											5			8
27 FTR. GP	128								45		79				124												4		4
27 M/S & A/B GP	11										2				2						2	3				5	4		4
WALKER	132							33							86											5			8
509 BOMB GP VH	30		30					30																					
509 M/S & A/B GP	13			3				3				5			5							5				5			
33 FTR GP	89								6			75			81												8		8
HOOD	1																				1					1			
CAMPBELL	1																				1					1			
TOTAL ALL STATIONS	450	16	141	18	3			178	52		81	80			213		1			1	4	26	10	1		41	17		17

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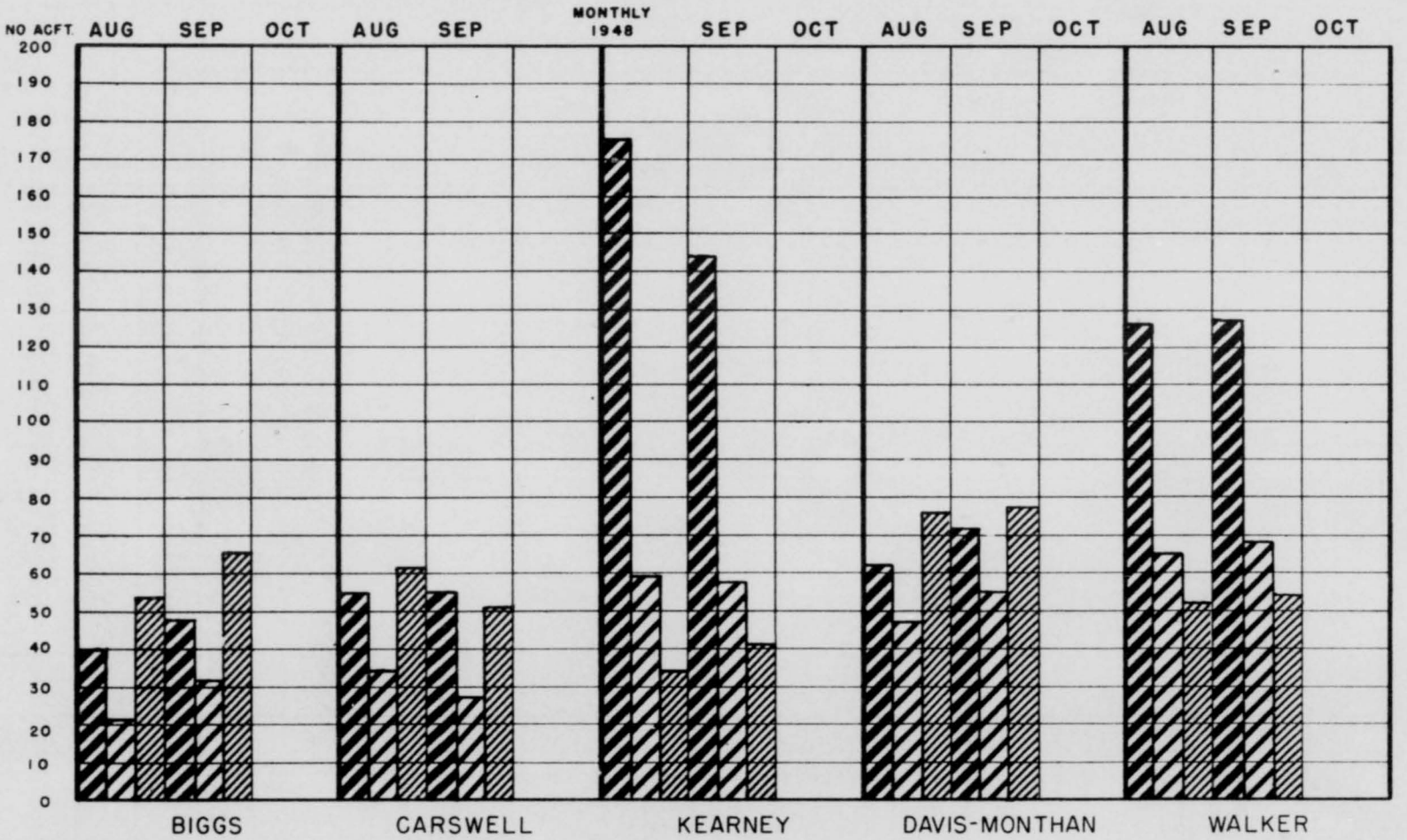
AVERAGE NUMBER AIRCRAFT ON HAND & IN COMMISSION
EIGHTH AIR FORCE BY BASE



	BIGGS			CARSWELL			KEARNEY			DAVIS-MONTHAN			WALKER		
	AUG	SEP	OCT	AUG	SEP	OCT	AUG	SEP	OCT	AUG	SEP	OCT	AUG	SEP	OCT
AVE NO ON HAND	40	48		55	55		175	144		62	72		126	127	
AVE NO IN COMM	21	32		34	28		59	58		47	55		65	69	
% IN COMM	53.0	66.4		61.3	50.5		33.5	40.6		75.4	77.0		51.7	54.5	

1/ NOTE: EXCLUDES TRANSIENT, EXCESS, STORAGE & A/C GROUNDED PENDING TRANSFER.

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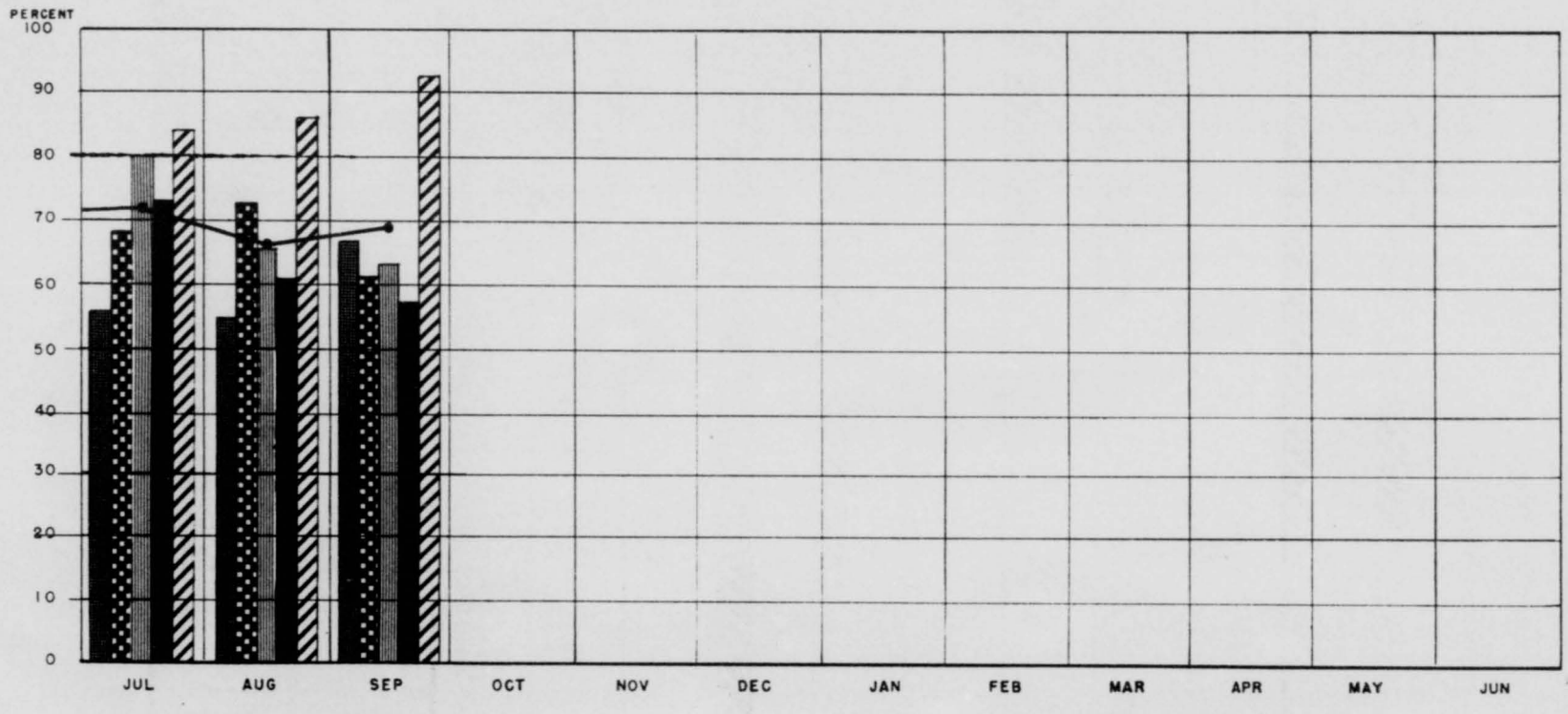
PERCENT B-29 IN COMMISSION TIME
BY BOMBARDMENT GROUPS

BY MONTH

FISCAL YEAR 1949



NOTE: EXCLUDES TRANSIENT EXCESS & A/C GROUNDED PENDING TRANSFER

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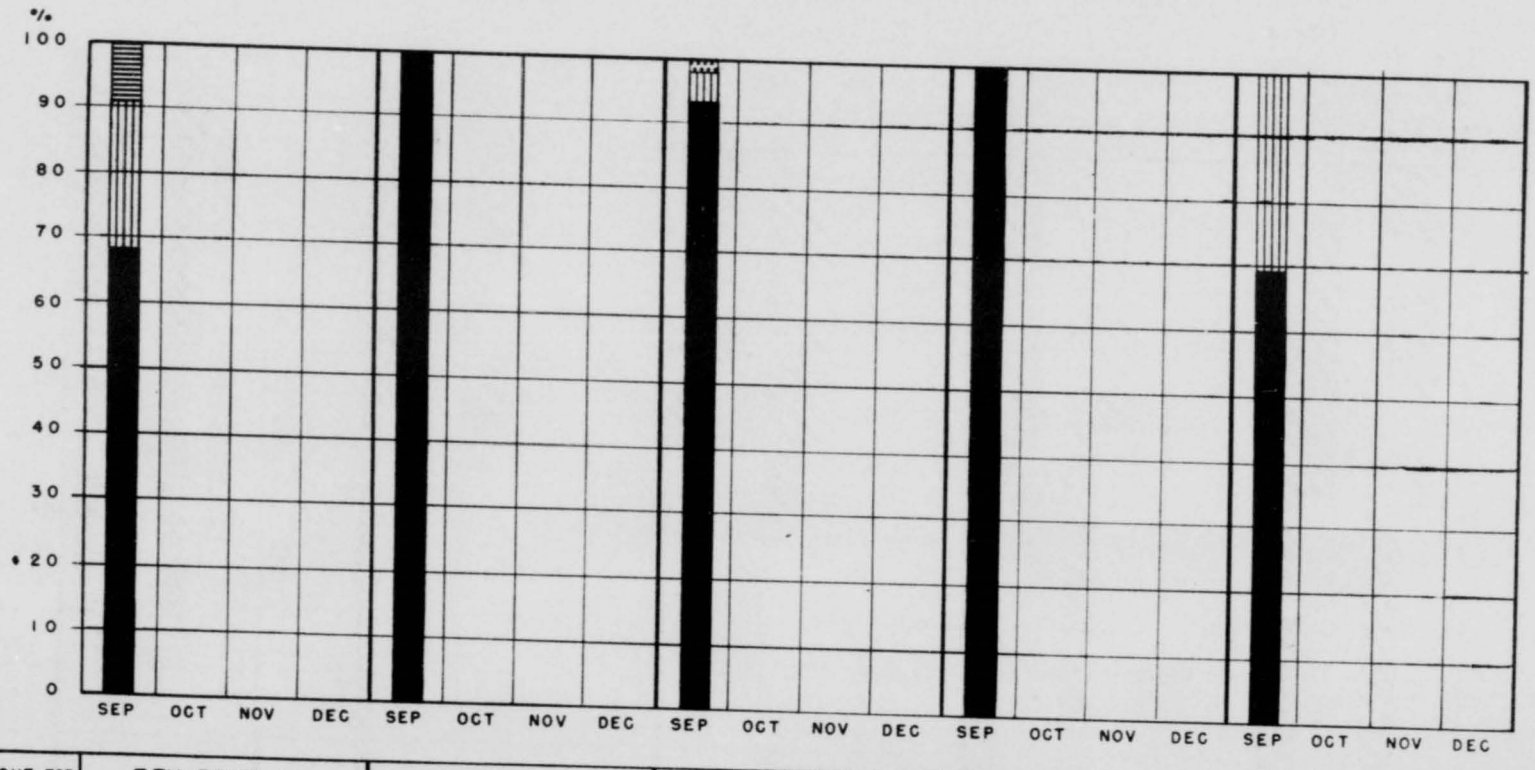
PERCENT
B-29 AIRCRAFT OUT OF COMMISSION
BY CAUSE



HOURS OUT FOR	7TH BOMB GP.	43RD BOMB GP.	509TH BOMB GP.	2ND BOMB GP.	97TH BOMB GP.
MAINT.	2288	7503	8679	1560	6972
PARTS	751	0	456	0	3048
TECH ORDERS	0	0	186	0	0
OTHER	305	0	0	0	0
TOTAL HOURS OUT OF COMM.	3344	7503	9321	1560	10020

43

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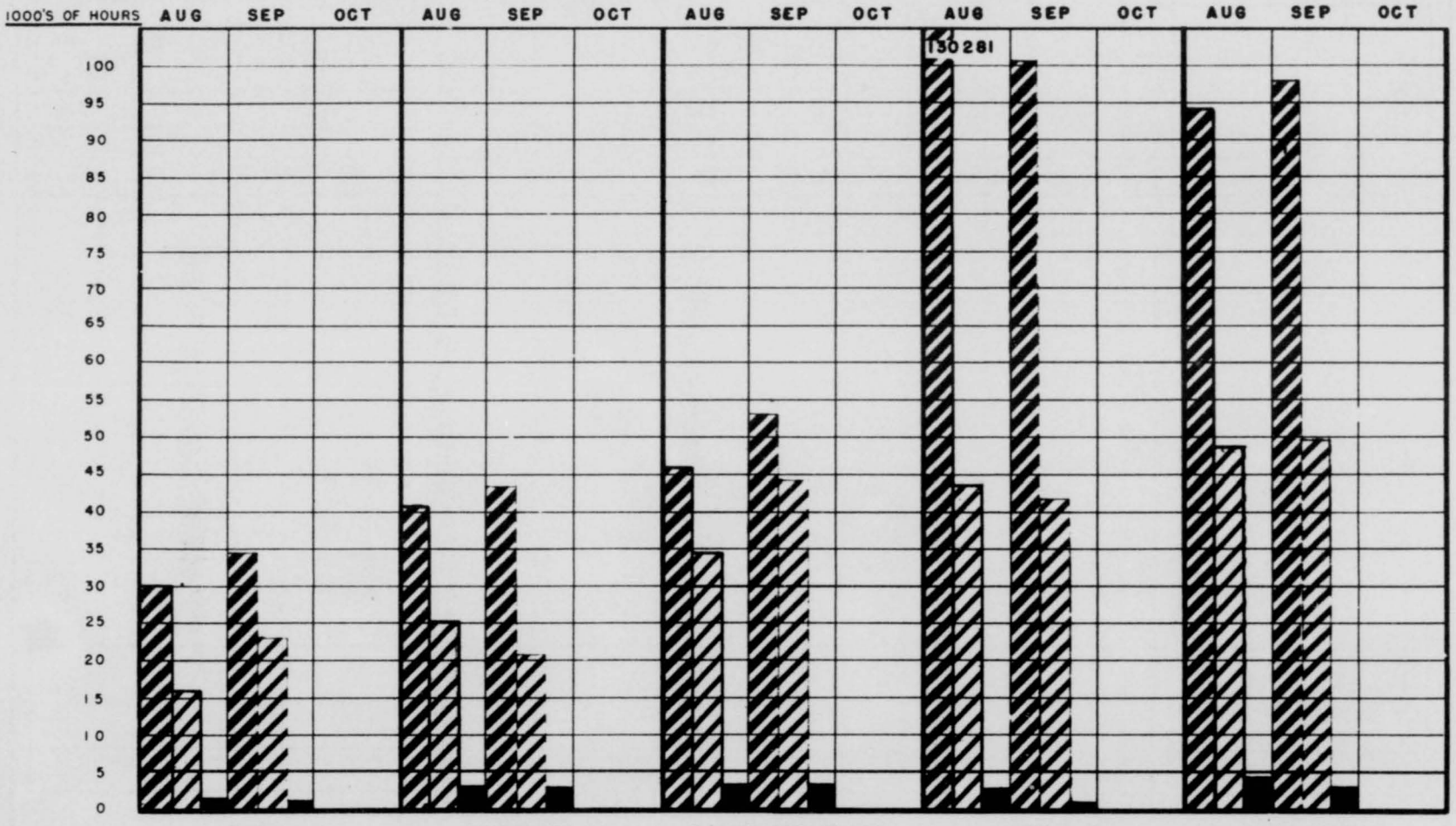
NUMBER OF HOURS ON HAND, IN COMMISSION & FLYING TIME



	BIGGS *			CARSWELL			DAVIS-MONTHAN			KEARNEY			WALKER		
	AUG	SEP	OCT	AUG	SEP	OCT	AUG	SEP	OCT	AUG	SEP	OCT	AUG	SEP	OCT
ON HAND	30008	34320		40865	43560		45888	53040		130281	104060		94077	96392	
IN COMM	15894	22770		25042	20473		34578	39708		43707	41910		48597	49624	
FLY TIME	1744	1655		3576	2965		3680	3791		2694	1421		4452	3201	

NOTE EXCLUDES TRANSIENT, EXCESS, STORAGE & A/C GROUNDED PENDING TRANSFER — CAMP HOOD AND CAMPBELL NOT INCLUDED

* 97TH BW

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AIR BASE DATA

AVAILABLE HOUSING & RUNWAYS

As of 15 Aug 48

STATION	RANK	HOUSING AVAILABLE: NORMAL CAPACITY AVAILABLE	BEDS OCCUPIED	NO. OF SEPARATE RATIONS	SPACE USED FOR OTHER PURPOSES	FAMILY QUARTERS OCCUPIED	RUNWAYS: NO.	LONGEST (FT.)	ELEVATION (FT.)
WALKER	OFFICERS	127	35	297		102			
	NURSES	12	4	1					
	E.M. WHITE	2991	1701	1220	951	176	7	8500	3645
	E.M. COLORED	153	91	33					
	TOTAL	3283	1831	1551	951	278			
DAVIS-MONTHAN	OFFICERS	458	178	532		* 68			
	NURSES	35	6						
	E.M. WHITE	*2764	2737	1404	**1564	*157	5	8000	2692
	E.M. COLORED	393	254	60					
	TOTAL	3650	3175	1996	**1564	*225			
CARSWELL	OFFICERS	298	127	428		49			
	NURSES	24	8						
	E.M. WHITE	2346	2197	2012	572	159	5	8200	631
	E.M. COLORED	220	228	125		40			
	TOTAL	2888	2560	2565	572	248			
KEARNEY	OFFICERS	72	22	200		48			
	NURSES	12	4						
	E.M. WHITE	1886	1607	440	514	162	3	7200	2140
	E.M. COLORED								
	TOTAL	1970	1633	640	514	210			
CLOVIS	OFFICERS	312	0	0	0	1			
	NURSES	22	0	0	0	0			
	E.M. WHITE	2749	0	0	0	0	4	10000	4298
	E.M. COLORED	243	0	0	0	0			
	TOTAL	2926	0	0	0	1			

REMARKS: *Figures include Rincon Vista Housing Area, Sahurita Bombing Range, Palo Alto Bombing Range, Wilcox Bombing Range
** Capacity for troops being used for emergency housing and storage.

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Dep Chief of Staff, Materiel, SAC	1
Comptroller, SAC	1
PIO, Hq 8th AF	1
Commanding General 8AF	1
Chief of Staff	1
Inspector General	1
Adjutant General	1
Hq. Commandant	1
Dep Chief of Staff, Pers. & Adm,	3
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Kearney Air Force Base, Kearney, Nebraska	12
Walker Air Force Base, Roswell, New Mexico	12
97th Bomb Wing(VH), Biggs AFB, El Paso, Texas	10
Clovis Air Force Base, Clovis, New Mexico	2
Campbell Air Force Base, Camp Campbell, Kentucky	2
Camp Hood Airstrip, Killeen, Texas	2
Reserve	6

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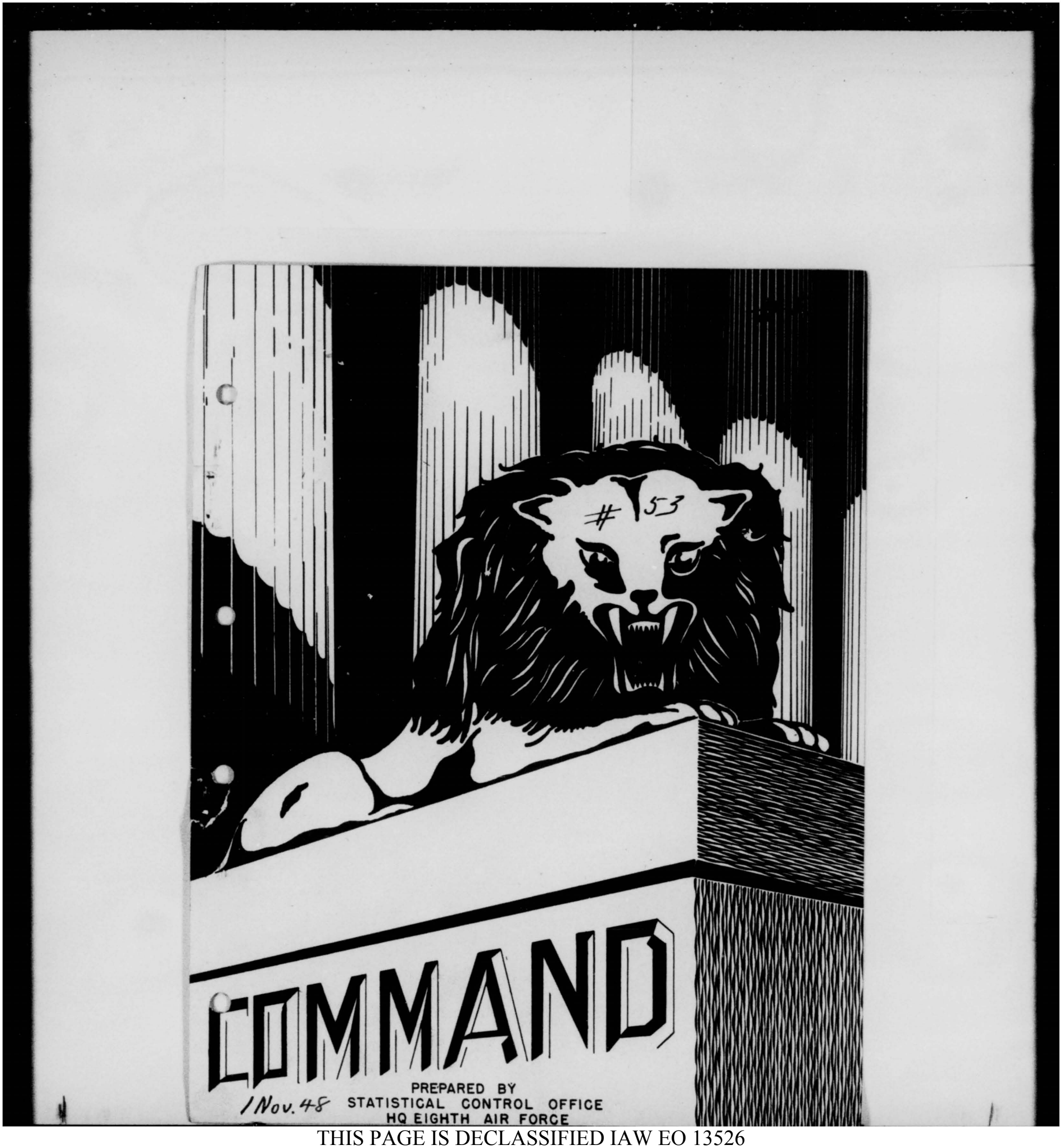

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EIGHTH AIR FORCE

1. Purpose. The mission of the Eighth Air Force as stated in letter, Hq SAC 322, subject: "Mission of the Eighth Air Force", dated 10 Janary 1947.

2. General. The Commanding General, Eighth Air Force, will be responsible for exercising command jurisdiction over and operating the Eighth Air Force in accordance with policies established by the Commanding General, SAC.

3. Mission. The Eighth Air Force will:

a. Command and administer such units and installations as may be assigned thereto, including the administration of military justice to all personnel subject to military law.

b. Man, train and equip, in accordance with priorities established by Headquarters, Strategic Air Command, such tactical units and their associated services as are designated, maintain these units in a state of training and indoctrination with the latest available equipment necessary to permit immediate long range offensive bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort operations in any part of the world, either independently, or in cooperation with land and naval forces.

c. Train units, crews, and individuals for maintenance of the combat efficiency of strategic combat units assigned to separate theater commands to include long range bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort, based upon requirements furnished by the Commanding General.

d. Conduct such Universal Military Training as may be directed by the Commanding General, Strategic Air Command.

e. Support the Air Reserve and National Guard Programs in accordance with instructions issued by this headquarters.

f. Perform such special missions and assignments as the Commanding General, Strategic Air Command may direct.

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Command Book Distribution

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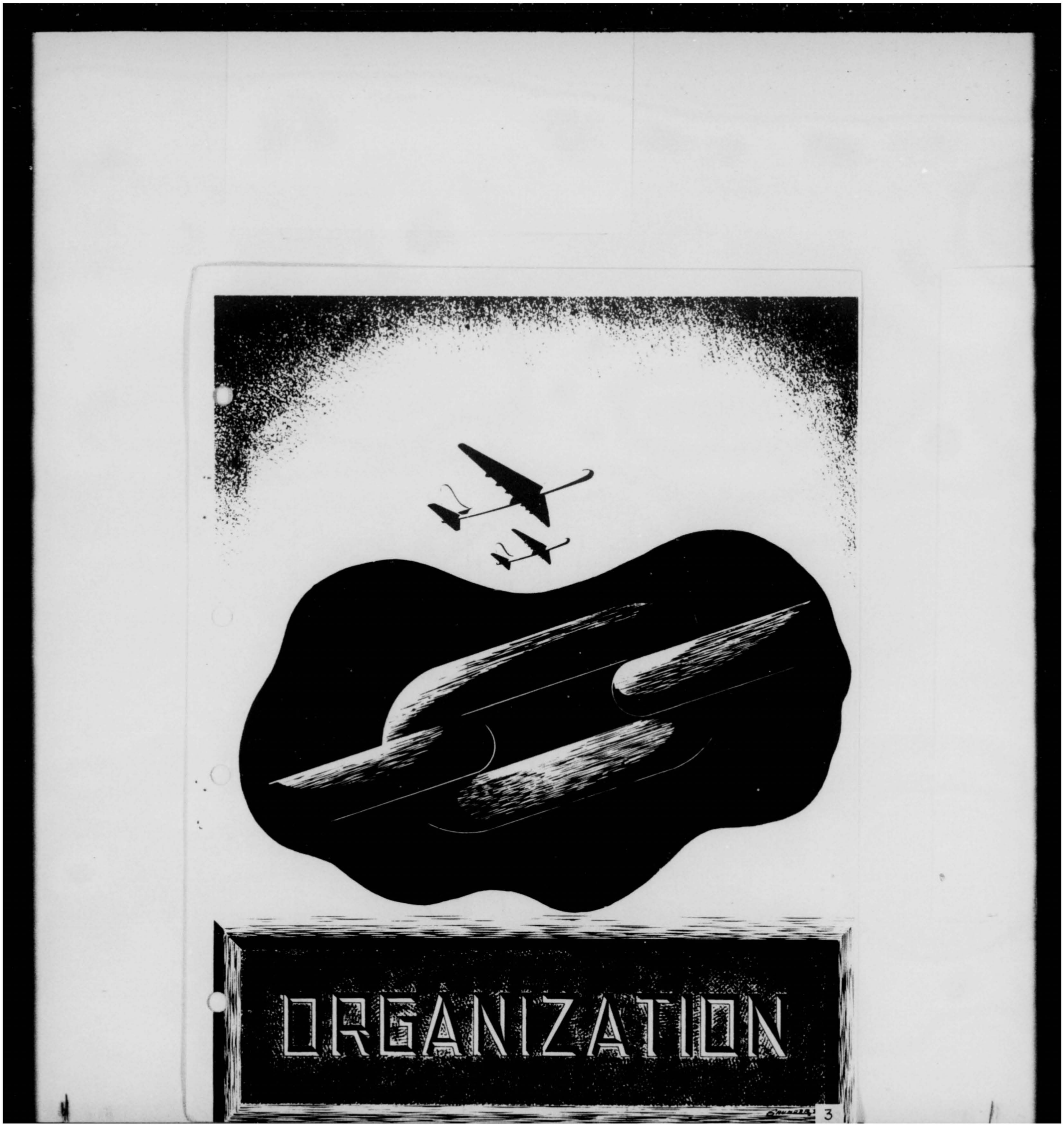

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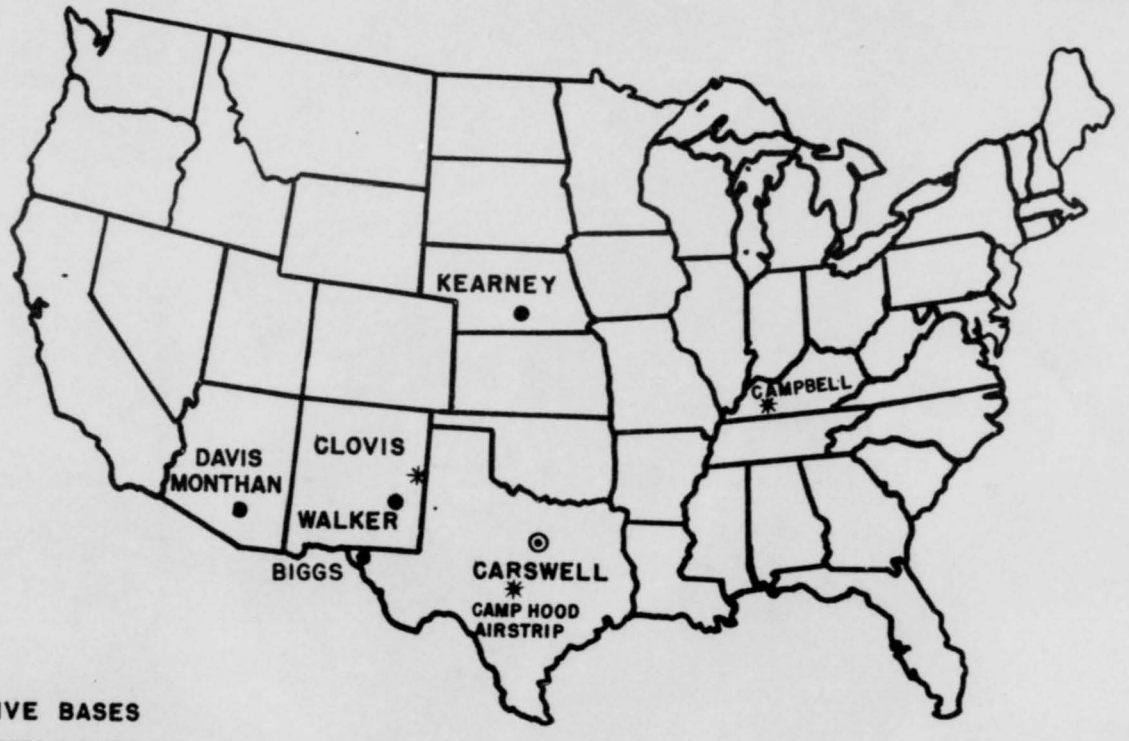
8TH AIR FORCE BASES



- • ACTIVE BASES
- ⊙ HQ 8TH AIR FORCE
- ✳ MINIMUM OPERATIONS STATIONS

NOTE: 97TH BW ONLY AT BIGGS AFB

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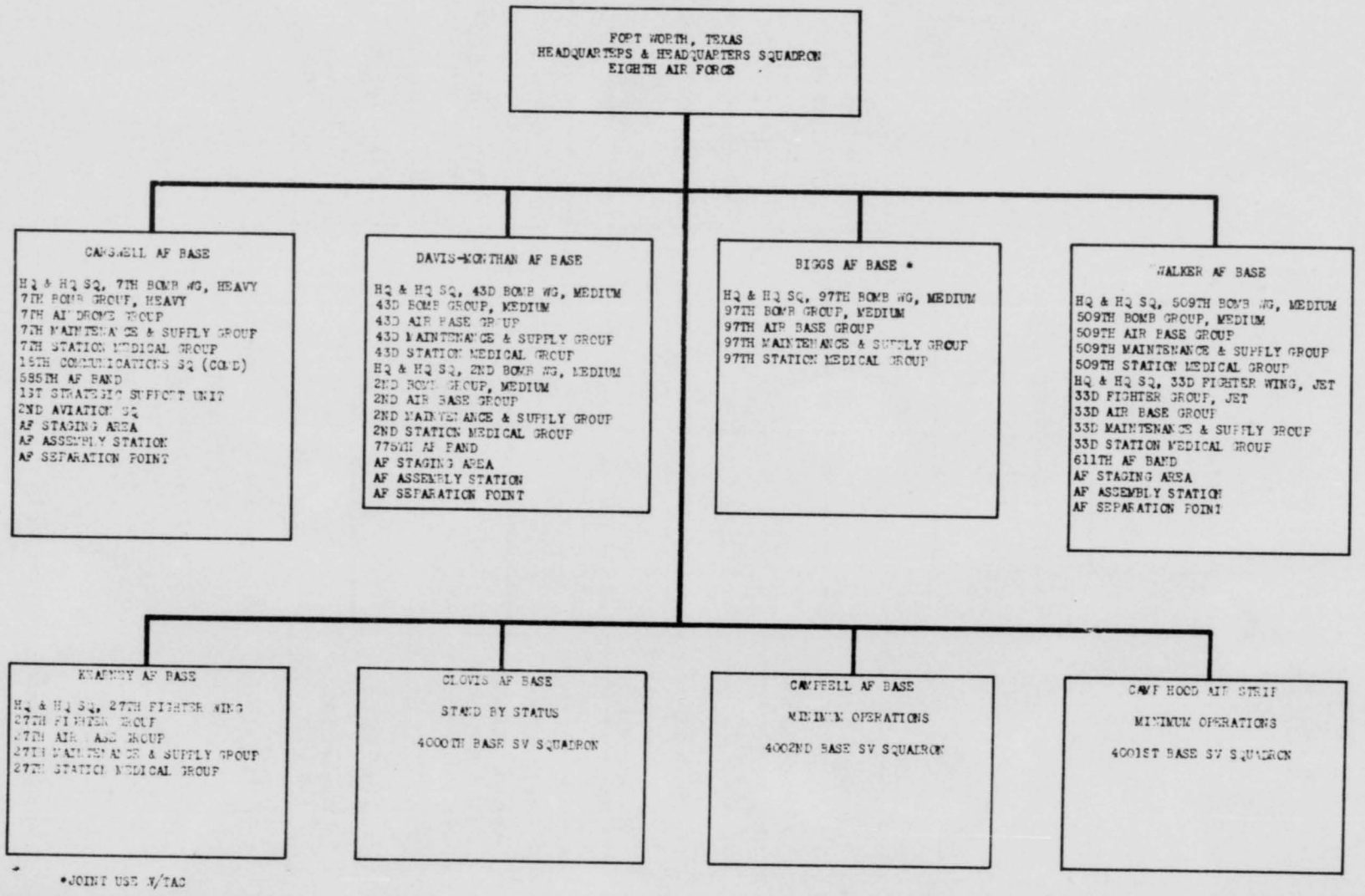

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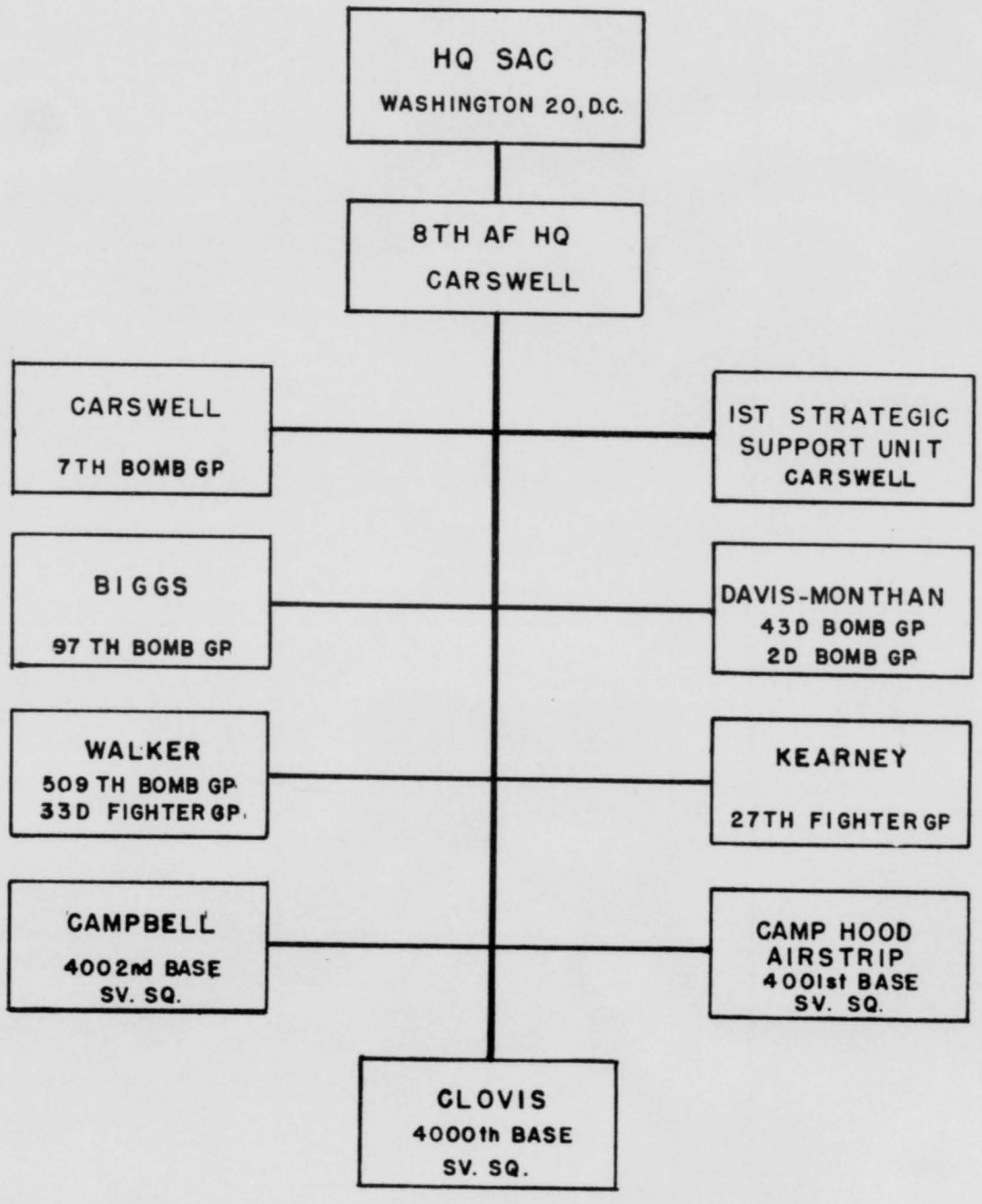
EIGHTH AIR FORCE ORGANIZATION

1 August 1948



NOTE: Biggs AF Base Joint Use W/ TAC

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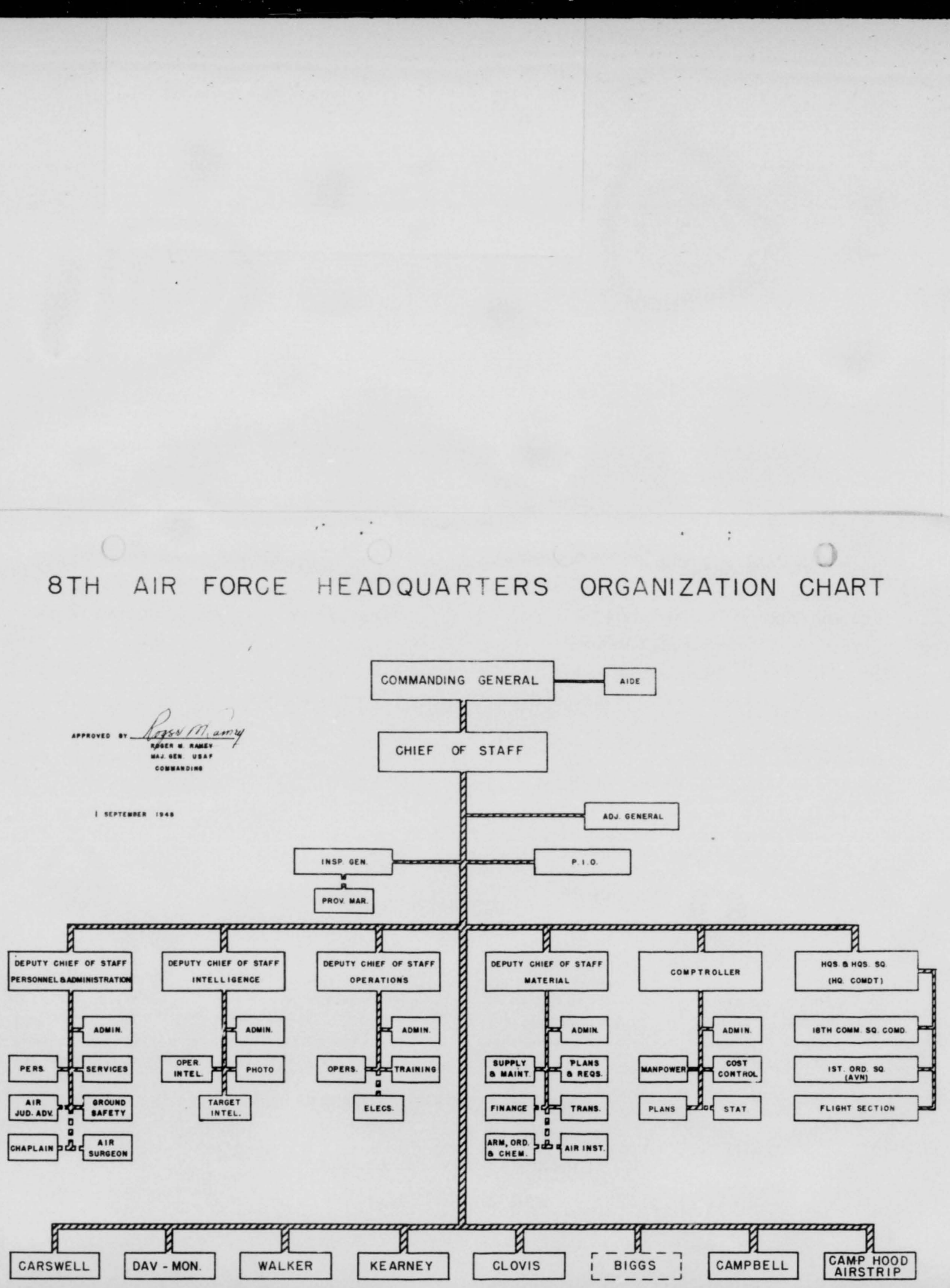
8TH AIR FORCE HEADQUARTERS ORGANIZATION CHART

APPROVED BY Roger M. Ramey
ROGER M. RAMEY
MAJ. GEN. USAF
COMMANDING

1 SEPTEMBER 1948



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EIGHTH AIR FORCE

ROSTER OF KEY PERSONNEL

HEADQUARTERS EIGHTH AIR FORCE

COMMANDING GENERAL	- MAJ. GEN. R. M. RAMEY	DC/S OPERS.	- COL. W. H. BLANCHARD
CHIEF OF STAFF (ACTG)	- LT. COL. J. A. ROBERTS JR.	DC/S MATERIEL	- COL. F. G. JAMISON
INSP. GEN.	- COL. W. B. OFFUTT	COMPTROLLER (ACTG)	- MAJ. L. PERSONEUS JR.
DC/S PERS. & ADM.	- COL. P. D. GLASSFORD JR.	CO. HQ & HQ SQ.	- MAJ. T. J. HERRON
DC/S INTELL.	- MAJ. E. M. KIRTON		

WING	WING COMMANDER	STATION
		ACTIVE
2ND BOMB WING (VH)	COL. W. E. EUBANKS	DAVIS-MONTHAN AIR FORCE BASE, TUSCON, ARIZ.
7TH BOMB WING (VH)	COL. A. D. CLARK	CARSWELL AIR FORCE BASE, FT. WORTH, TEXAS
43RD BOMB WING (VH)	COL. J. C. SELSER JR.	DAVIS-MONTHAN AIR FORCE BASE, TUSCON, ARIZ.
97TH BOMB WING (VH)	COL. G. L. ROBINSON	BIGGS AIR FORCE BASE, EL PASO, TEXAS
509 TH BOMB WING (VH)	COL. C. S. IRVINE	WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO
27 TH FIGHTER WING	COL. A. B. PACKARD	KEARNEY AIR FORCE BASE, KEARNEY, NEBRASKA
33 RD FIGHTER WING	COL. G. G. ATKINSON	WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO

	STATION COMMANDER	STANDBY
4000TH BASE SV. SQ.	MAJ. W. M. THOMPSON	CLOVIS AIR FORCE BASE, CLOVIS, NEW MEXICO
		MINIMUM OPERATIONS
4001 ST BASE SV. SQ.	MAJ. A. D. LUCAS	CAMP HOOD AIRSTRIP, KILLEEN, TEXAS
4002 D BASE SV. SQ.	MAJ. C. C. WOOLWINE	CAMPBELL AIR FORCE BASE, CAMP CAMPBELL, KY.

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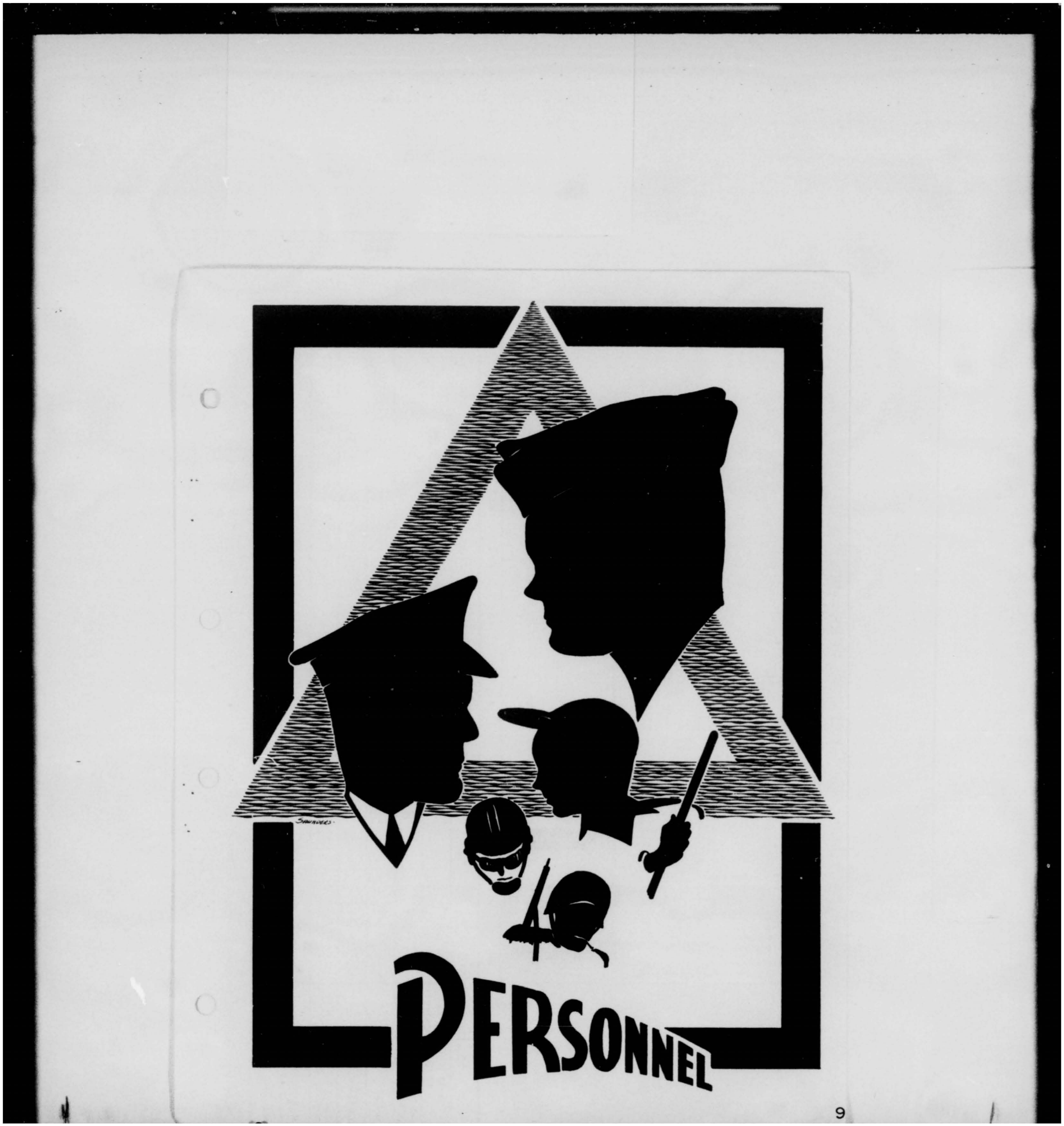

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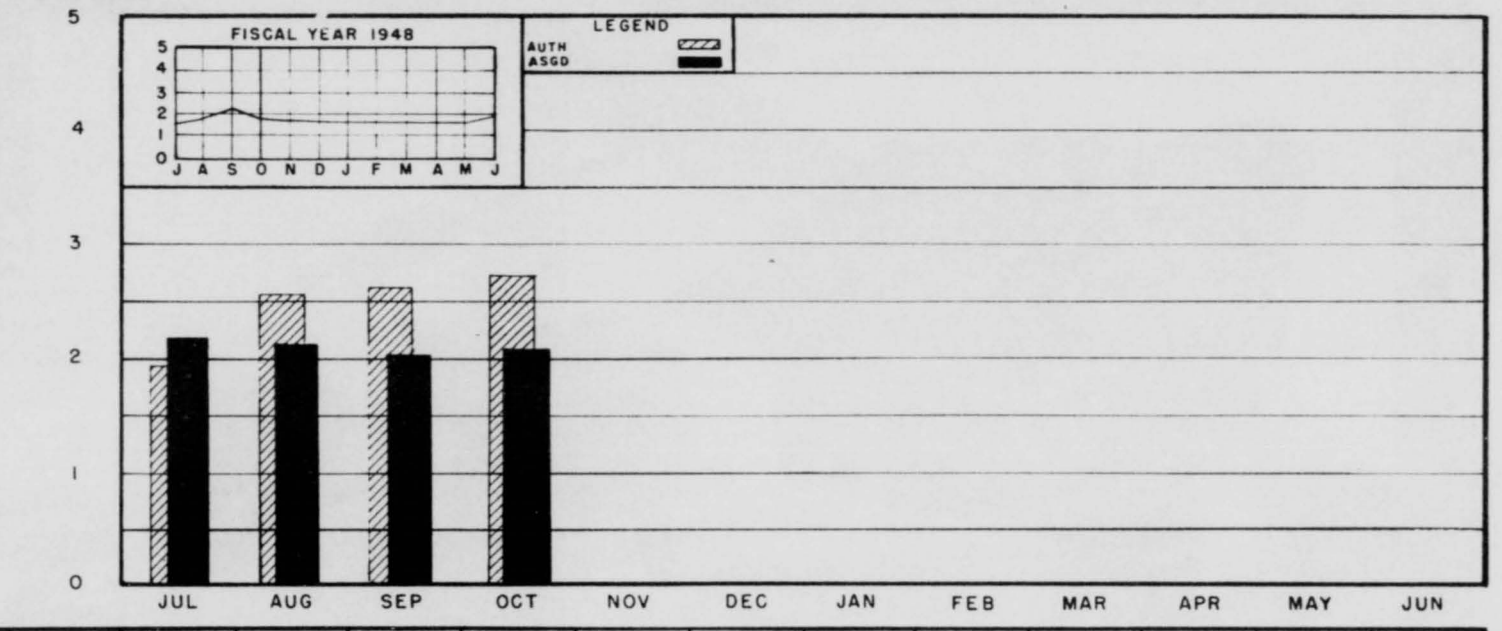
01

TOTAL 8 AF OFFICER PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	1966	2593	2619	2743								
	ASGD	2194	2150	2070	2095								
HQ & HQ SQ 8 AF	AUTH	90	90	90	87								
	ASGD	82	79	81	83								
HQ 8AF STATIONS	AUTH	40	42	46	20								
	ASGD	39	36	33	15								
BIGGS	AUTH	176	244	244	244								
	ASGD	252	243	250	265								
CARSWELL	AUTH	383	378	375	378								
	ASGD	443	435	395	408								
DAVIS-MONTHAN	AUTH	594	842	842	888								
	ASGD	655	660	643	642								
KEARNEY	AUTH	225	221	221	281								
	ASGD	226	214	199	205								
WALKER	AUTH	458	776	801	845								
	ASGD	497	483	469	477								

lote:
Hq 8AF Stations include 18th Comm Sq (Comd), 1st Ord Sq(Avn), 4000th, 4001st, 4002nd BS Sq.

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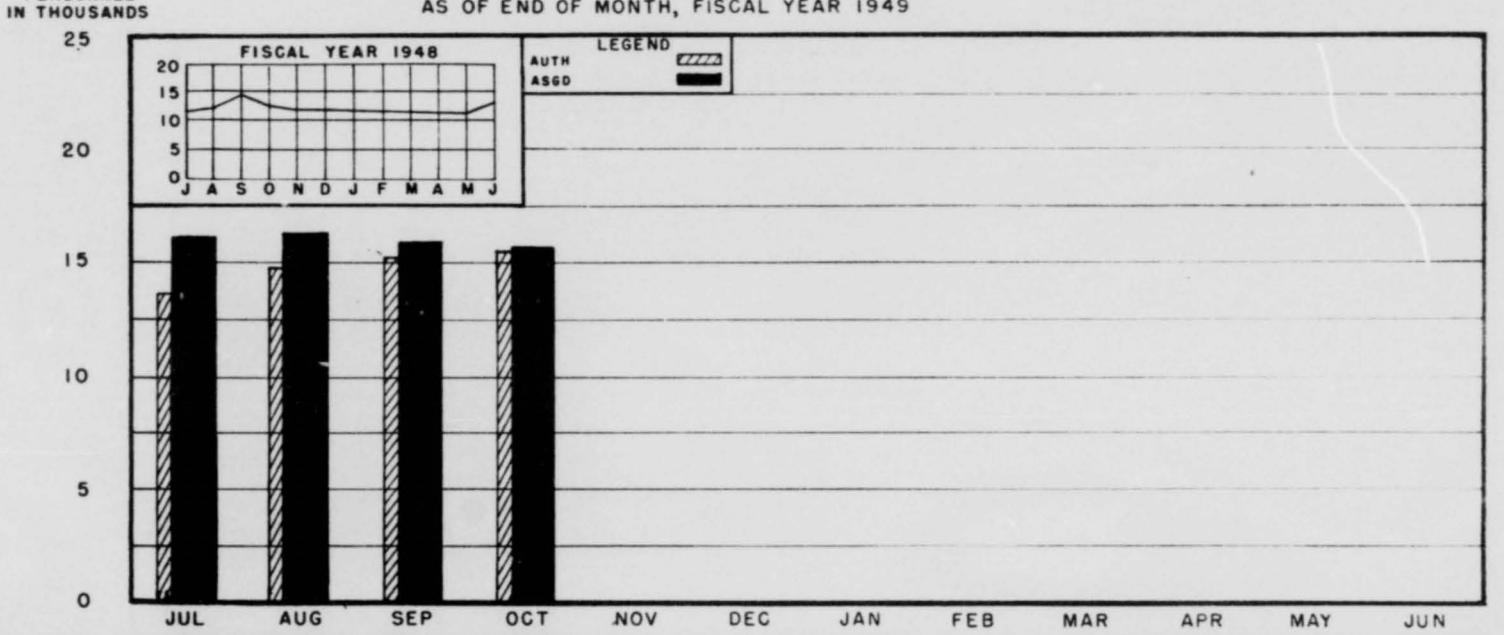
TOTAL 8 AF ENLISTED PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	13603	14852	15267	15558								
	ASGD.	16110	16155	15970	15668								
HQ. & HQ. SQ. 8 AF	AUTH	250	250	250	250								
	ASGD.	249	249	244	239								
HQ. 8 AF STATIONS	AUTH	391	391	466	190								
	ASGD.	317	316	315	130								
BIGGS	AUTH	1185	1553	1553	1553								
	ASGD.	1585	1808	1770	1719								
CARSWELL	AUTH	2972	2651	2649	2753								
	ASGD.	4325	4249	4117	3988								
DAVIS-MONTHAN	AUTH	3811	4512	4512	4830								
	ASGD	4119	4156	4212	4349								
KEARNEY	AUTH	1573	1400	1400	1504								
	ASGD	1544	1424	1360	1310								
WALKER	AUTH	3421	4095	4437	4478								
	ASGD	3971	3953	3952	3933								

Note:
= Hq 8AF Stations include 18th Comm Sq(Comd), 1st Ord Sq(Avn), 4000th, 4001st, 4002nd BS Sq.

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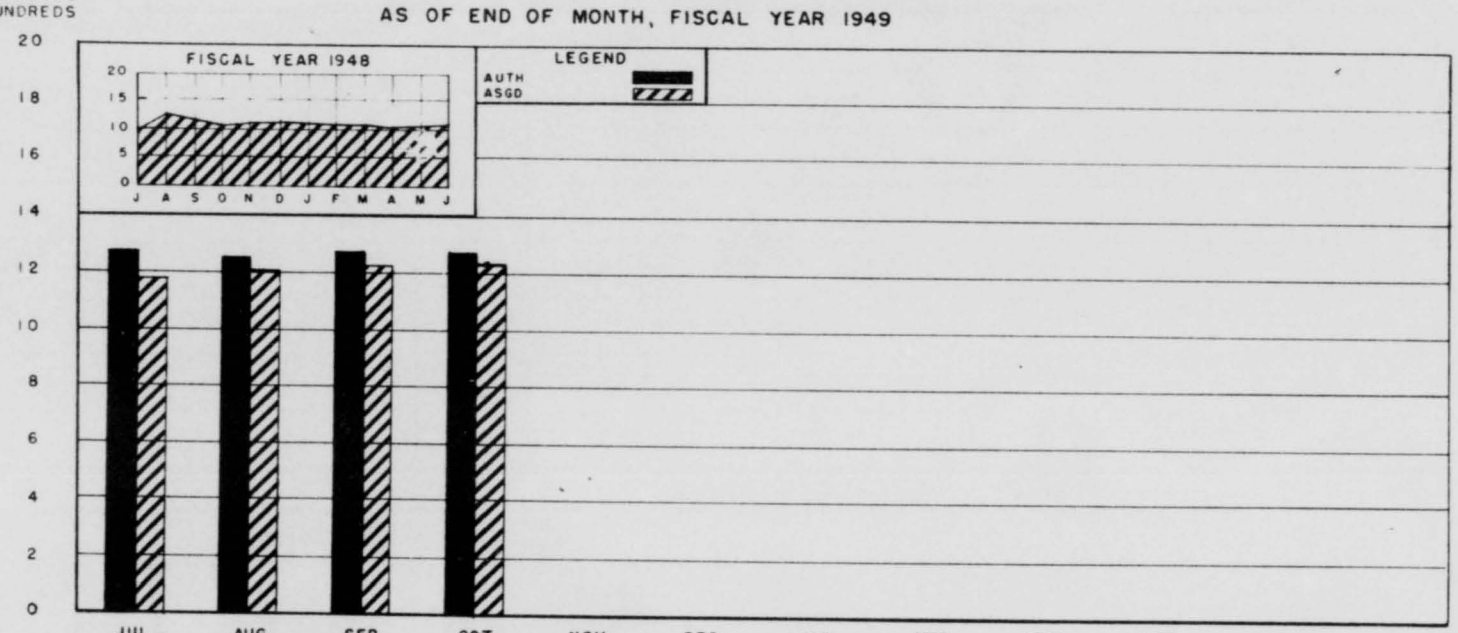
TOTAL 8AF CIVILIAN PERSONNEL

AUTHORIZED AND ASSIGNED STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8AF	AUTH	1263	1256	1273	1273								
	ASGD	1179	1201	1222	1236								
HQ 8 HQ SQ 8AF	AUTH	75	75	75	75								
	ASGD	68	71	68	69								
BIGGS	AUTH	5	5	7	7								
	ASGD	0	1	5	5								
CAMPBELL	AUTH	16	16	16	16								
	ASGD	10	10	15	16								
CARSWELL	AUTH	301	301	307	307								
	ASGD	291	294	294	299								
DAVIS-MONTHAN	AUTH	298	295	296	296								
	ASGD	284	285	288	296								
KEARNEY	AUTH	212	212	214	214								
	ASGD	186	197	206	204								
WALKER	AUTH	306	302	308	308								
	ASGD	290	293	296	297								
CLOVIS	AUTH	50	50	50	50								
	ASGD	50	50	50	50								

NOTE HQ 8AF STATIONS IN[illegible]E 18TH COMM SQ (COMD), 1ST ORD SQ (AVN), 400[illegible], 4001ST, 4002ND BS SQ

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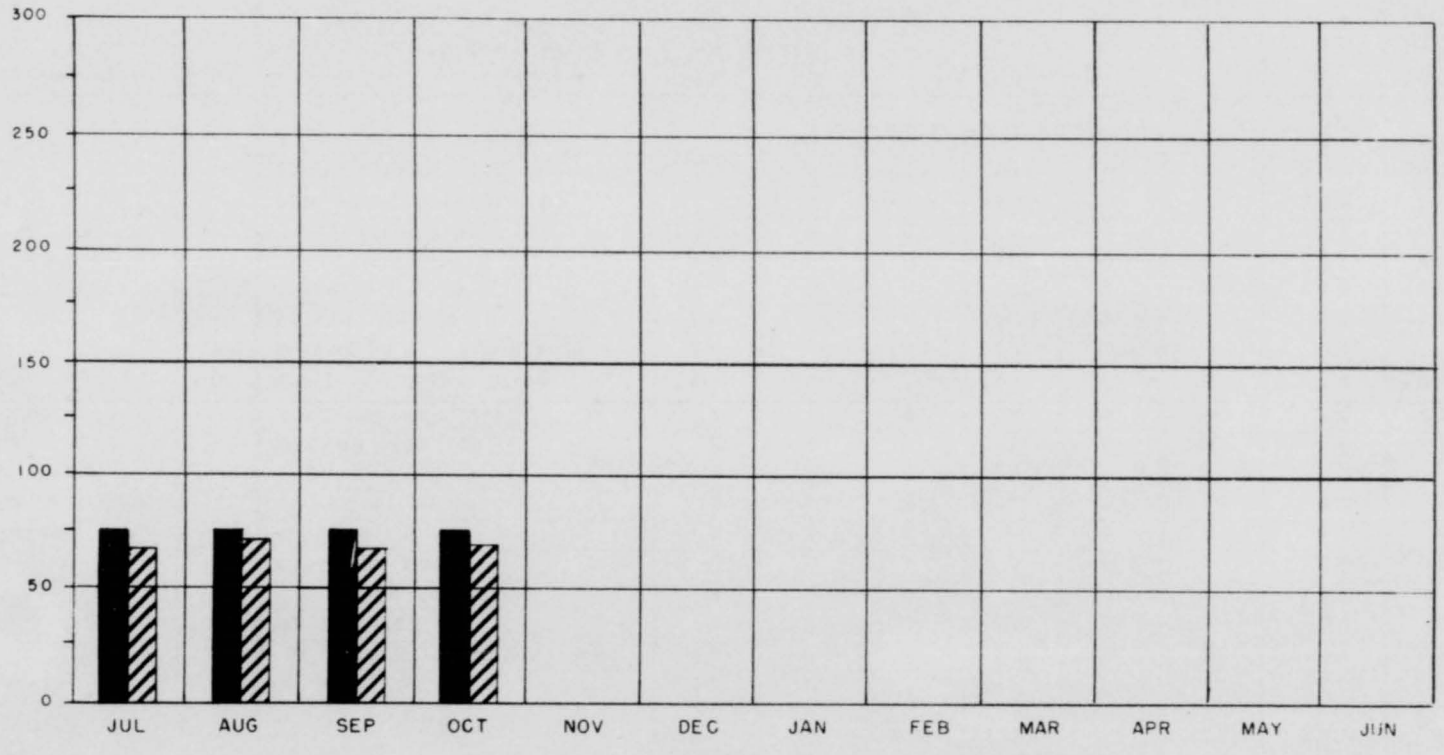
CIVILIAN PERSONNEL AUTHORIZED & ASSIGNED

8TH AF HQ.

AS OF END OF MONTH, FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AUTHORIZED	75	75	75	75								
ASSIGNED	68	71	68	69								

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MILITARY PERSONNEL STRENGTH BY UNIT

AS OF 31 OCT. 1948

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			AUTHORIZED			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	AUTH	ASGD
Carswell	8AF	Hq. & Hq. Sq. 8AF	85	2	0	74	1	8	250	239
		1ST STRATEGIC SUPPORT UNIT	54	0	0	50	0	0	353	247
		2D AVIATION SQ.	3	0	0	3	0	0	94	91
		18TH COMM. SQ. (COMD)	9	0	0	4	0	0	147	75
		585TH AF BAND	0	0	1	0	0	1	34	28
Walker		611TH AF BAND	0	0	1	0	0	1	34	23
Dav-Monthan		775TH AF BAND	0	0	1	0	0	1	34	25
Clovis		4000TH BASE SV. SQ.	4	0	0	3	0	0	0	0
Camp Hood		4001ST BASE SV. SQ.	2	0	0	2	0	0	18	15
Campbell		4002D BASE SV. SQ.	5	0	0	6	0	0	25	40
Carswell	8AF	Total 7th Bomb Wing	283	32	5	315	33	6	2272	3622
		HQ & HQ SQ 7TH BOMB WING H	25	0	2	33	0	1	65	110
		HQ 7TH BOMB GP. H	12	2	0	15	2	0	28	36
		9TH BOMB SQ H	62	0	0	56	0	0	272	351
		436TH BOMB SQ. H	62	0	0	59	0	1	272	365
		492D BOMB SQ. H	62	0	0	49	0	1	272	375
		7TH MAINT & SUPPLY GP	25	0	1	34	0	1	433	590
		7TH AIR BASE GP.	35	0	2	69	0	2	814	1695
		7TH STATION MED. GP.	0	30	0	0	31	0	116	100
Dav-Monthan	8 AF	Total 43d. Bomb Wing	627	31	7	405	21	9	3291	3324
		HQ & HQ SQ 43D BOMB WG. M	34	0	1	31	0	0	92	116
		HQ 43D BOMB GP. M	23	1	0	19	0	0	49	46
		63D BOMB SQ. M	116	1	0	68	0	3	374	365
		64TH BOMB SQ. M	116	1	0	78	1	0	374	327
		65TH BOMB SQ. M	116	1	0	71	1	2	374	324
		43D AIR REFUELING SQ.	132	0	0	17	0	0	315	58
		43D MAINT & SUPPLY GP	36	0	2	35	0	3	608	564
		43D AIR BASE GP	54	0	4	86	0	1	1013	1421
		43D STATION MED. GP.	0	27	0	0	19	0	92	103

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			AUTHORIZED			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	AUTH	ASGD
Dav-Monthan	8AF	Total 2D Bomb Wing	216	6	0	204	1	1	1505	1000
		HQ & HQ SQ 2D BOMB WING, M	3	0	0	1	0	0	3	1
		HQ 2D BOMB GP. M	12	2	0	19	0	1	28	33
		20TH BOMB SQ, M	49	0	0	54	0	0	198	206
		49TH BOMB SQ, M	49	0	0	57	0	0	198	226
		96TH BOMB SQ, M	49	0	0	58	0	0	198	214
		2D MAINT & SUPPLY GP.	21	0	0	7	0	0	265	133
		2D AIR BASE GP.	33	0	0	8	0	0	591	183
		2D STATION MED. GP.	0	4	0	0	1	0	24	4
Biggs	8AF	Total 97th Bomb Wing	238	6	0	255	5	5	1553	1719
		HQ & HQ SQ 97TH BOMB WG, M	25	0	0	36	0	0	51	72
		HQ 97TH BOMB GP, M	12	2	0	17	0	1	28	31
		340TH BOMB SQ, M	49	0	0	50	0	0	198	221
		341ST BOMB SQ, M	49	0	0	59	0	0	198	220
		342D BOMB SQ, M	49	0	0	55	0	0	198	217
		97TH MAINT & SUPPLY GP	21	0	0	12	0	3	265	300
		97TH AIR BASE GP.	33	0	0	26	0	1	591	636
		97TH STATION MEDICAL GP.	0	4	0	0	5	0	24	22
Walker	8AF	Total 509th Bomb Wing	630	25	6	326	19	10	3270	3317
		HQ & HQ SQ 509TH BOMB WG.	36	0	1	52	0	0	87	210
		HQ 509TH BOMB GP.	23	1	0	23	1	0	49	48
		393D BOMB SQ, M	116	1	0	55	0	1	374	439
		715TH BOMB SQ, M	116	1	0	61	2	0	374	402
		830TH BOMB SQ, M	116	1	0	58	1	0	374	416
		509TH AIR REFUELING SQ.	132	0	0	5	0	0	315	51
		509TH MAINT & SUPPLY GP.	37	0	1	18	0	3	606	489
		509TH AIR BASE GP.	54	0	4	54	0	6	1023	1193
		509TH STATION MED. GP.	0	21	0	0	15	0	68	69

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			AUTHORIZED			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	AUTH	ASGD
Walker	8AF	Total 33d Fighter Wing	177	6	0	118	3	0	1174	593
		HQ & HQ SQ, 33D FTR. WG. JET	25	0	0	5	0	0	51	3
		HQ 33D FTR. GP. JET	9	2	0	11	0	0	25	32
		58TH FTR. SQ. JET	30	0	0	28	0	0	105	111
		59TH FTR. SQ. JET	30	0	0	30	0	0	105	109
		60TH FTR. SQ. JET	30	0	0	29	0	0	105	114
		33D MAINT & SUPPLY GP.	20	0	0	7	0	0	208	140
		33D AIR BASE GP.	33	0	0	8	0	0	551	61
		33D STATION MED. GP.	0	4	0	0	3	0	24	23
Kearney	8AF	Total 27th Fighter Wing	256	21	4	186	17	2	1504	1310
		HQ & HQ SQ 27TH FTR. WG.	25	0	2	9	2	0	57	61
		HQ 27TH FTR. GP.	9	2	0	11	0	1	25	21
		522D FTR. SQ.	55	0	0	45	0	0	135	127
		523D FTR. SQ.	55	0	0	48	0	0	135	128
		524TH FTR. SQ.	55	0	0	45	0	0	135	116
		27TH MAINT & SUPPLY GP.	22	0	1	11	0	1	283	243
		27TH AIR BASE GP.	35	0	1	17	0	0	673	566
		27TH STATION MED. GP.	0	19	0	0	15	0	61	48

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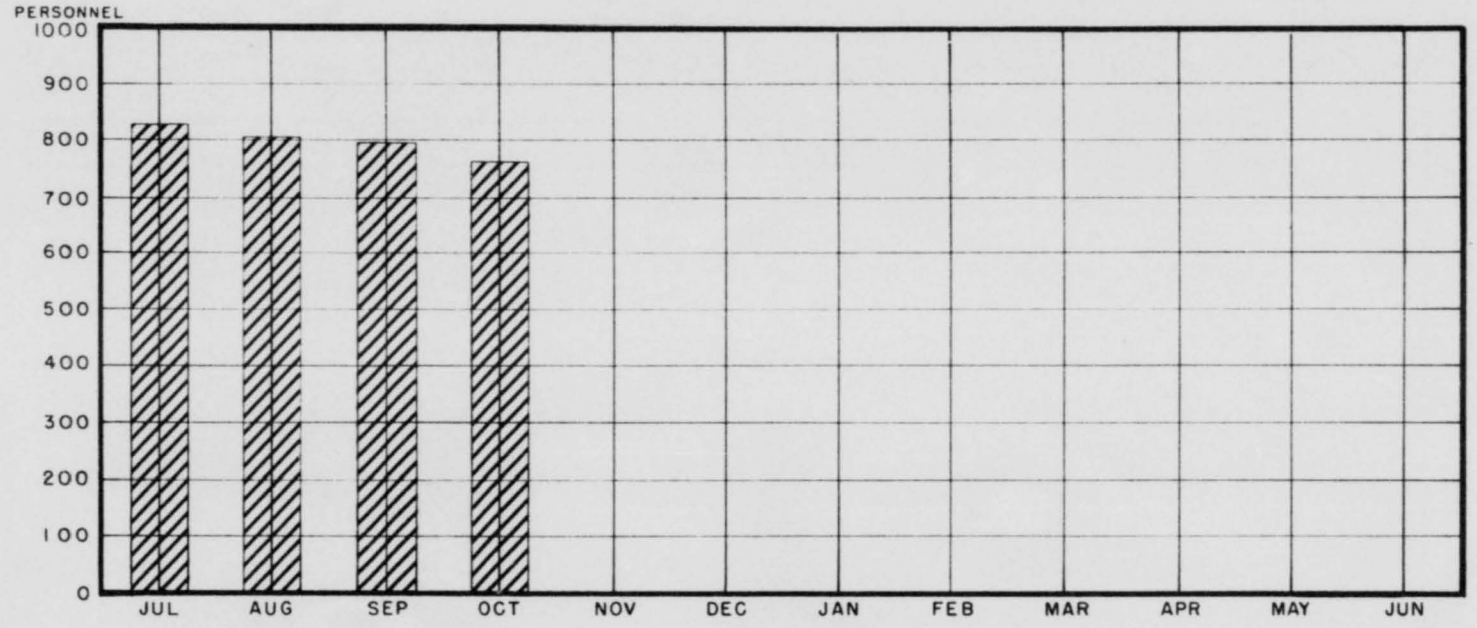
TOTAL 8TH AIR FORCE AND REGULAR ARMY OFFICER PERSONNEL ASSIGNED

AS OF 15TH OF MONTH



TOTAL	823	804	797	762								
HQ 8TH AF	47	45	50	46								
BIGGS	108	111	108	102								
CARSWELL	185	180	176	162								
DAVIS-MONTHAN	229	222	225	218								
KEARNEY	79	76	71	70								
WALKER	173	168	164	161								
CAMP HOOD AIRSTRIP	1	1	1	1								
CAMPBELL	1	1	2	2								
CLOVIS	0	0	0	0								
% OF ASGD STRENGTH	37.2	37.1	37.2	37.1								

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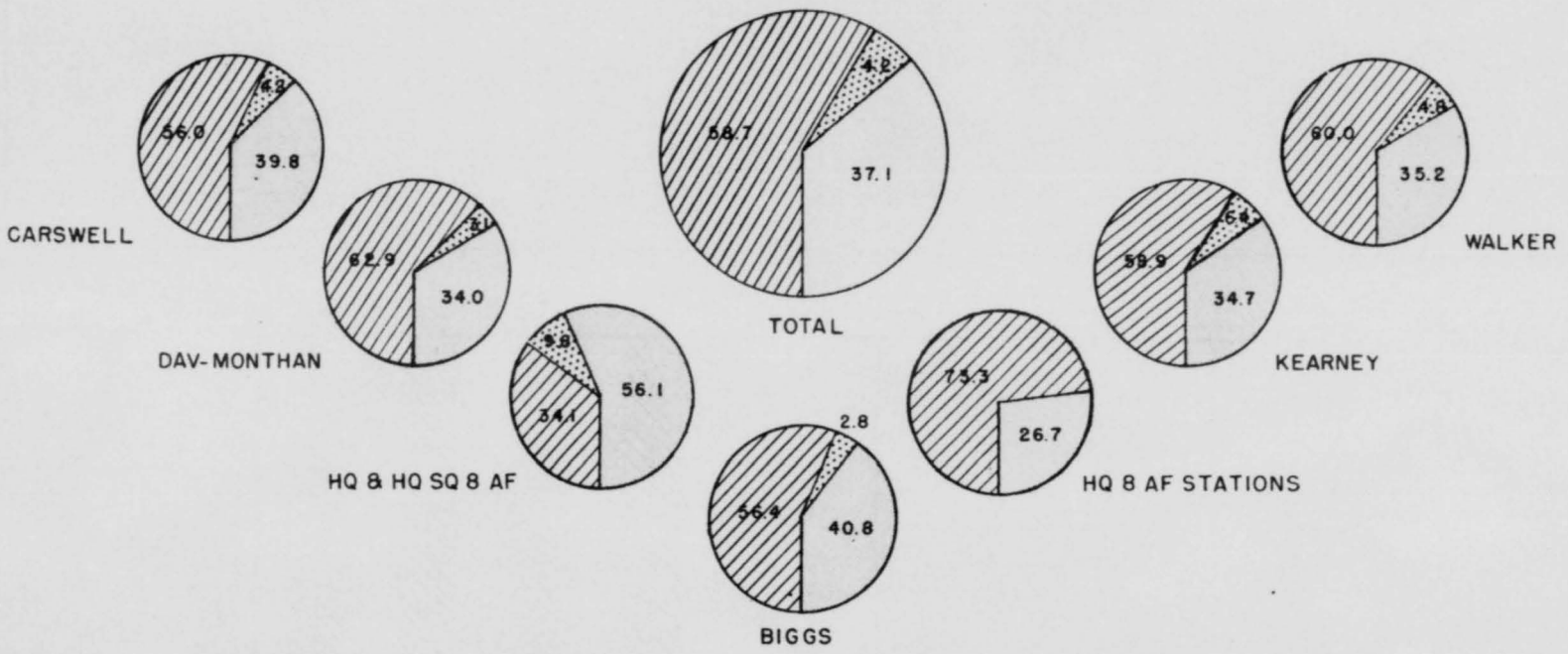
8TH AF OFFICER PERSONNEL BY RANK & COMPONENT

AS OF 15 MONTHLY

OCTOBER



COMPONENT	GEN	COL	LT. COL	MAJOR	CAPT	IST LTS	2D LTS	FO & WO	TOTAL
USAF & RA	2	18	78	138	249	266	8	3	762
OFF. RES. CORPS	0	0	8	70	341	739	47	0	1205
NATIONAL GUARD	0	0	0	0	0	0	0	0	0
AFUS & AUS	0	0	1	1	20	20	4	41	87
TOTAL	2	18	87	209	610	1025	59	44	2054

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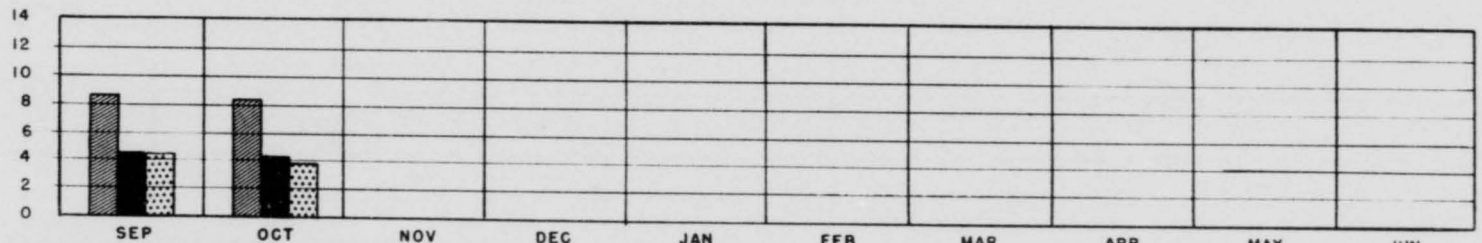
NON-WHITE ENLISTED PERSONNEL
PERCENTAGE OF TOTAL ASSIGNED BY STATION



NO. ASGD	SEP WHT	SEP COL	OCT WHT	OCT COL	NOV WHT	NOV COL	DEC WHT	DEC COL	JAN WHT	JAN COL	FEB WHT	FEB COL	MAR WHT	MAR COL	APR WHT	APR COL	MAY WHT	MAY COL	JUN WHT	JUN COL
CARSWELL	4233	403	3939	363																
WALKER	3773	165	3767	166																
DAV-MON	4047	179	4190	159																

8TH AIR FORCE ENLISTED STRENGTH BY GRADE & RACE

		M/SGT	T/SGT	S/SGT	SGT	CPL	PFC	PVT	% NON WHT.
SEP	WHT	1134	1136	3126	2870	2768	3430	795	
	COL	11	7	45	92	124	374	58	4.7
OCT	WHT	1066	1106	3105	2833	2771	3321	778	
	COL	11	4	41	91	134	357	50	4.4
NOV	WHT								
	COL								
DEC	WHT								
	COL								
JAN	WHT								
	COL								
FEB	WHT								
	COL								
MAR	WHT								
	COL								
APR	WHT								
	COL								
MAY	WHT								
	COL								
JUN	WHT								
	COL								

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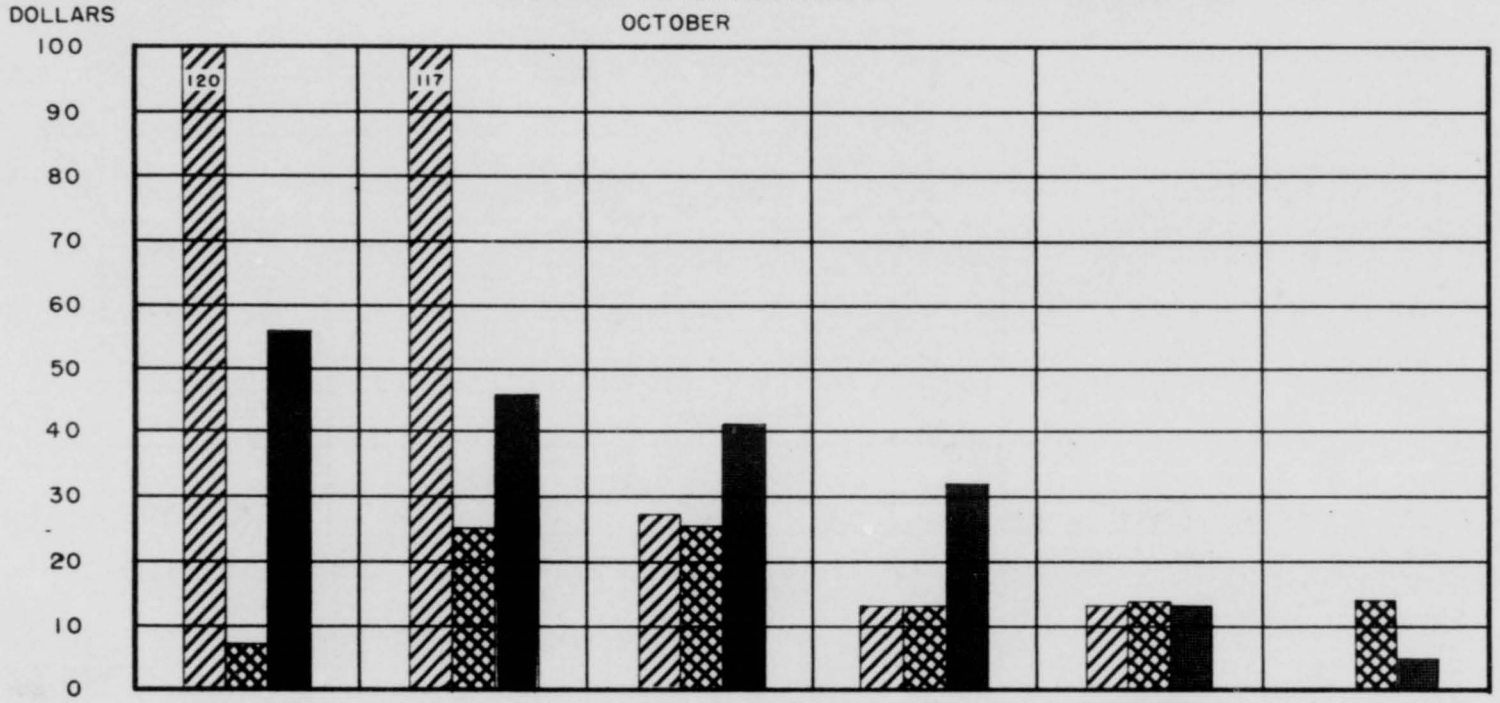
8TH AF GROUND ACCIDENT COST SUMMARY



	BIGGS		WALKER		DAVIS — MON.		CARSWELL		KEARNEY		CAMPBELL	
	OCT	TO DATE	OCT	TO DATE	OCT	TO DATE	OCT	TO DATE	OCT	TO DATE	OCT	TO DATE
PERSONAL INJURY & FATALITY COST	980	46800	10004	197683	6136	170645	5502	17025	1900	20877	0	0
MOTOR VEHICLE REPAIR COST	0	0	136	5164	774	2067	245	1205	160	2038	37	37
USAF PROPERTY DAMAGE	108	4456	0	2299	0	1152	197	1429	0	827	0	0
COST PER CAPITA PER ANNUM	7	56	25	46	16	41	13	32	14	13	14	4

$$\frac{\text{USAF PROPERTY COST PLUS PERSONAL INJURY \& FATALITY COST}}{\text{AVERAGE MIL. \& CIV STRENGTH}} \times 12 = \text{COST INDEX}$$

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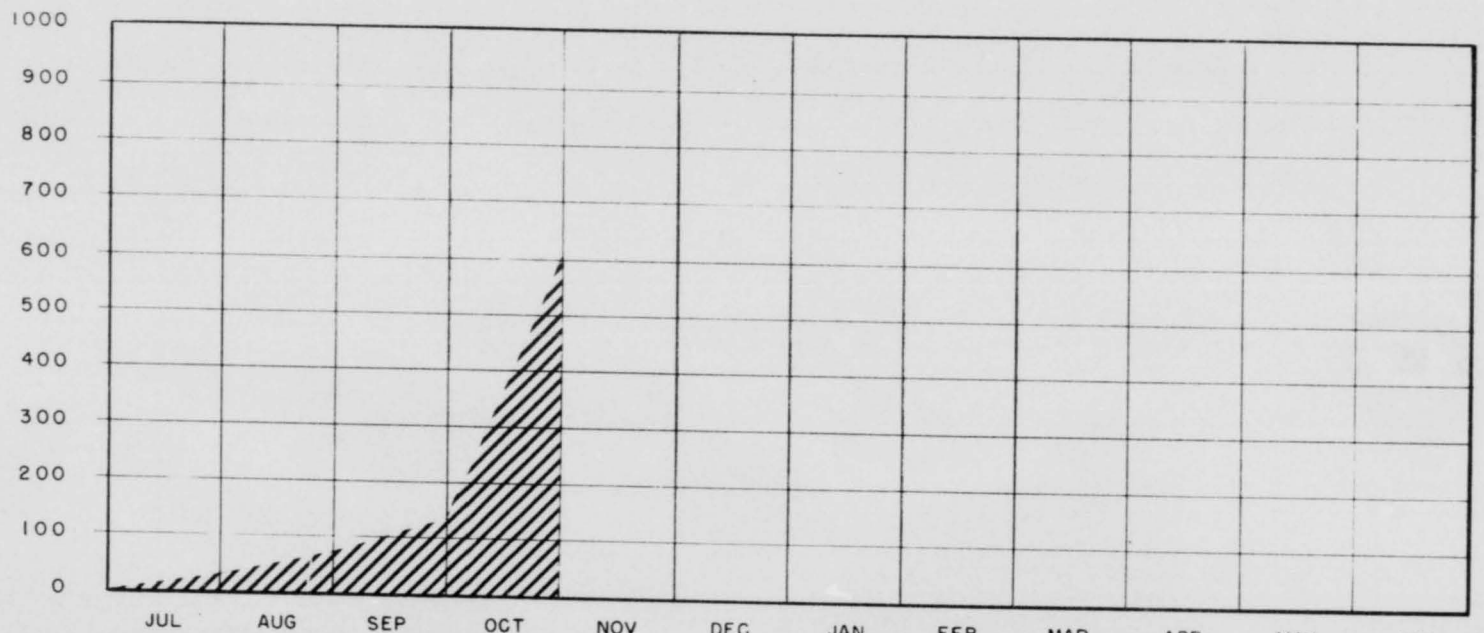
ENLISTMENTS & REENLISTMENTS
TOTAL 8TH AIR FORCE BY LENGTH OF ENLISTMENT
CUMULATIVE FROM 1 JULY 1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
6 YR. ENLS.	0	0	3	11								
5 YR. ENLS.	0	2	3	4								
4 YR. ENLS.	0	0	2	4								
3 YR. ENLS.	30	71	125	564								
INDEF.	0	0	0	18								
TOTAL	30	73	133	601								

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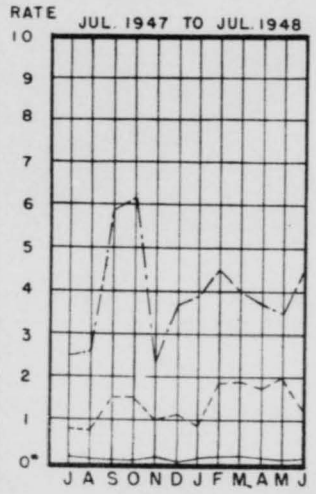
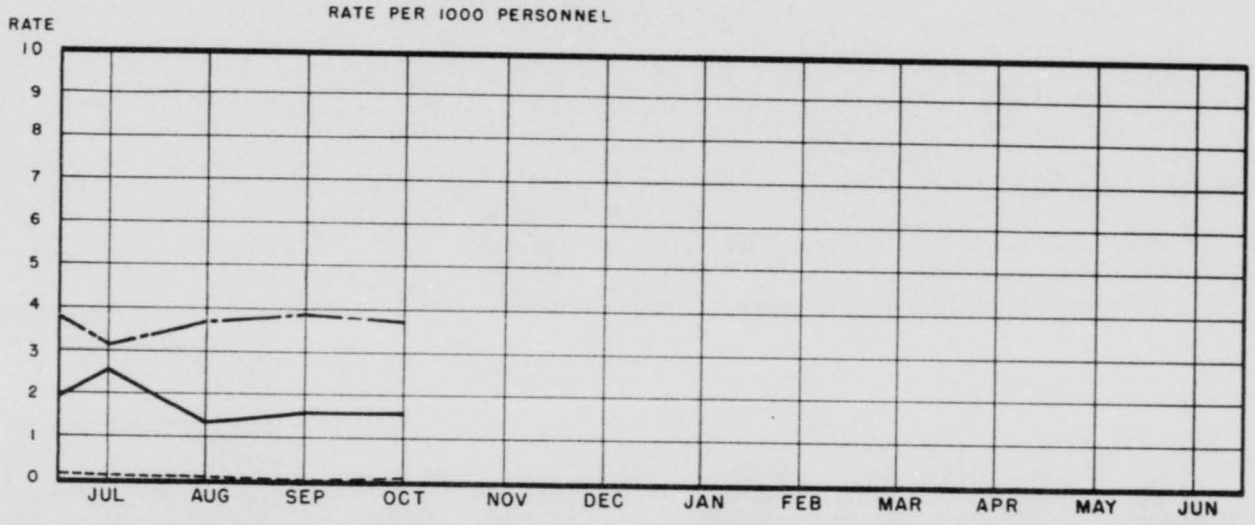
TOTAL 8TH AF COURTS MARTIAL RATES

BY MONTH 1948-1949

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
BIGGS	SUMMARY																								
	SPECIAL	REPORT NOT AVAILABLE																							
	GENERAL																								
CARSWELL	SUMMARY	23	4.2	22	4.2	41	8.3	23	5																
	SPECIAL	7	1.3	3	58	3	.61	3	.6																
	GENERAL	1	.18	1	19	0	0	3	.66																
DAVIS-MONTHAN	SUMMARY	8	1.7	15	3.1	7	1.5	6	1.2																
	SPECIAL	18	3.8	4	.8	10	2.1	7	1.4																
	GENERAL	0	0	0	0	0	0	0	0																
KEARNEY	SUMMARY	9	4.8	12	7.3	8	5.1	9	5.9																
	SPECIAL	9	4.8	7	4.3	7	4.5	5	3.3																
	GENERAL	0	0	0	0	0	0	0	0																
WALKER	SUMMARY	12	2.7	11	2.5	4	.91	19	4.3																
	SPECIAL	9	2.0	6	1.4	5	1.1	11	2.5																
	GENERAL	0	0	0	0	0	0	1	.22																
8TH AF TOTAL	SUMMARY	52	3.1	60	3.7	60	3.8	57	3.7																
	SPECIAL	43	2.6	20	1.3	25	16	26	1.6																
	GENERAL	0	.06	1	.06	0	0	4	26																

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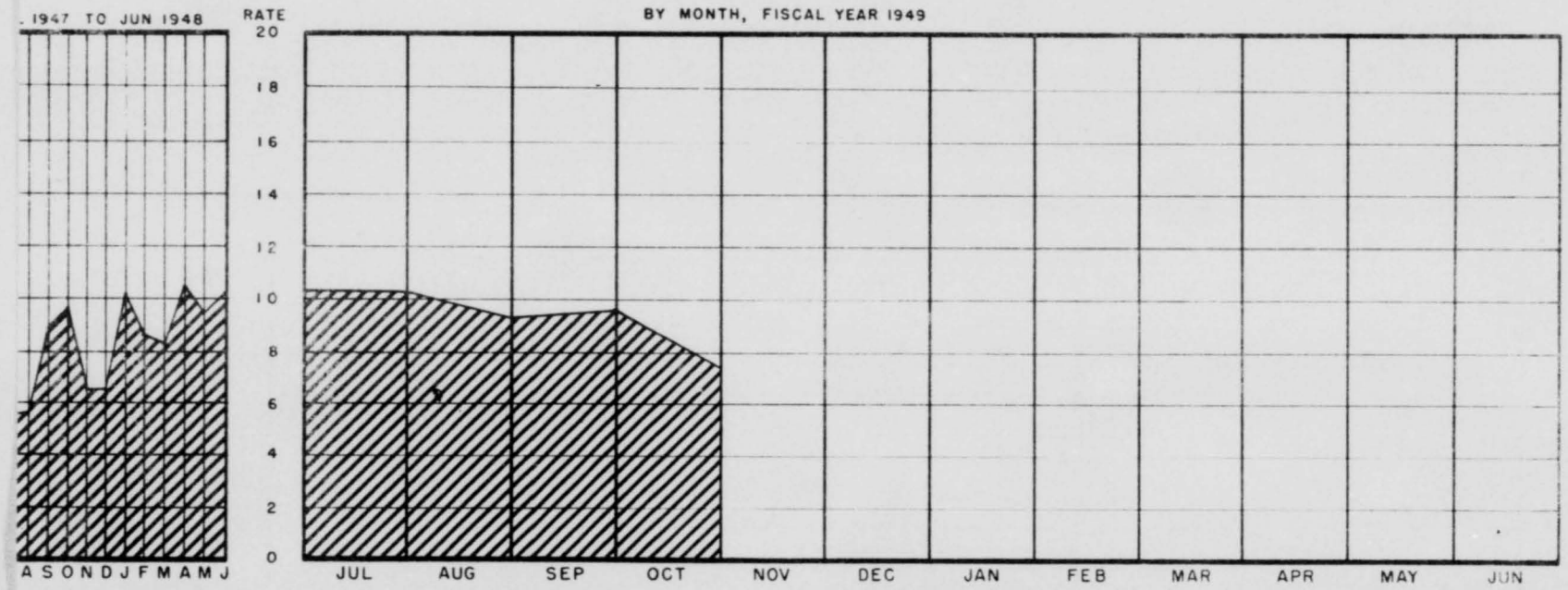
8TH AF PERSONNEL AWOL RATE

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
BIGGS	REPORT NOT AVAILABLE																							
CARSWELL	75	13.6	49	9.3	36	7.1	39	8.5																
DAVIS-MONTHAN	45	9.4	23	4.8	33	6.8	23	10.6																
KEARNEY	25	13.3	19	11.2	32	20.1	39	4.7																
WALKER	44	9.7	59	13.5	51	11.6	16	8.9																
8TH AF TOTAL	189	10.2	150	9.3	152	9.6	117	7.6																

NOTE: EXCLUDES 4000TH, 4001ST, 4002ND BASE SERVICE SQS.

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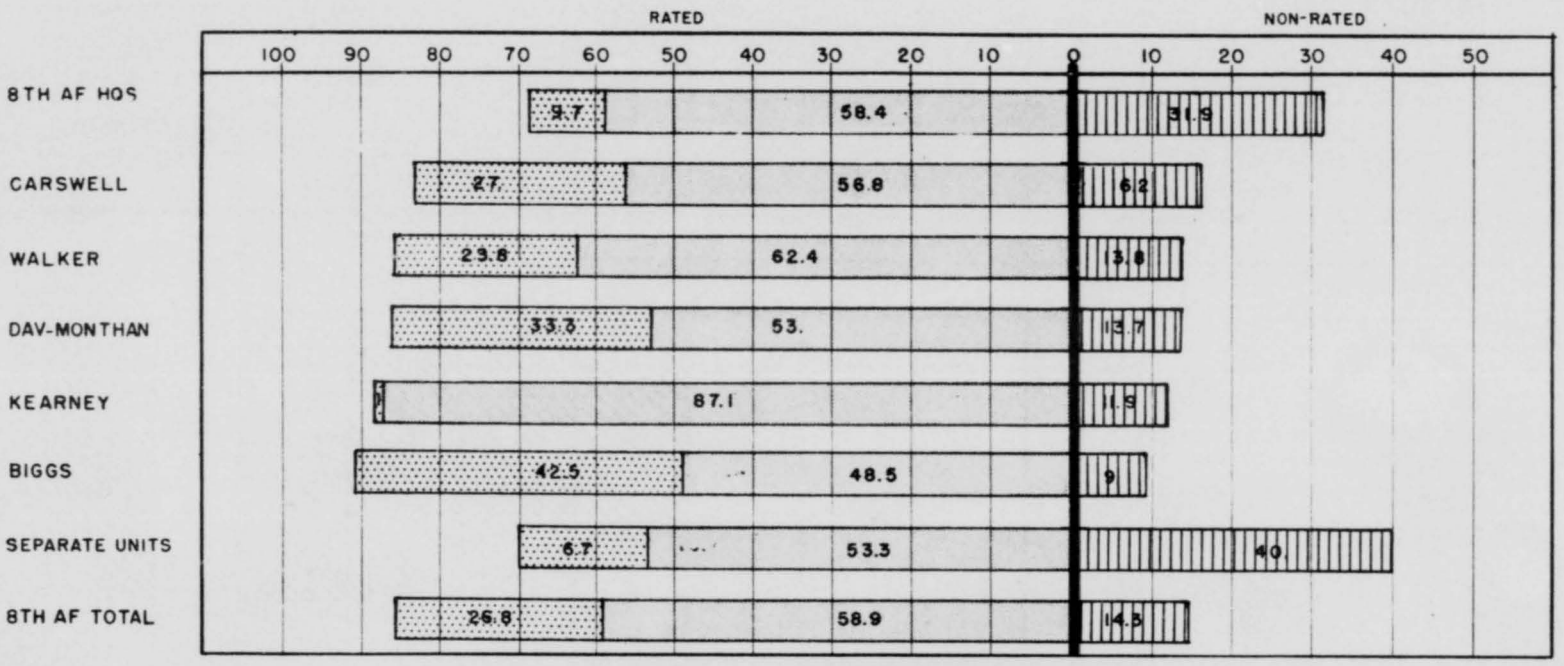
PERCENT RATED & NON-RATED OFFICER PERSONNEL

AS OF 15 OCTOBER 1948



	NUMBER RATED & NON RATED OFFICER PERSONNEL								
	PILOTS	OTHER RATED	TOTAL RATED	NON RATED	WO'S	CHAPLAIN	FLT S & NURSE	UNKNOWN	TOTAL
8TH AF HQS & UNITS	42	7	49	23	8	1	1		82
CARSWELL	218	104	322	62	7	4	6	4	405
WALKER	272	104	376	60	10	2	8	2	458
DAVIS-MONTHAN	329	207	536	85	11	3	7	3	642
KEARNEY	169	2	171	23	2	3	3	0	202
BIGGS	113	99	212	21	5	1	2	9	250
SEPARATE UNITS	8	1	9	6					15
8TH AF TOTAL	1151	524	1675	280	43	14	27	18	2054

NOTE: SEPARATE [illegible]ITS INCLUDE 18TH COMM SQ, CLOVIS, [illegible]PBELL AFB, & CAMP HOC

PILOTS
OTHER RATED
NON-RATED

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MILITARY PERSONNEL

AUTHORIZED & ASSIGNED STRENGTH

BY RANK & GRADE

EIGHTH AIR FORCE TOTAL

	JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
ENERAL	8	2	7	2	8	2	8	2																
OLONEL	39	18	35	16	36	17	39	18																
T COL	122	88	102	84	106	85	107	89																
AJOR	222	226	234	225	239	214	261	213																
APTAIN	572	645	544	630	551	607	591	608																
IEUTENANTS	1399	1150	1594	1125	1597	1077	1681	1094																
/O	15	43	44	44	49	43	24	44																
NC	40	22	33	24	33	25	32	27																
OTAL	2417	2194	2593	2150	2619	2070	2743	2095																
I/SGT	985	1206	1141	1189	1170	1145	1171	1077																
/SGT	713	1187	816	1173	835	1143	833	1110																
/SGT	3253	3502	3515	3063	3574	3171	3592	3146																
GT	4127	2927	3837	2934	3944	2962	3985	2924																
PL	3881	3026	3657	3026	3772	2892	3790	2905																
FC OR PVT	2195	4739	1886	4770	1972	4657	2187	4506																
OTAL	15154	16110	14852	16155	15267	15970	15558	15668																

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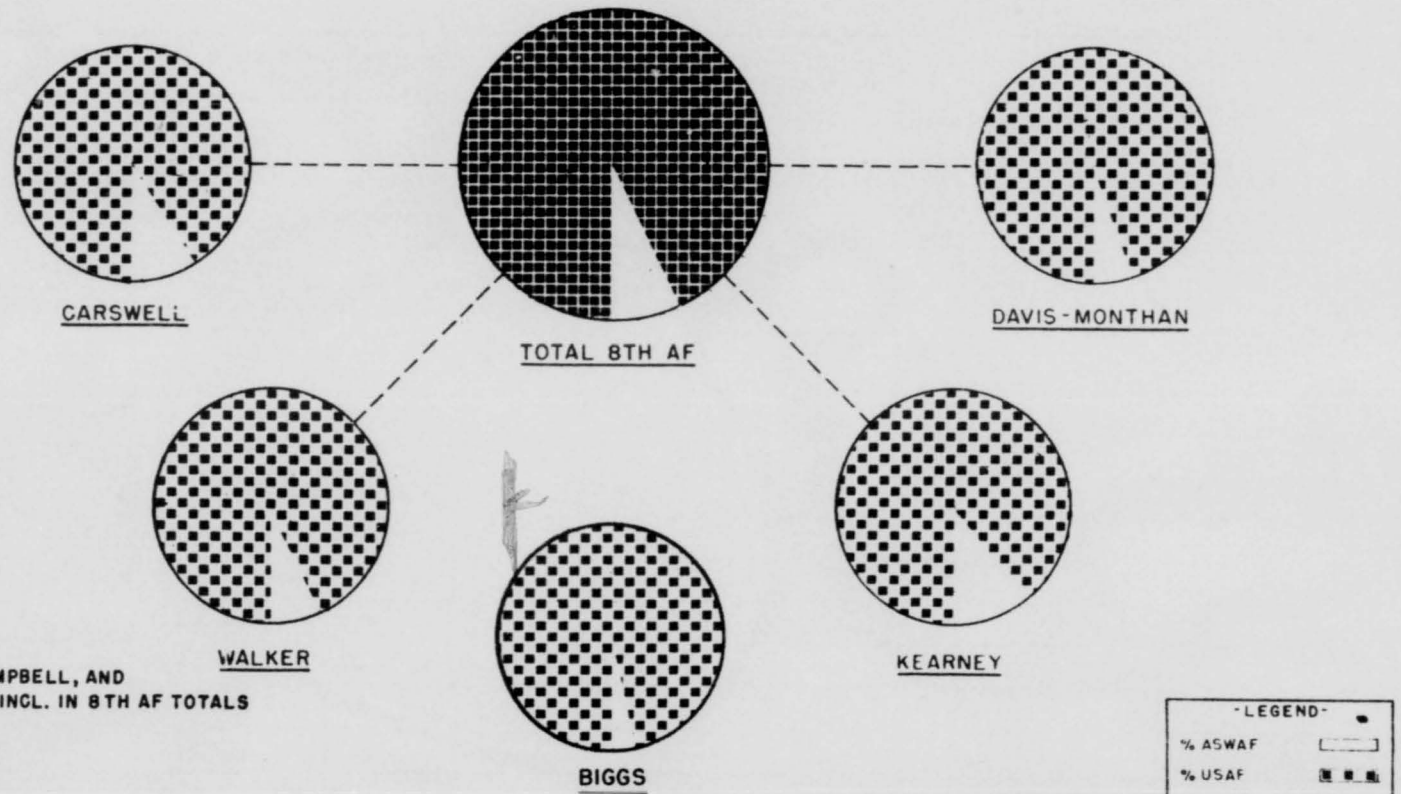
OFFICER PERSONNEL
BY: ARM OR SERVICE



* CLOVIS, CAMPBELL, AND CAMP HOOD INCL. IN 8TH AF TOTALS

STATION	* JUL				* AUG				SEP				OCT				NOV				DEC			
	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF
CARSWELL	55	9.9	499	90.1	50	9.3	489	90.7	54	10.8	444	89.2	53	10.5	453	89.5								
WALKER	31	6.3	465	93.7	29	6.0	454	94.0	31	6.6	436	93.4	28	5.9	449	94.1								
DAVIS-MONTHAN	36	5.5	618	94.5	35	5.3	625	94.7	31	4.8	613	95.2	33	5.1	609	94.9								
KEARNEY	23	10.2	203	89.8	23	10.7	191	89.3	19	9.5	180	90.5	22	10.7	183	89.3								
BIGGS	6	2.4	246	97.6	5	2.1	238	97.9	6	2.4	244	97.6	7	2.6	258	97.4								
8 TH AF TOTAL	152	6.9	2040	93.1	142	6.6	2008	93.4	141	6.8	1928	93.2	143	6.8	1952	93.2								

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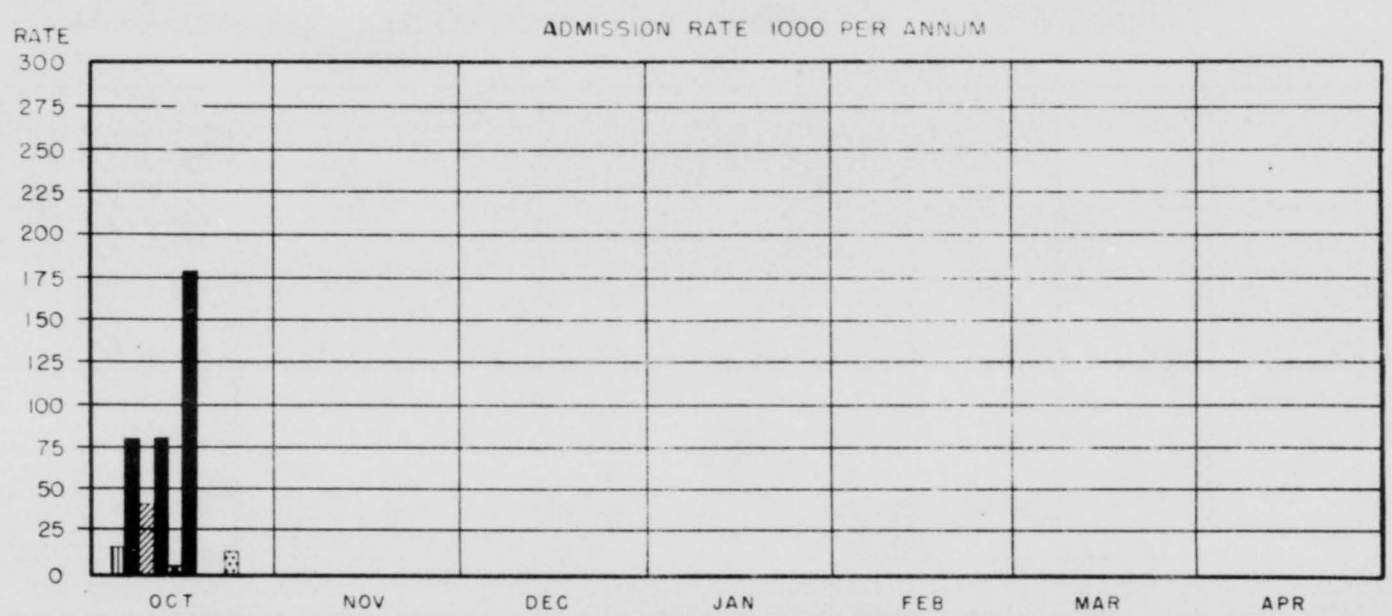
V. D. ADMISSIO. RATE BY RACE



STATIONS	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD
CARSWELL	19 30	80 41												
DAVIS-MON	40 95	80 93												
WALKER	4 83	178 29												
KEARNEY	0	0												
BIGGS	12 20	0												

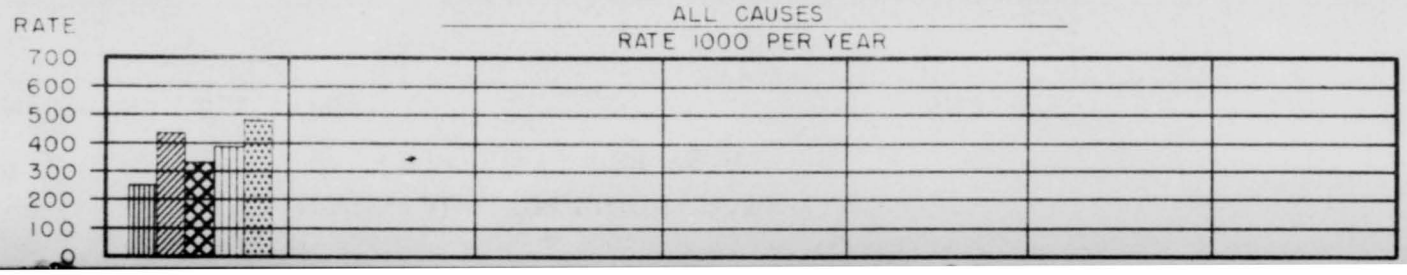
COLORED PERS

NOTE NO COLORED PERSONNEL ASGD KEARNEY AND BIGGS

HOSPITAL ADMISSION RATES

ALL CAUSES

RATE 1000 PER YEAR



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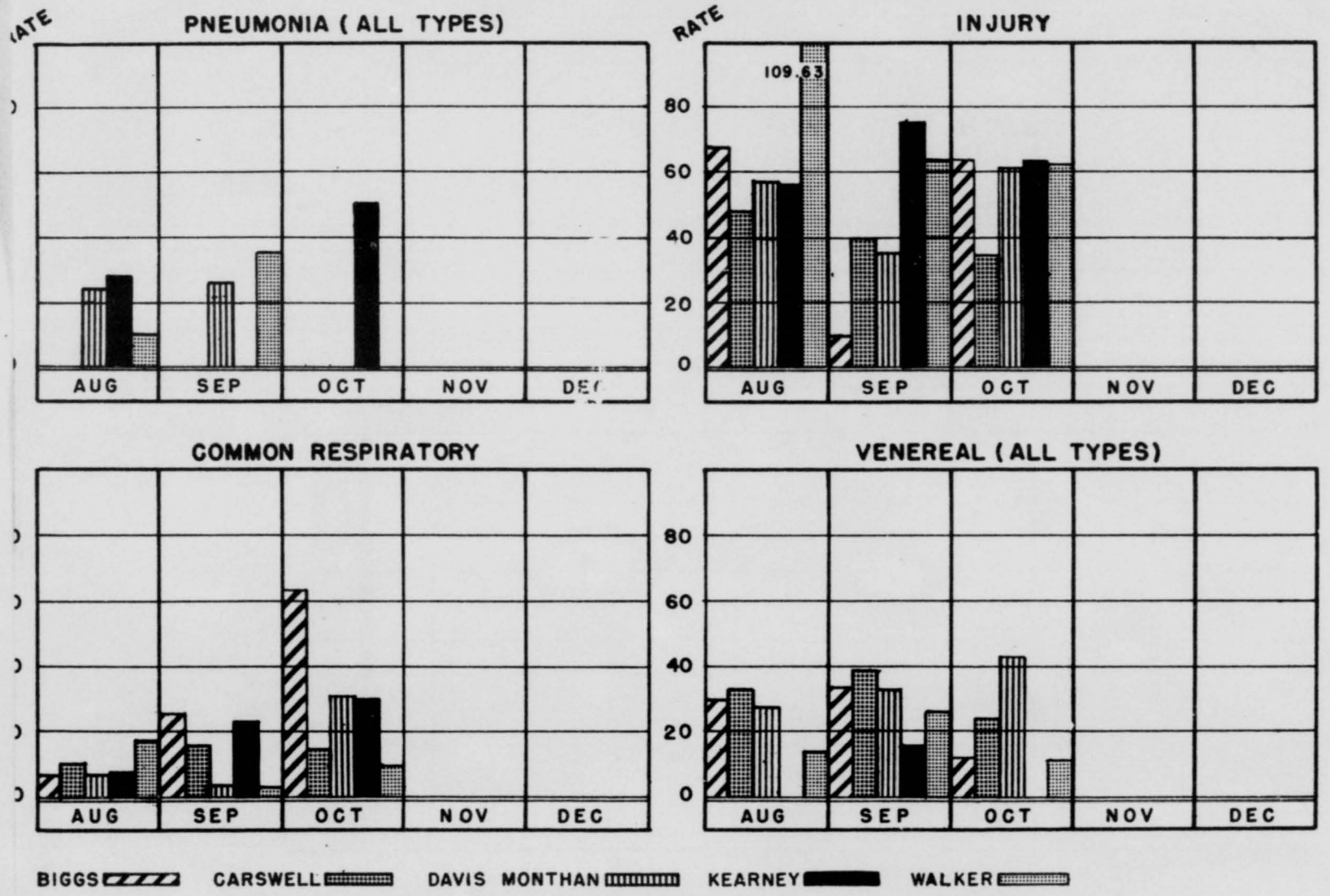
HOSPITAL ADMISSION RATES
PER 1,000 PER YEAR



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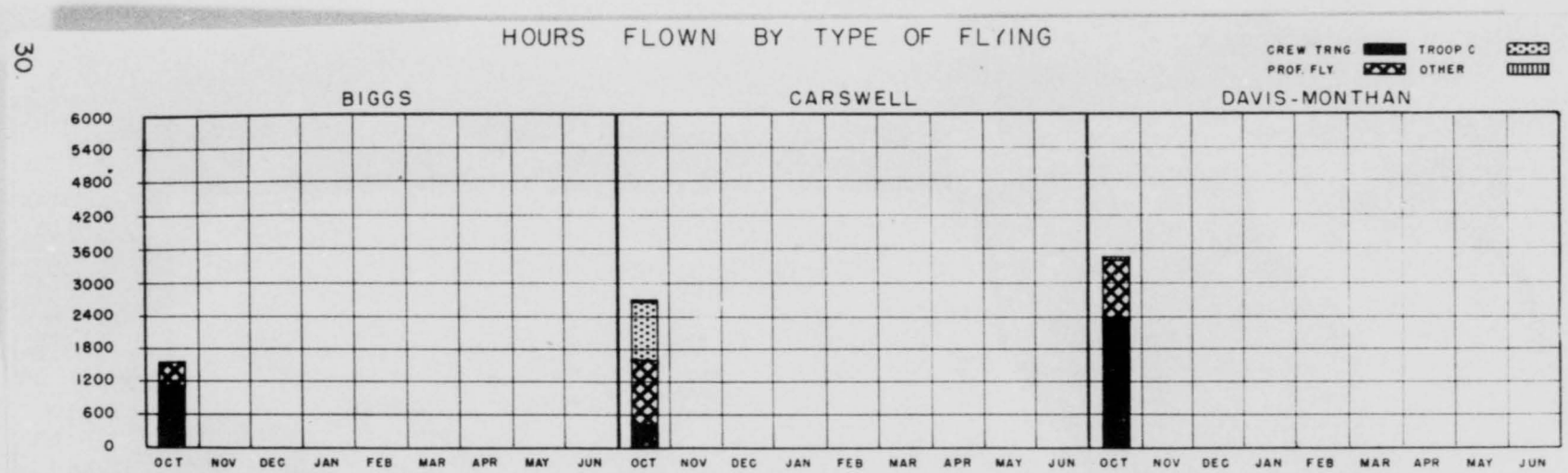
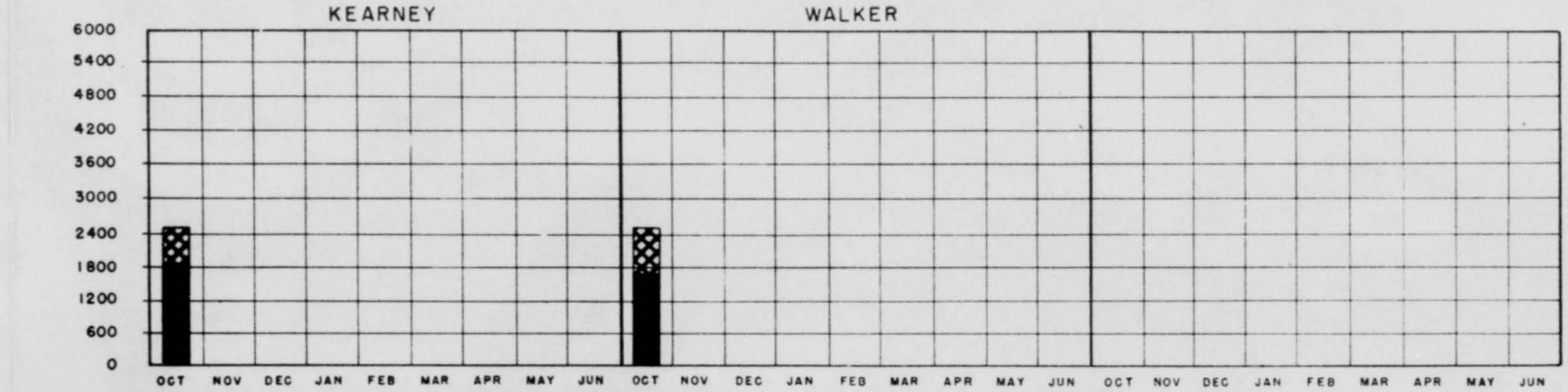
HOURS FLOWN BY TYPE OF FLYING



	BIGGS		CARSWELL		DAVIS-MONTHAN	
REW TRAINING	1090		425		2397	
ROFICIENCY FLY.	449		1208		1027	
ROOP CARRIER	0		1015		0	
THER	0		9		26	
OTAL	1539		2657		3450	



	KEARNEY		WALKER			
REW TRAINING	1869		1699			
ROFICIENCY FLY.	637		815			
ROOP CARRIER	0		0			
THER	0		0			
OTAL	2506		2514			

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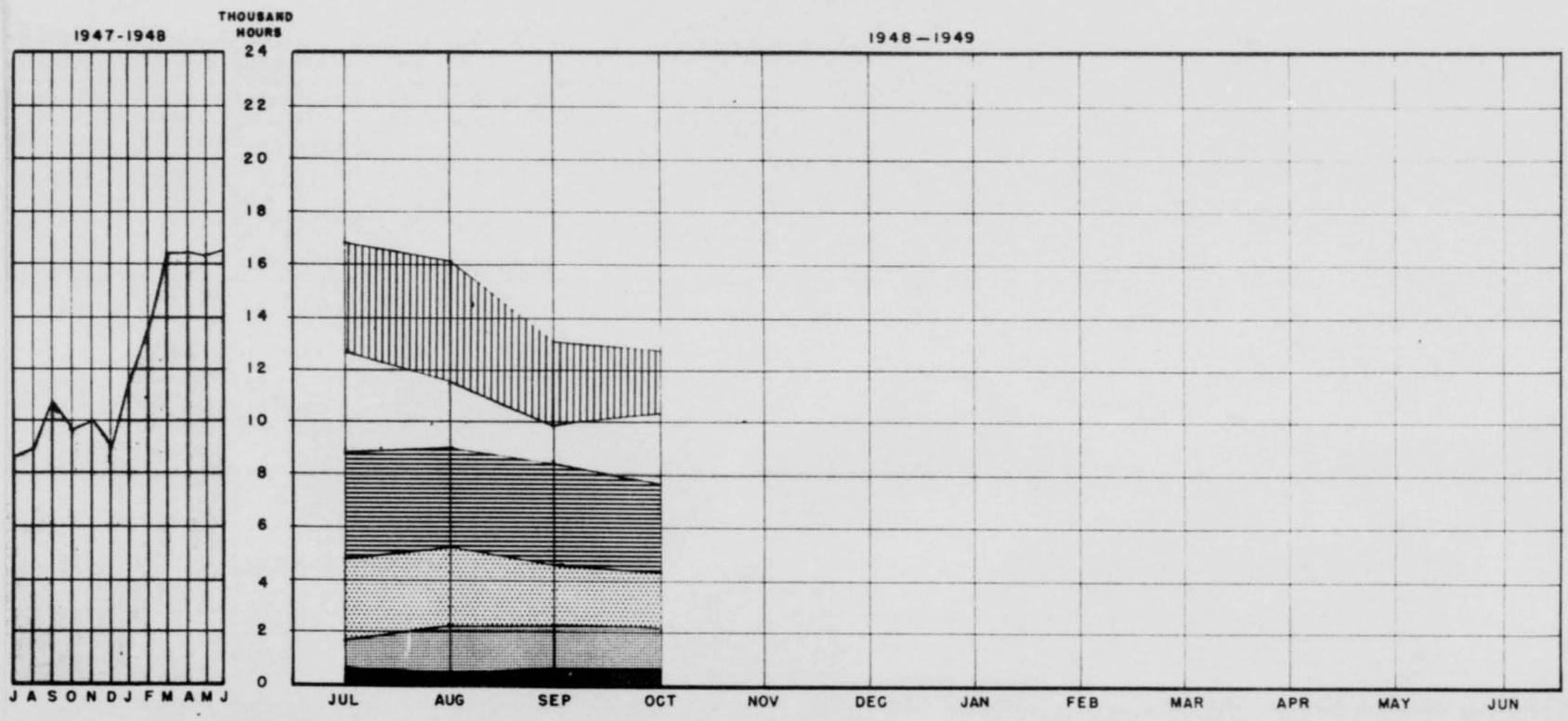
TOTAL 8TH AF AIRCRAFT HOURS FLOWN

BY MONTH FISCAL YEAR 1949



HQ 8TH AF		595	491	593	615									
BIGGS		1123	1744	1655	1539									
CARSWELL		3247	3085	2441	2151									
DAVIS-MONTHAN		3924	3680	3791	3450									
KEARNEY		3851	2694	1421	2506									
WALKER		4094	4452	3201	2514									
TOTAL 8TH AF		16834	16146	13102	12775									

Hq 8th AF Includes Flying Time For 4001, 4002 Base Ser Sqs

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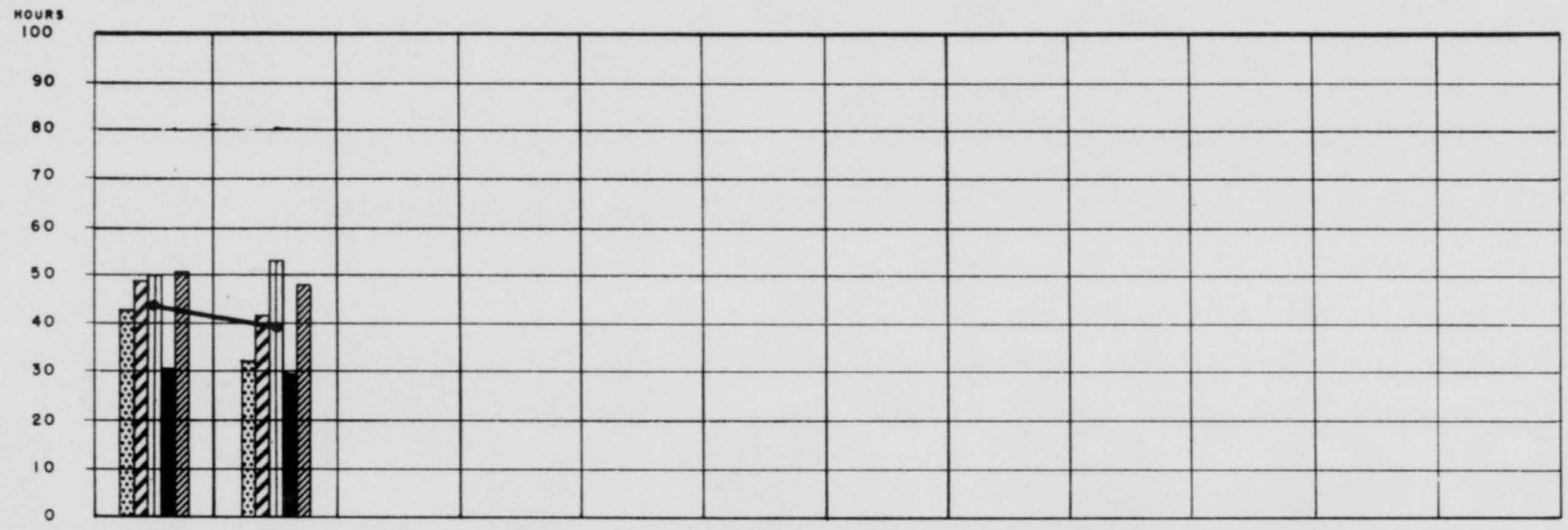
AVERAGE HOURS FLOWN PER B-29

BY 8TH AF BOMB GROUPS



	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
2D BG.	30	42.8	28	31.9																				
7TH BG.	13	48.5	6	41.6																				
43D BG.	29	50	25	53.1																				
97 TH BG.	42	30.6	37	29.5																				
509TH BG.	30	50.4	29	47.9																				
TOTAL 8AF	142	43.1	126	39.7																				

A.– AVE. NO. B-29'S ASGD.

B.– AVE. HOURS FLOWN PER B-29

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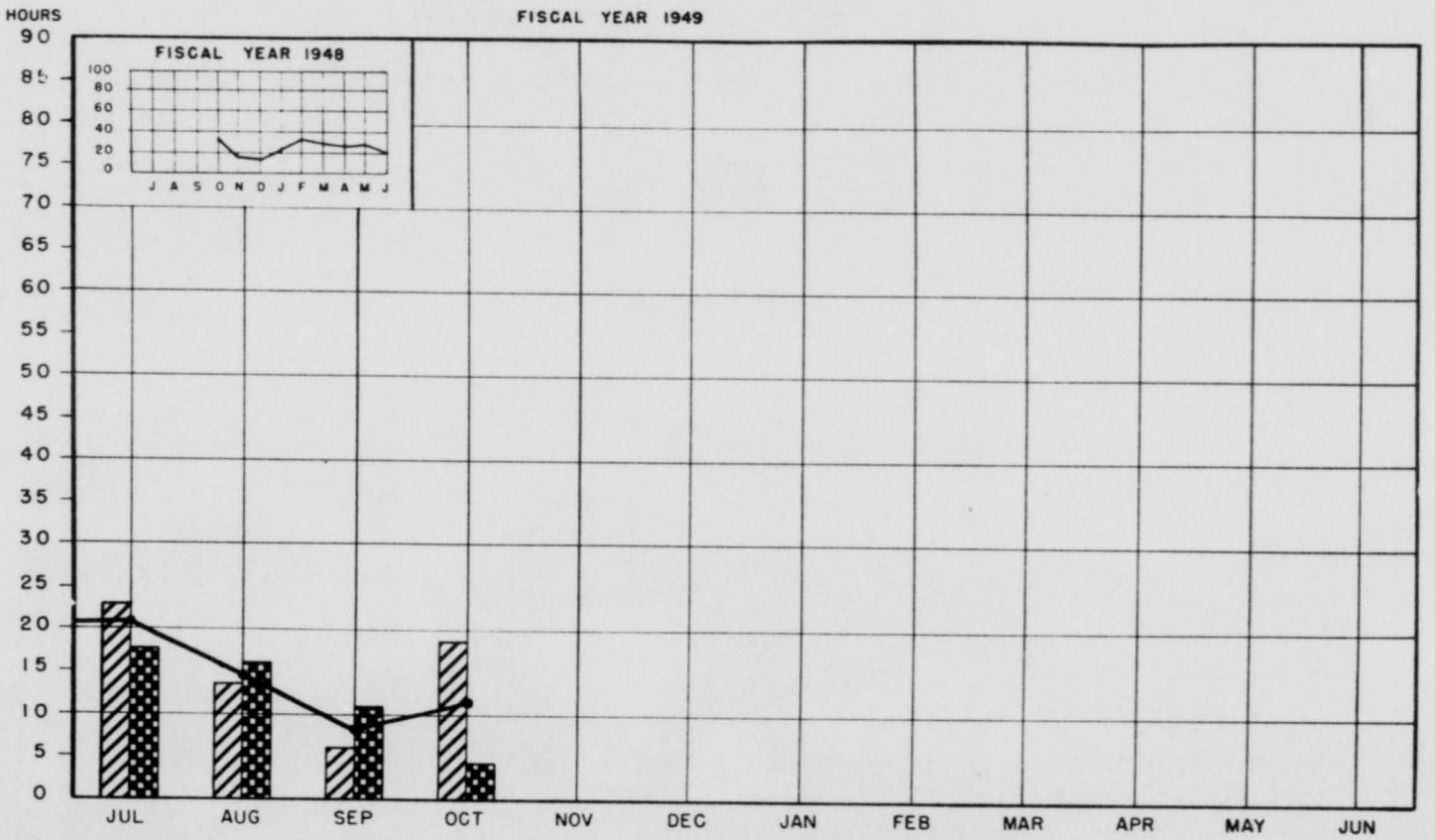
AVERAGE HOURS FLOWN PER AIRCRAFT

BY FIGHTER GROUP MONTHLY



FIGHTER GROUP	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
27TH FIGHTER GP.	134.3	22.9	156.1	13.4	127.8	6.3	102.7	18.7														
33RD FIGHTER GP.	69.3	17.7	80.5	16.3	81.8	11.4	80.5	3.8														
8TH AF TOTAL	203.6	21.1	236.6	14.4	209.8	8.3	183.13	11.9														

A. AVERAGE NO. AIRCRAFT ASSIGNED.
B. AVERAGE HRS. FLOWN PER AIRCRAFT ASSIGNED.

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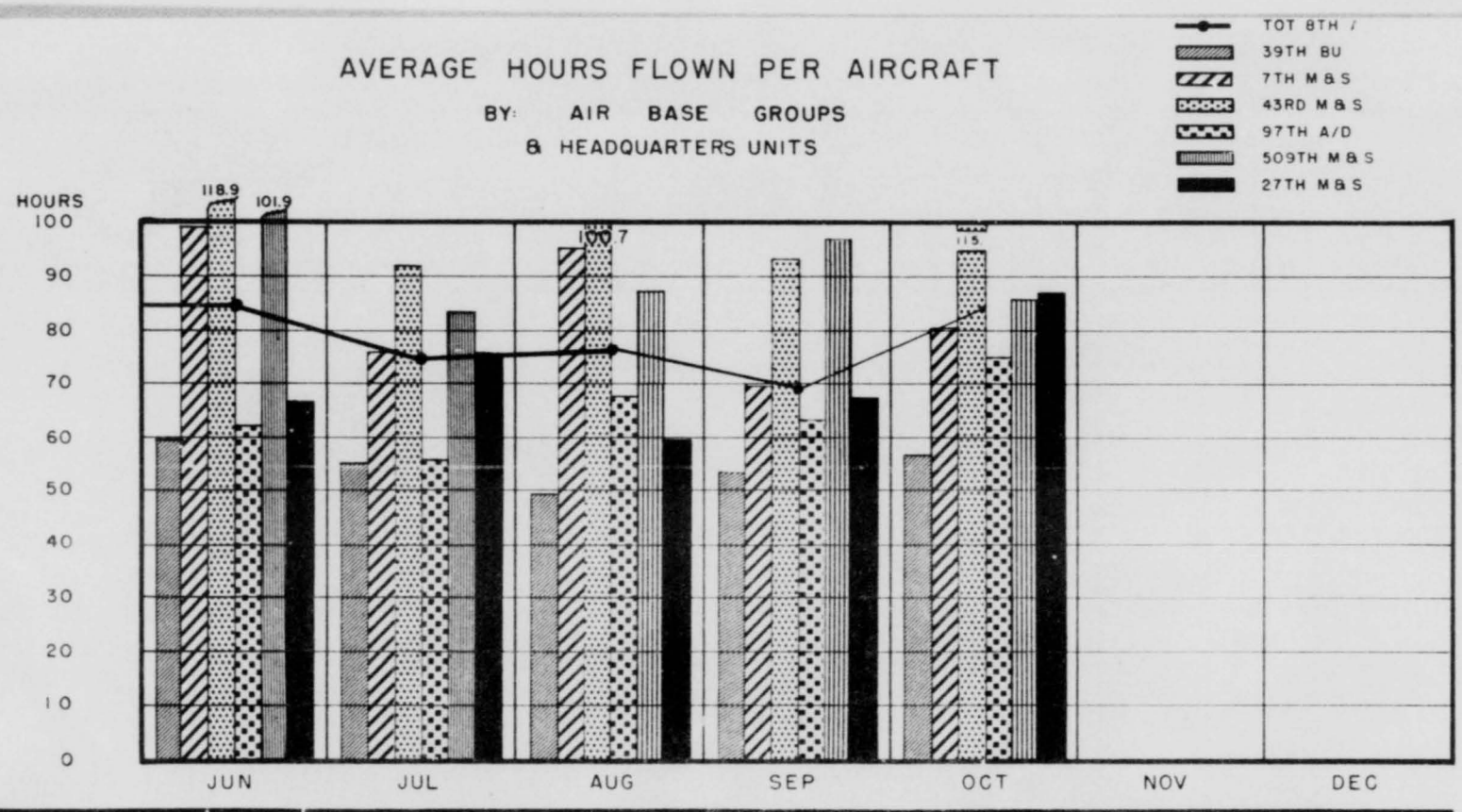
AVERAGE HOURS FLOWN PER AIRCRAFT

BY: AIR BASE GROUPS
& HEADQUARTERS UNITS



	JUN		JUL		AUG		SEP		OCT		NOV		DEC	
HQ & HQ SQ 8TH AF	9.8	59.9	10.8	55.2	10	49.1	9.8	53.7	8.8	57.4				
7TH A/B GP	8.1	99.8	9.9	76.5	10.2	95.4	9.5	69.7	8.7	80.6				
43RD A/B GP	9.1	118.9	9	92.8	9	100.7	9	93.6	9.2	115				
97TH A/B GP	5.0	62.0	5.6	55.3	6	67.5	6	63.2	6	74.8				
509TH A/B GP	6.4	101.9	7	83.4	7	87.7	7.2	97.3	7.7	86				
27TH A/B GP	9.9	66.4	9	75.6	8.8	59.7	9	67.8	7.3	87.7				
TOTAL 8TH AF	48.4	84.4	50.4	74.8	50.9	76.7	51.4	69.7	47.6	84.2				
	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A AVERAGE NO. AIRCRAFT ASGD.
B AVERAGE HOURS PER AIRCRAFT ASGD

Note: Excludes Transient, Excess, Storage & Aircraft Pending Transfer.
39th BU includes B-2 A/C asgd to 7th BG, but flown by 39th BU.

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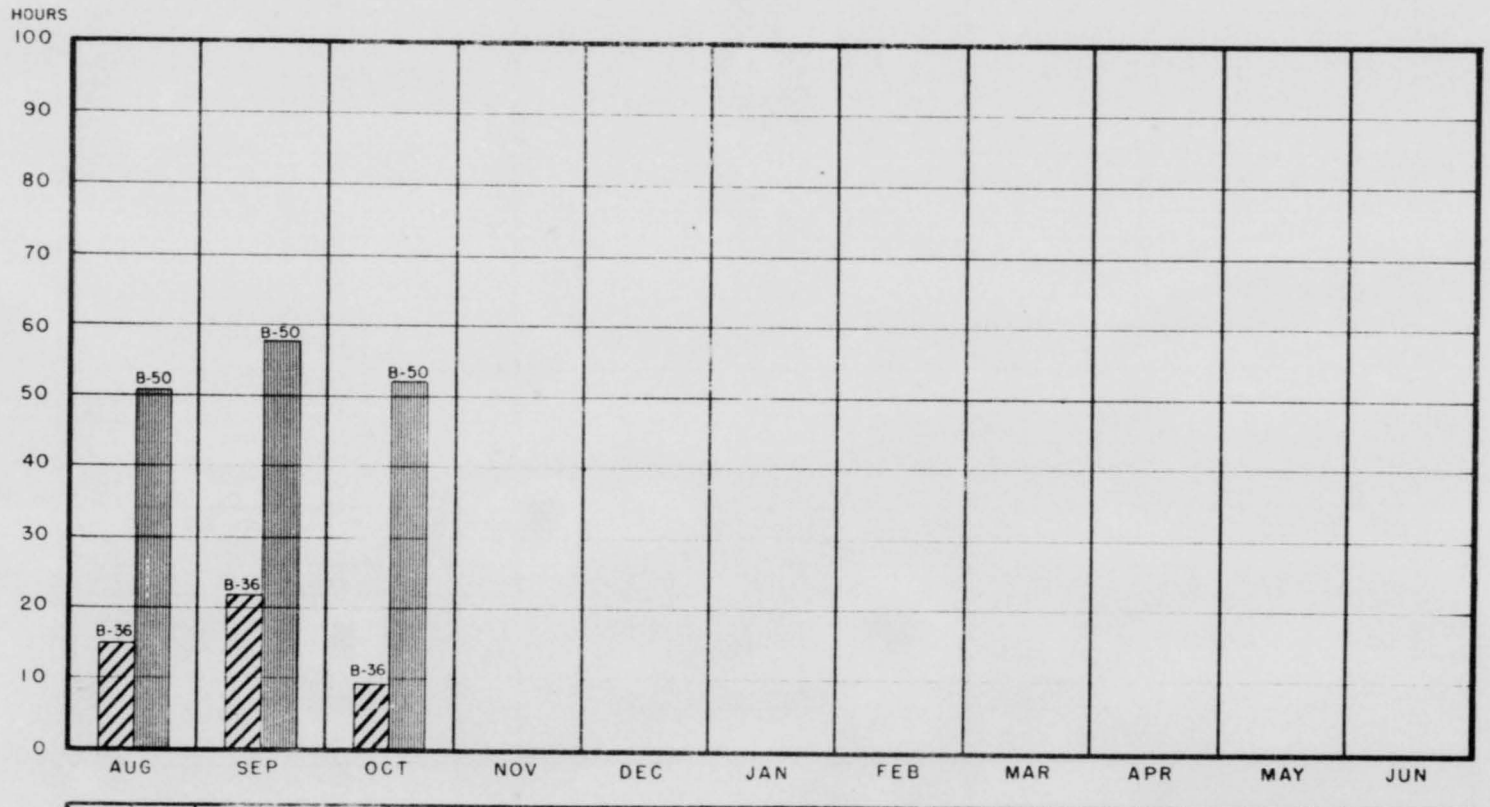
AVERAGE HOURS FLOWN BY B-36 & B-50 ACFT.

BY MONTH
-1948-



	AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C
7TH BOMB GP (B-36)	10.1	15.2	13.6	21.9	17.3	9.3																
43RD BOMB GP (B-50)	3.7	50.9	4.3	57.9	2.8	52.3																

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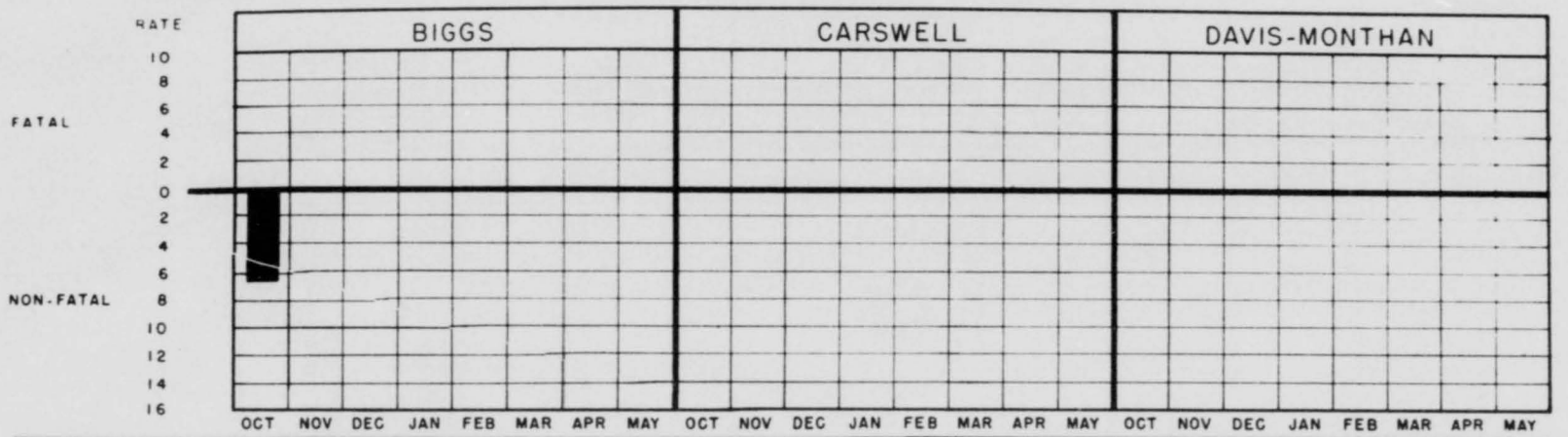
AIRCRAFT ACCIDENTS

RATE PER 10,000 HOURS FLOWN



	BIGGS								CARSWELL								DAVIS-MONTHAN							
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
HOURS FLOWN	1539								2657								3450							
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0								0								0							
NON-FATAL	1								0								0							
TOTAL	1								0								0							

	KEARNEY								WALKER															
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
HOURS FLOWN	2506								1699															
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0								0															
NON-FATAL	6								0															
TOTAL	6								0															

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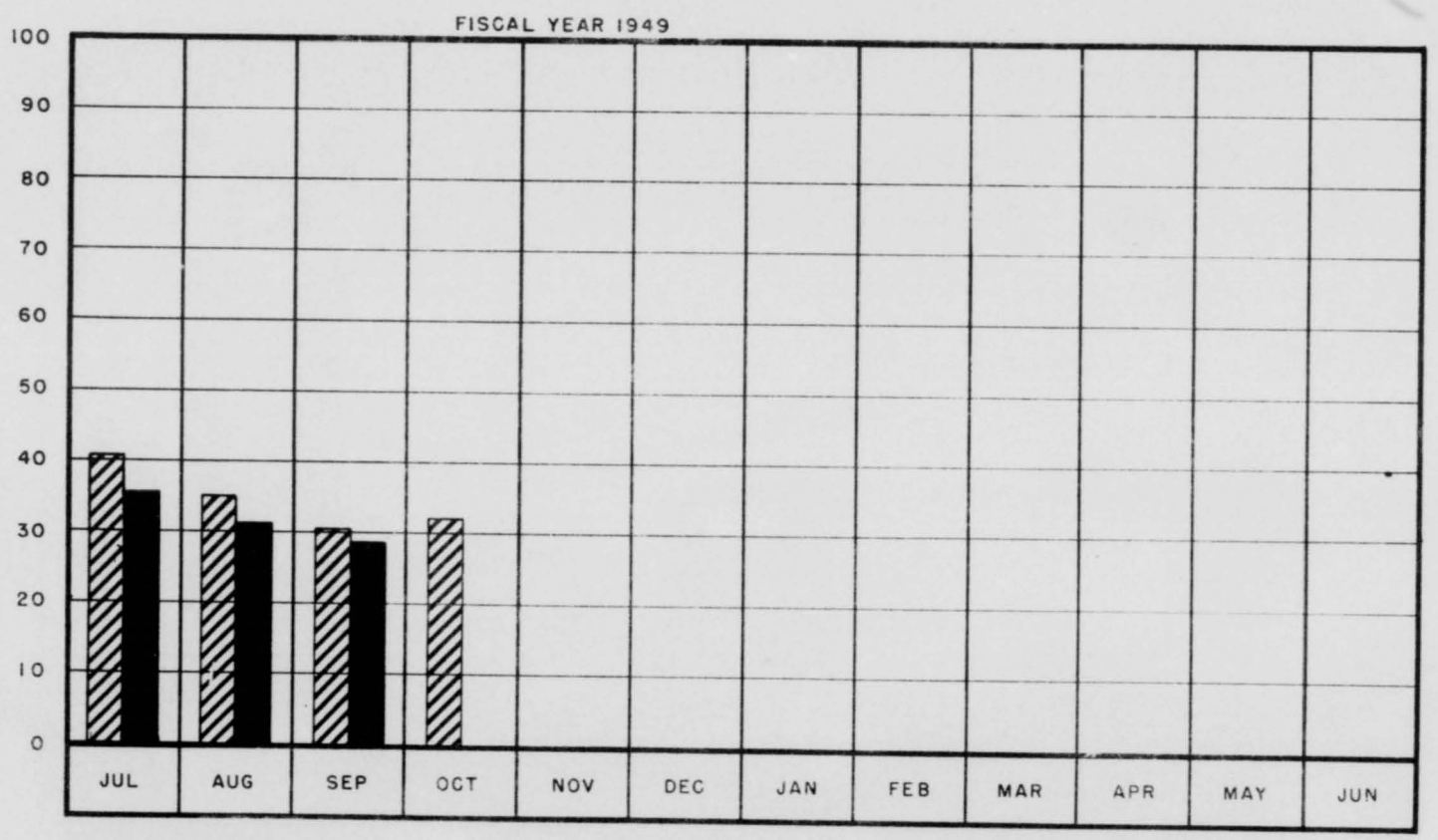
AVERAGE HOURS FLOWN PER AIRCRAFT ASSIGNED
8TH AIR FORCE VS SAC



LEGEND 8 AF ▨ SAC ■	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC
AVE NO A/C ASGD.	417	1028	458	1137	446	1183	399																	
AVE HRS FLOWN PER A/C	40.3	35.9	35.2	31.1	30.2	28.2	32																	

NOTE: Excludes Storage, Excess, Grounded Pending Transfer & Transient Acft.

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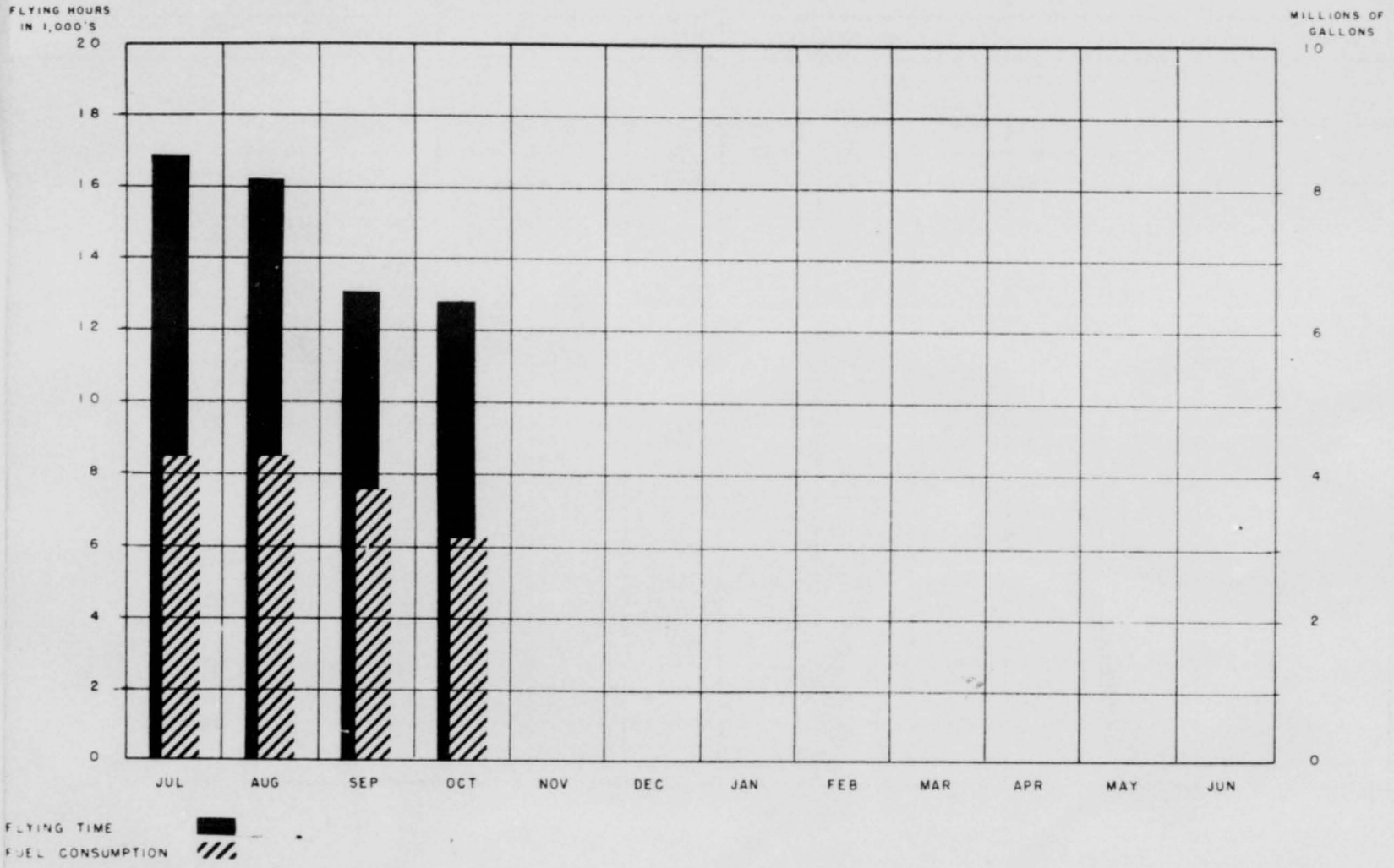
TOTAL 8TH AF FLYING TIME & AVIATION FUEL CONSUMPTION

MONTHLY, FISCAL YEAR 1949



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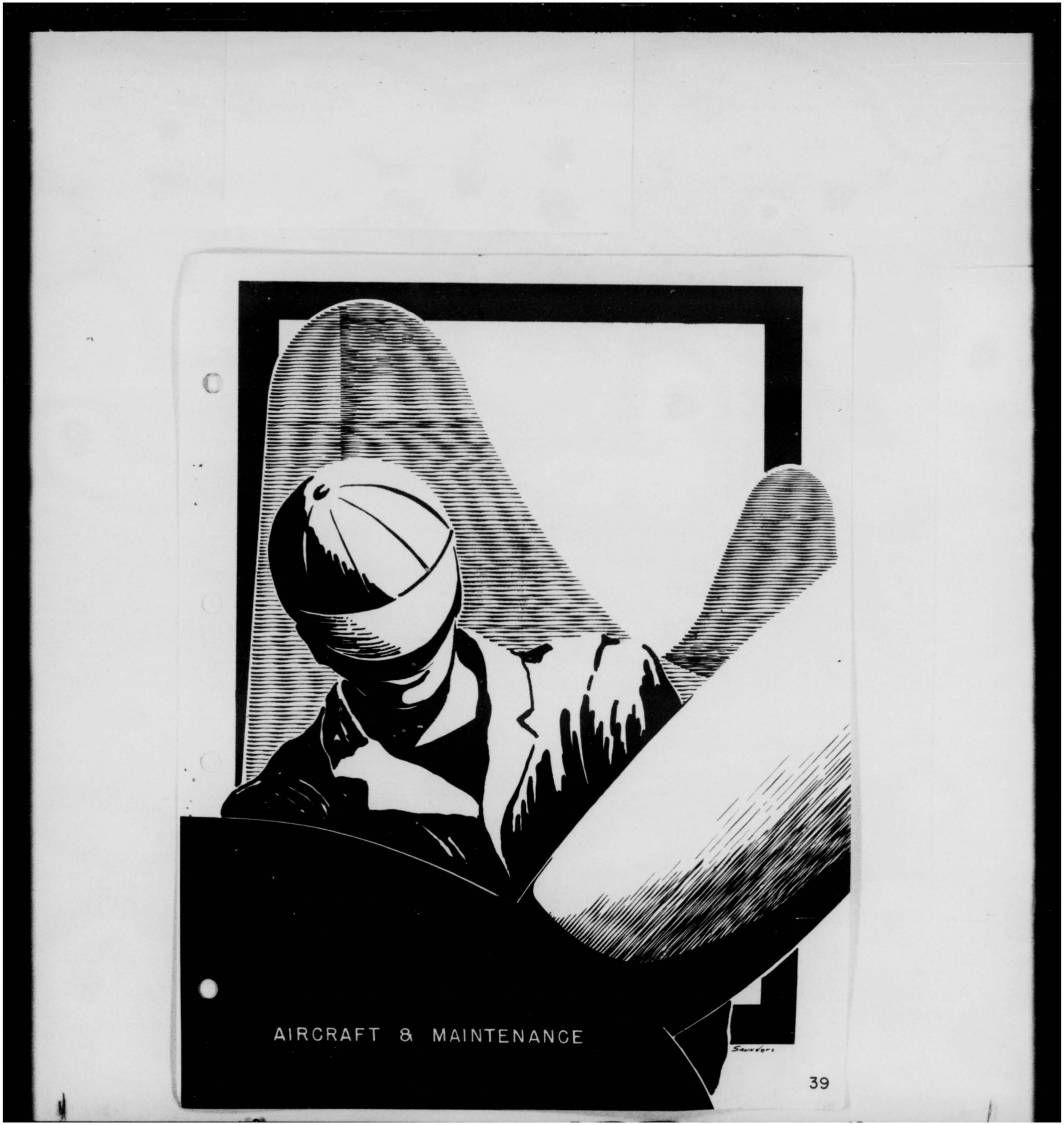

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AIRCRAFT INVENTORY

BY STATION & UNIT

31 OCTOBER 1948

STATION & UNIT	GRAND TOTAL	BOMBER						FIGHTER					RCN & LIAISON				CARGO						TRAINER			
		B-50 B-36	B-29 B-25 TB-29 TB-25 KB-29 VB-25	B-26		OTHER COMD	TOTAL	F-51	F-80	F-82	F-84	OTHER COMD TOTAL	F-2	L-13		OTHER COMD TOTAL	C-45	C-47	C-54	YC-97		OTHER COMD TOTAL	T-6 T-11		OTHER COMD	TOTAL
EIGHTH AIR FORCE																										
BIGGS	43						41															2				
97TH BOMB GP			36				36															1				
97TH A/B GP				4			4											2				2				
97TH M/S GP			1				1																			
CARSWELL	57						37															20				
7TH BOMB GP		18	5				23											5				5				
7TH A/B GP				2	1		3											2				2				
7TH M/S GP			1	2	1		4												9	2		11				
IST SSU																		2				2				
HQ & HQ AF SQ 8TH AF			1	5	1		7																			
DAVIS-MONTHAN	68						59									1						7				1
2D BOMB GP			29				29											1				1				
43D BOMB GP			28				28																			
43D A/B GP				2			2											6				6				
43D M/S GP														1		1							1			1
KEARNEY	126											118										5				3
27TH FIGHTER GP								35		66		101											1			1
27TH A/B GP																	2	3				5	2			2
27TH M/S GP								2		15		17														
WALKER	43						34					5										4				
509TH BOMB GP			29				29																			
509TH A/B GP				3			3				5	5						4				4				
509TH M/S GP			1	1			2																			
CTIS												81										2				8
33D FIGHTER GP	91							6		75		81						2				2	8			8
33D A/B GP																										
33D M/S GP																										
GAMP HOOD	1																1					1				
4001ST B/S SQ																										
CAMP CAMPBELL																										
4002D B/S SQ	1																1					1				
TOTAL ALL STATIONS	430	18	131	19	3			171		81	80	204				1	4	27	9	2			12			12

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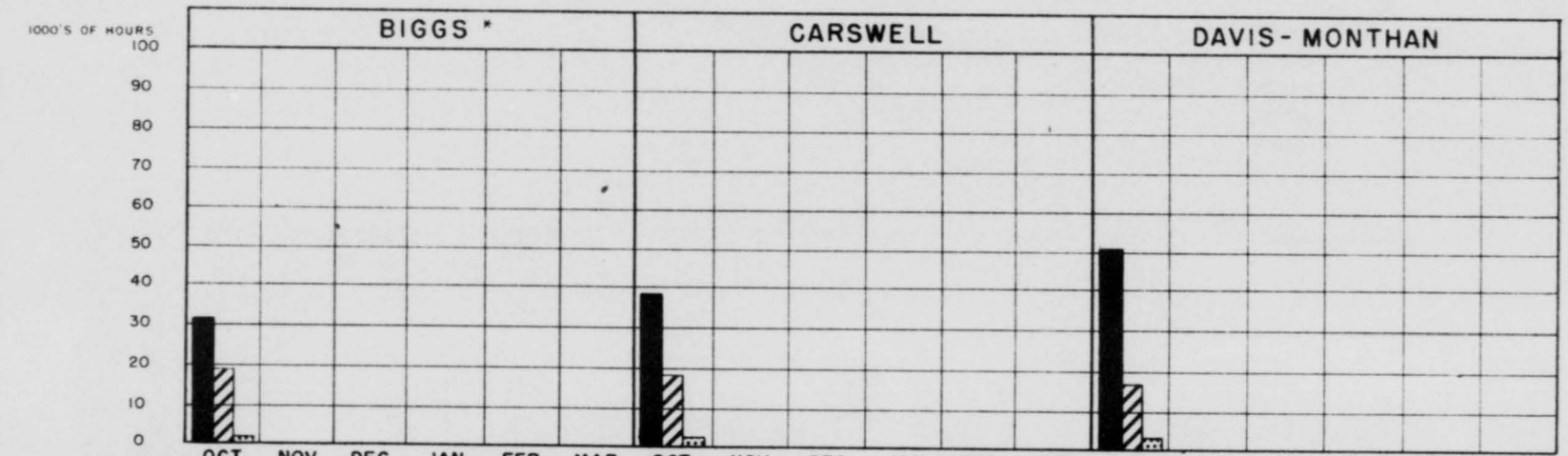
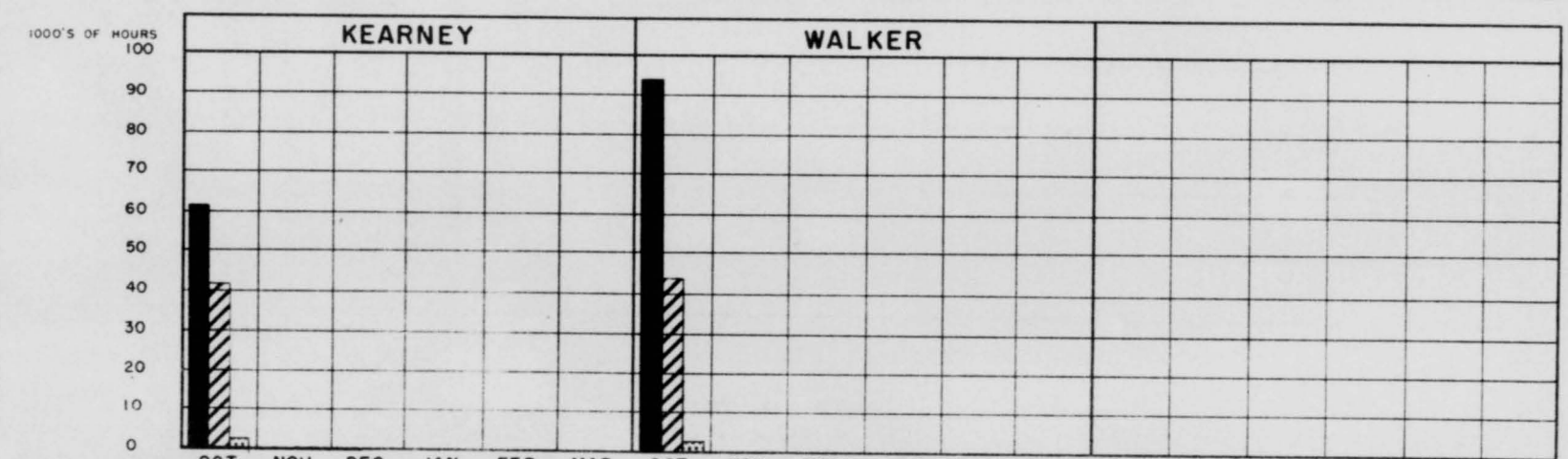
NUMBER OF HOURS ON HAND, IN COMMISSION & FLYING TIME



	BIGGS *	CARSWELL	DAVIS-MONTHAN
ON HAND	31944	38527	51660
IN COMMISSION	19040	18674	17660
FLYING TIME	1539	2657	3450



	KEARNEY	WALKER
ON HAND	62052	94167
IN COMMISSION	42171	44140
FLYING TIME	2506	2514

NOTE: EXCLUDES TRANSIENT, EXCESS, STORAGE & A/C GROUNDED PENDING TRANSFER. CAMP HOOD AND CAMPBELL NOT INCLUDED.
* 97TH BOMB WING

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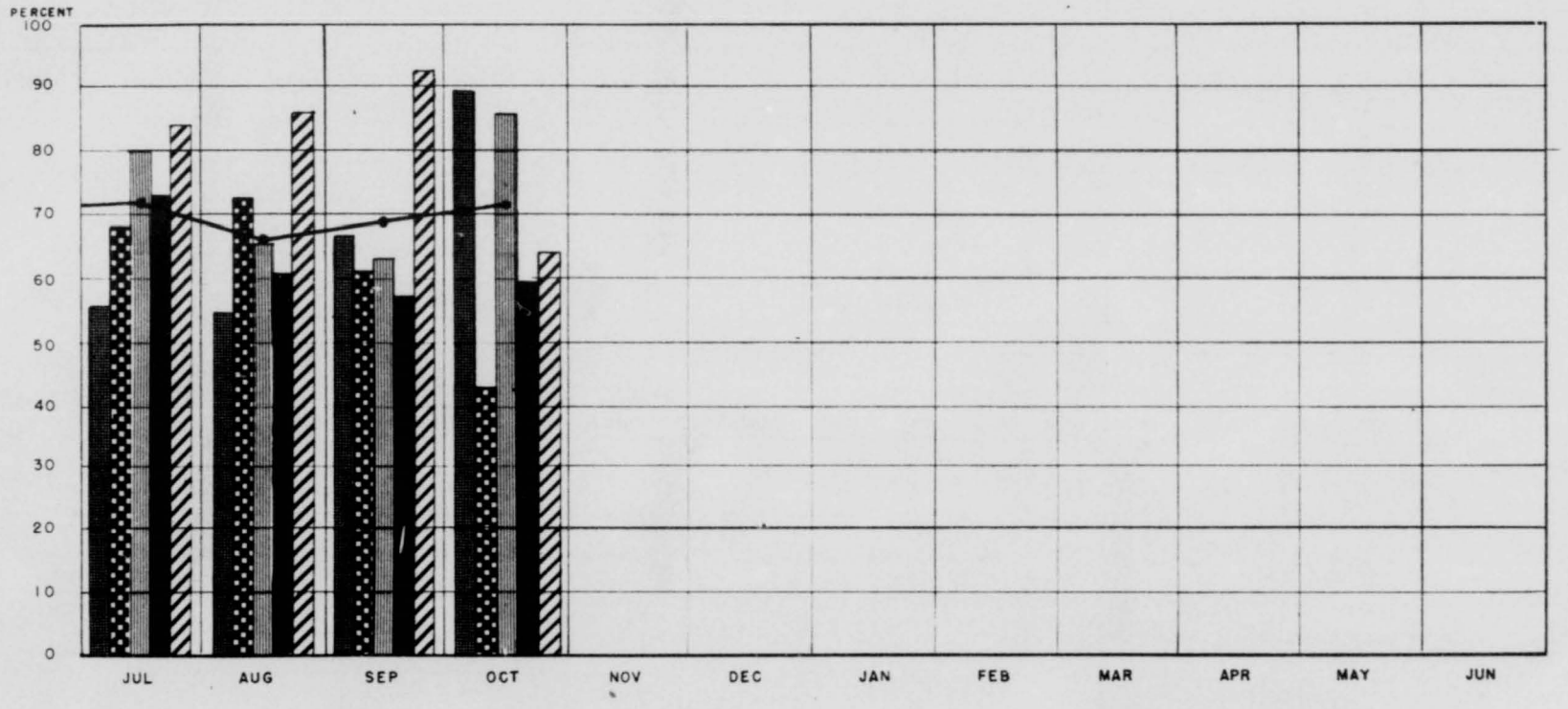
PERCENT B-29 IN COMMISSION TIME
BY BOMBARDMENT GROUPS

BY MONTH

FISCAL YEAR 1949



NOTE: EXCLUDES TRANSIENT EXCESS & A/C GROUNDED PENDING TRANSFER

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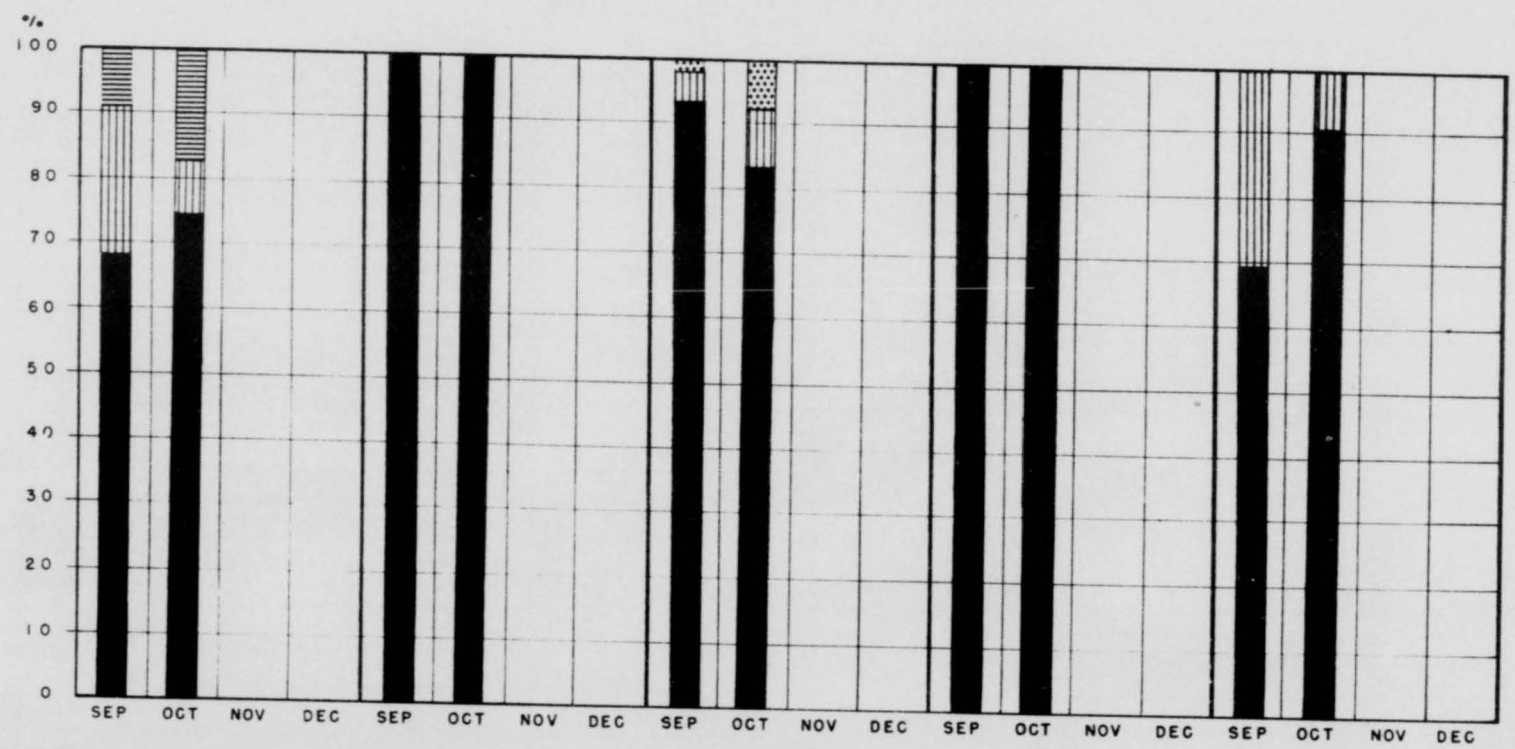
PERCENT
B-29 AIRCRAFT OUT OF COMMISSION
BY CAUSE



HOURS OUT FOR	7TH BOMB GP.				43RD BOMB GP.				509TH BOMB GP.				2ND BOMB GP.				97TH BOMB GP.			
MAINT	2288	1983			7503	2092			8679	6456			1560	2199			6972	10044		
PARTS	751	240			0	0			456	720			0	0			3048	1032		
TECH ORDERS	0	0			0	0			186	598			0	0			0	0		
OTHER	305	456			0	0			0	0			0	0			0	0		
TOTAL HOURS OUT OF COMM.	3344	2679			7503	2092			9321	7774			1560	2199			10020	11076		

43

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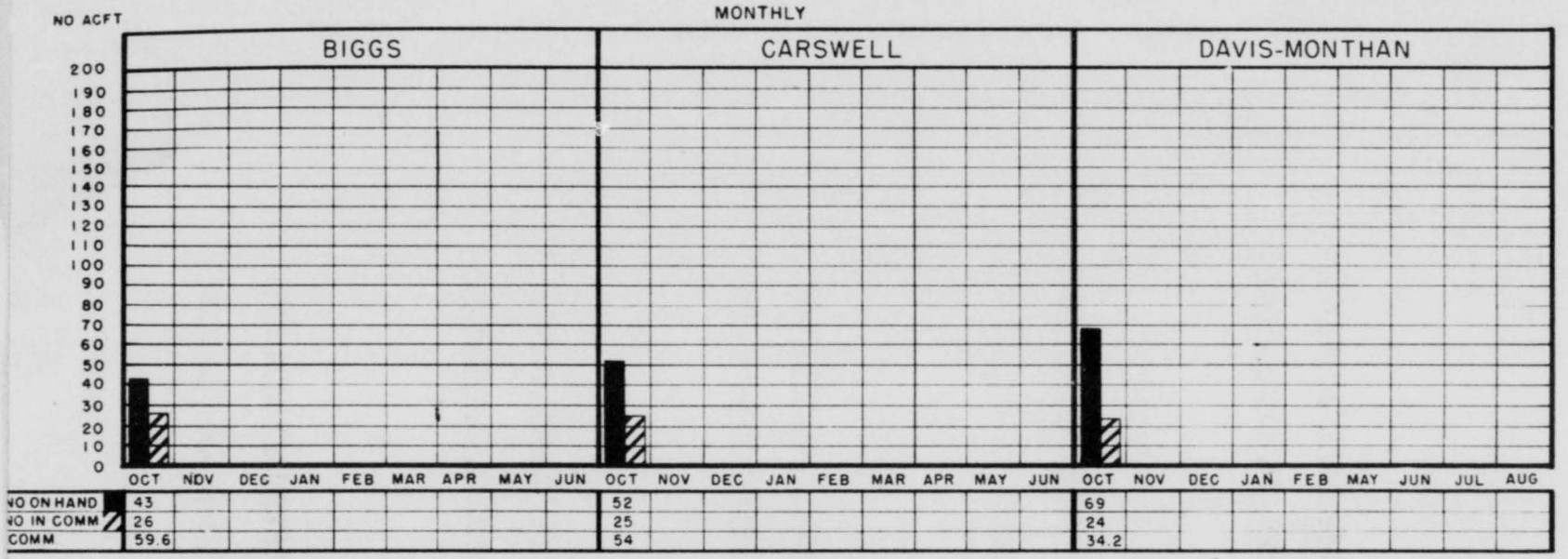
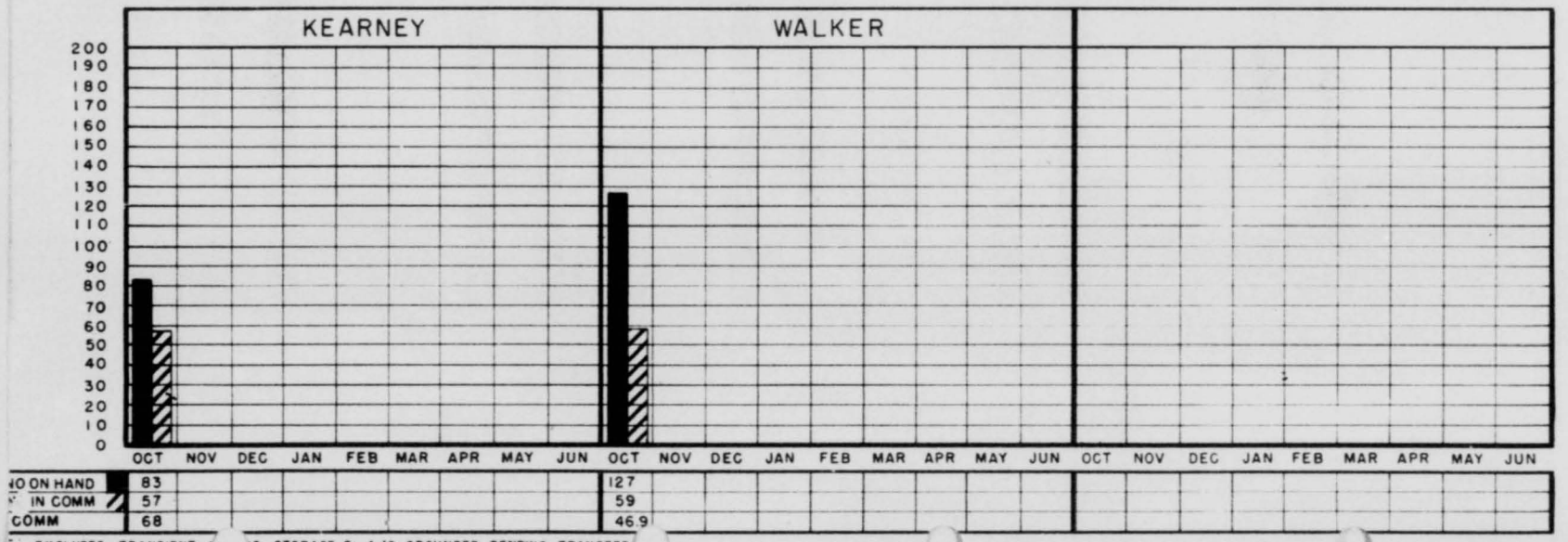
AVERAGE NUMBER AIRCRAFT ON HAND & IN COMMISSION
EIGHTH AIR FORCE BY BASE

MONTHLY



	BIGGS	CARSWELL	DAVIS-MONTHAN
NO ON HAND	43	52	69
NO IN COMM	26	25	24
% COMM	59.6	54	34.2



	KEARNEY	WALKER
NO ON HAND	83	127
NO IN COMM	57	59
% COMM	68	46.9

E: EXCLUDES TRANSIENT, [illegible]S, STORAGE & A/C GROUNDED PENDING TRANSFER

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AIR BASE DATA

AVAILABLE HOUSING & RUNWAYS

AS OF 15 OCT 1948

HOUSING AVAILABLE							RUNWAYS		
STATION	RANK	NORMAL CAPACITY AVAILABLE	BEDS OCCUPIED	NO. OF SEPARATE RATIONS	SPACE USED FOR OTHER PURPOSES	FAMILY QUARTERS OCCUPIED	NO.	LONGEST (FT.)	ELEVATION (FT.)
WALKER	OFFICERS	127	46	298		100			
	NURSES	31	5	1					
	E.M. WHITE	2822	2274	1154	1120	151	7	8500	3645
	E.M. COLORED	153	103	32					
	TOTAL	3133	2428	1485	1120	251			
DAVIS-MONTHAN	OFFICERS	458	171	496		71*			
	NURSES	35	6	0					
	E.M. WHITE	2809*	2928	1443	1564**	174*	5	8000	2692
	E.M. COLORED	393	229	62					
	TOTAL	3695	3334	2001	1564**	245*			
CARSWELL	OFFICERS	207	115	408		49			
	NURSES	24	11						
	E.M. WHITE	2053	2235	1931	658	153	5	8200	631
	E.M. COLORED	220	266	114		27			
	TOTAL	2504	2627	2453	658	229			
KEARNEY	OFFICERS	72	17	193		48			
	NURSES	12	4						
	E.M. WHITE	1886	1043	373	514	56	3	7290	2140
	E.M. COLORED	0	0	0		0			
	TOTAL	1970	1064	566	514	104			
CLOVIS	OFFICERS	315	0	0	0	0			
	NURSES	22	0	0	0	0			
	E.M. WHITE	2403	0	0	0	0	4	10000	4298
	E.M. COLORED	216	0	0	0	0			
	TOTAL	2956	0	0	0	0			

REMARKS: *FIGURES INCLUDE RINCON VISTA HOUSING AREA, SAHURITA BOMBING RANGE, PALO ALTO BOMBING RANGE, WILCOX BOMB. RANGE.
**CAPACITY FOR TROOPS BEING USED FOR EMERGENCY HOUSING AND STORAGE.

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Comptroller, SAC	1
PIO, Hq 8th AF	1
Commanding General 8AF	1
Chief of Staff	1
Inspector General	1
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Walker Air Force Base, Roswell, New Mexico	12
97th Bomb Wing(VH), Biggs AFB, El Paso, Texas	10
Clovis Air Force Base, Clovis, New Mexico	2
Campbell Air Force Base, Camp Campbell, Kentucky	2
Camp Hood Airstrip, Killeen, Texas	2
Reserve	6

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#54

RESTRICTED

EIGHTH AIR FORCE

COMMAND BOOK

1 DECEMBER 1948

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COMPTROLLER
HEADQUARTERS EIGHTH AIR FORCE

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EIGHTH AIR FORCE

1. Purpose. The mission of the Eighth Air Force as stated in letter, Hq SAC 322, subject: "Mission of the Eighth Air Force", dated 10 Janary 1947.

2. General. The Commanding General, Eighth Air Force, will be responsible for exercising command jurisdiction over and operating the Eighth Air Force in accordance with policies established by the Commanding General, SAC.

3. Mission. The Eighth Air Force will:

a. Command and administer such units and installations as may be assigned thereto, including the administration of military justice to all personnel subject to military law.

b. Man, train and equip, in accordance with priorities established by Headquarters, Strategic Air Command, such tactical units and their associated services as are designated, maintain these units in a state of training and indoctrination with the latest available equipment necessary to permit immediate long range offensive bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort operations in any part of the world, either independently, or in cooperation with land and naval forces.

c. Train units, crews, and individuals for maintenance of the combat efficiency of strategic combat units assigned to separate theater commands to include long range bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort, based upon requirements furnished by the Commanding General.

d. Conduct such Universal Military Training as may be directed by the Commanding General, Strategic Air Command.

e. Support the Air Reserve and National Guard Programs in accordance with instructions issued by this headquarters.

f. Perform such special missions and assignments as the Commanding General, Strategic Air Command may direct.

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Command Book Distribution

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SECTION I

ORGANIZATION

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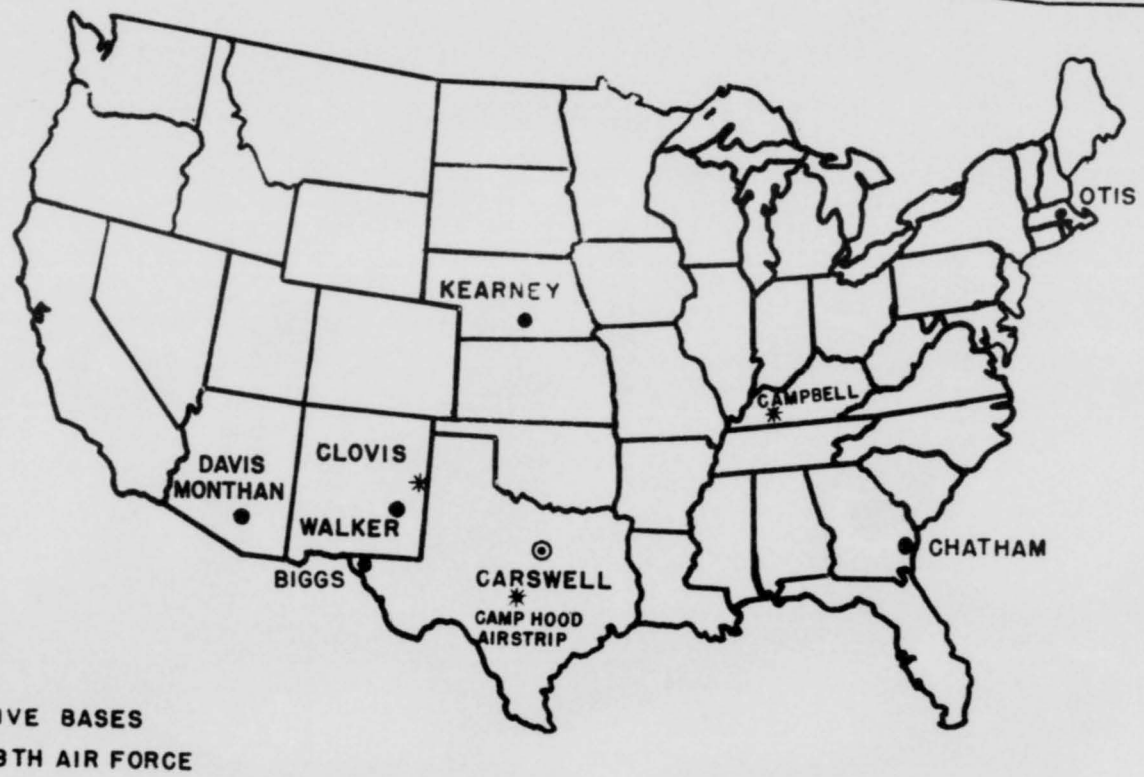
8TH AIR FORCE BASES



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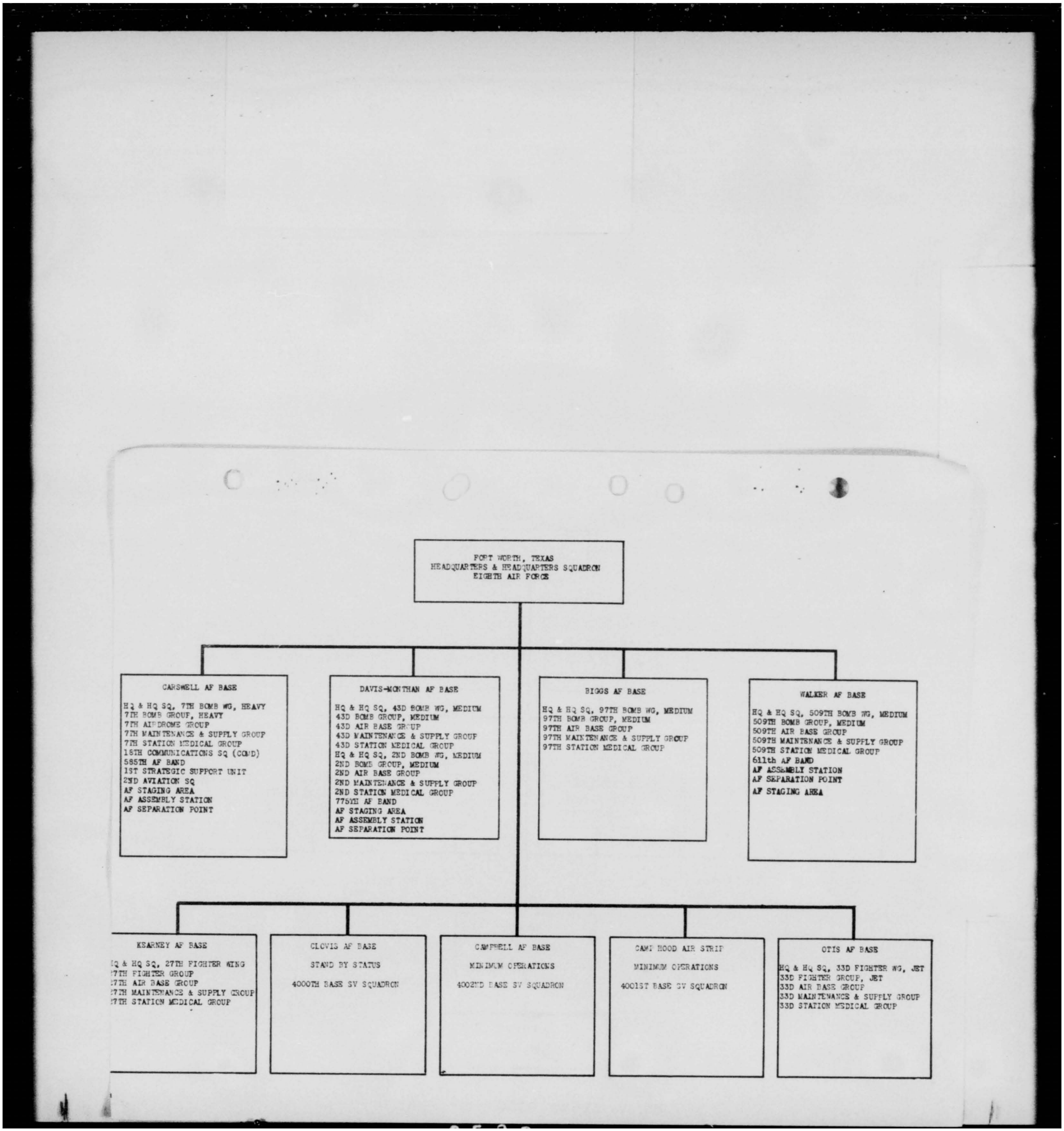

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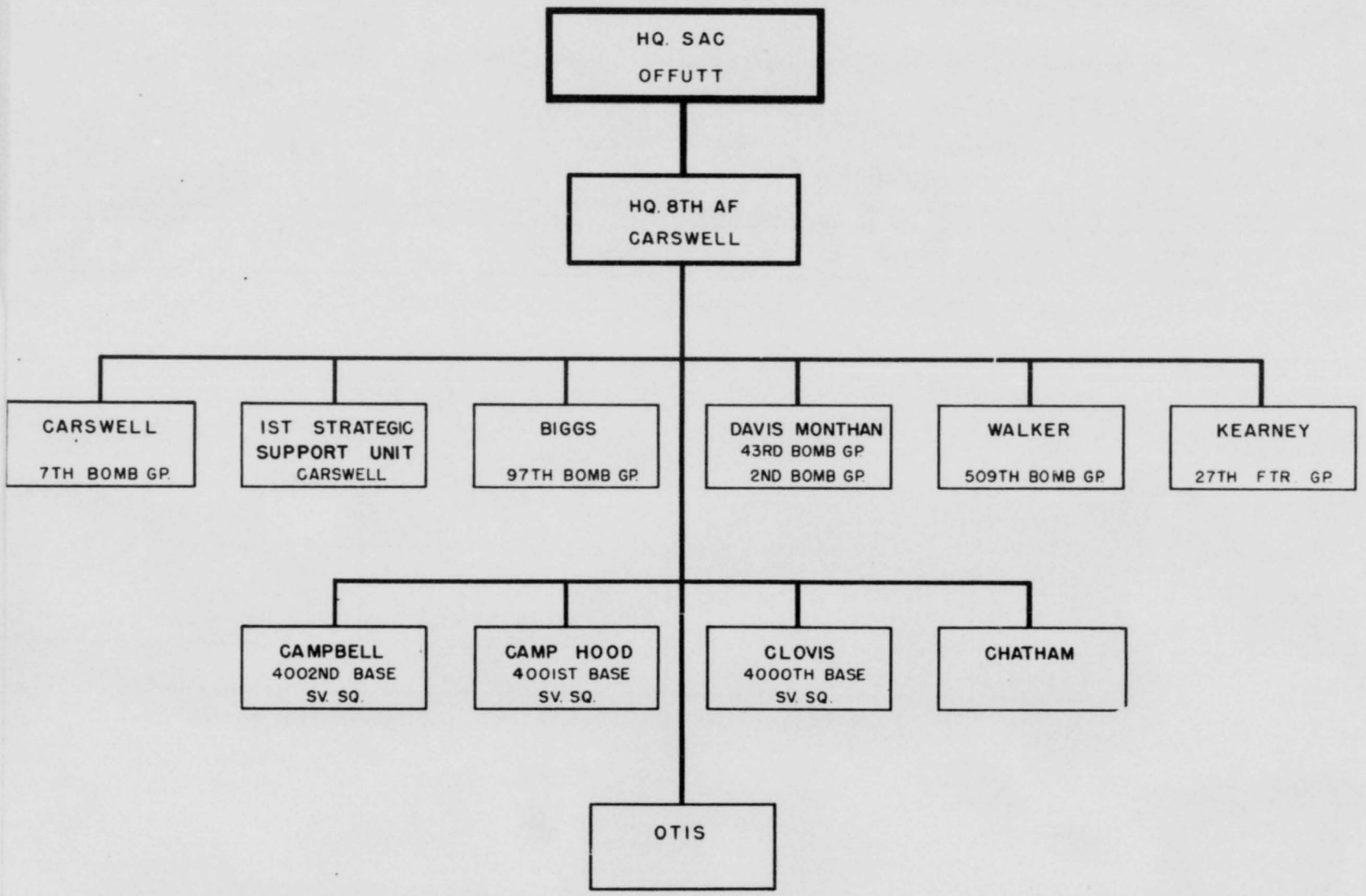
EIGHTH AIR FORCE ORGANIZATION



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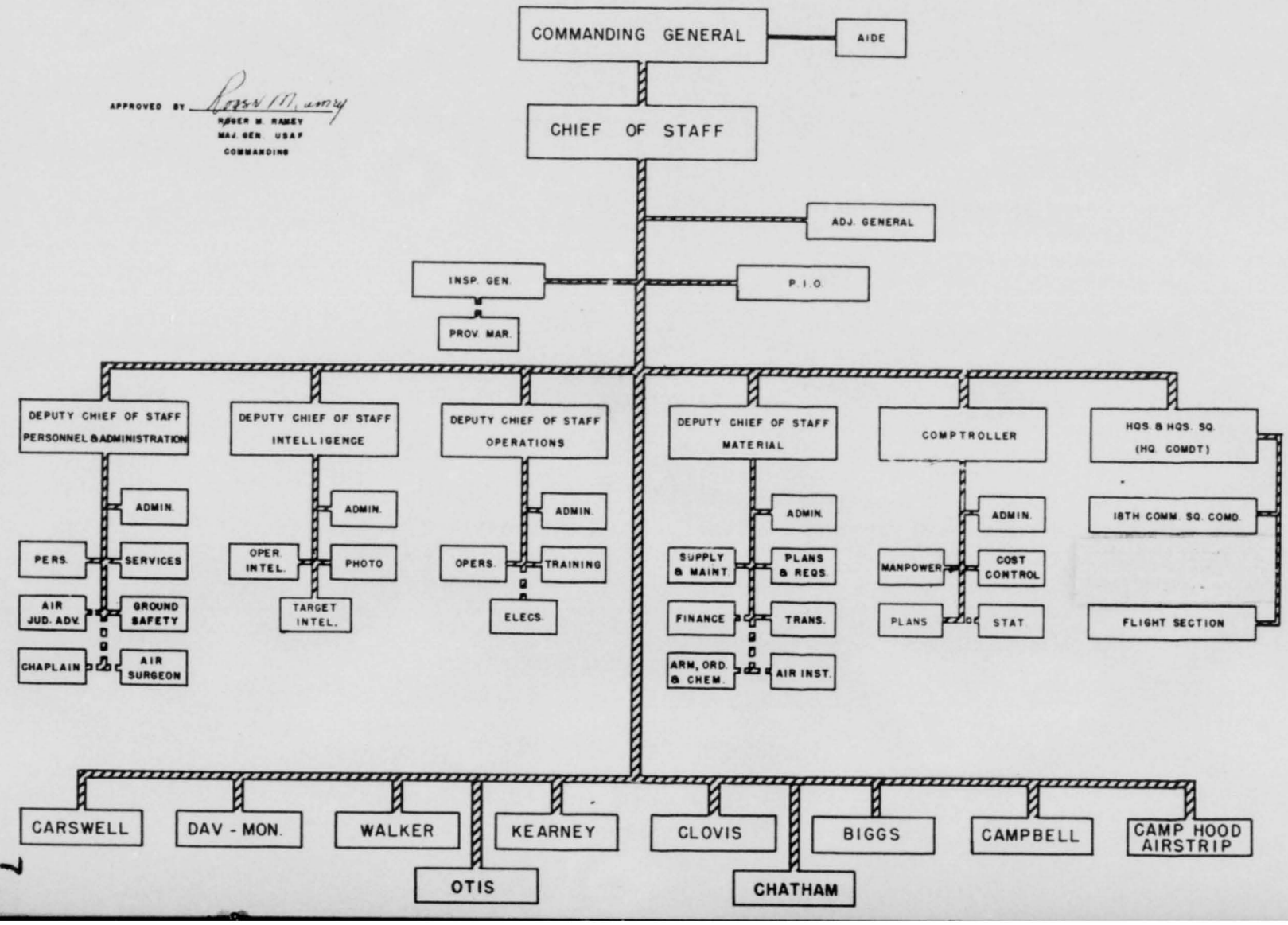
8TH AIR FORCE HEADQUARTERS ORGANIZATION CHART

APPROVED BY Roger M. Ramey
ROGER M. RAMEY
MAJ. GEN. USAF
COMMANDING



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EIGHTH AIR FORCE

ROSTER OF KEY PERSONNEL

HEADQUARTERS EIGHTH AIR FORCE

COMMANDING GENERAL	- MAJ. GEN. R. M. RAMEY	DC/S OPERS	- COL. W. H. BLANCHARD
CHIEF OF STAFF (ACTG)	- COL. J. A. ROBERTS JR.	DC/S MATERIEL	- COL. F. G. JAMISON
INSP. GEN.	- COL. W. B. OFFUTT	COMPTROLLER	- COL. J. A. ROBERTS JR.
DC/S PERS. & ADM.	- COL. P. D. GLASSFORD JR.	CO. HQ & HQ SQ.	- MAJ. T. J. HERRON
DC/S INTELL.	- MAJ. E. M. KIRTON	CO. 18TH COMM. SQ. (COMD.)	- MAJ. A. S. HASCALL

WING	WING COMMANDER	STATION
		ACTIVE
2ND BOMB WING (VH)	COL. W. E. EUBANKS	DAVIS-MONTHAN AIR FORCE BASE, TUSCON, ARIZ.
7TH BOMB WING (VH)	COL. A. D. CLARK	CARSWELL AIR FORCE BASE, FT. WORTH, TEXAS
43RD BOMB WING (VH)	COL. J. C. SELSER JR.	DAVIS-MONTHAN AIR FORCE BASE, TUSCON, ARIZ.
97TH BOMB WING (VH)	COL. G. L. ROBINSON	BIGGS AIR FORCE BASE, EL PASO, TEXAS
509 TH BOMB WING (VH)	COL. C. S. IRVINE	WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO
27 TH FIGHTER WING	COL. A. B. PACKARD	KEARNEY AIR FORCE BASE, KEARNEY, NEBRASKA
33 RD FIGHTER WING	COL. G. G. ATKINSON	WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO

	STATION COMMANDER	STANDBY
4000TH BASE SV. SQ.	MAJ. W. M. THOMPSON	CLOVIS AIR FORCE BASE, CLOVIS, NEW MEXICO
		MINIMUM OPERATIONS
4001 ST BASE SV. SQ.	MAJ. A. D. LUCAS	CAMP HOOD AIRSTRIP, KILLEEN, TEXAS
4002 D BASE SV. SQ.	MAJ. C. C. WOOLWINE	CAMPBELL AIR FORCE BASE, CAMP CAMPBELL, KY.

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SECTION II

PERSONNEL

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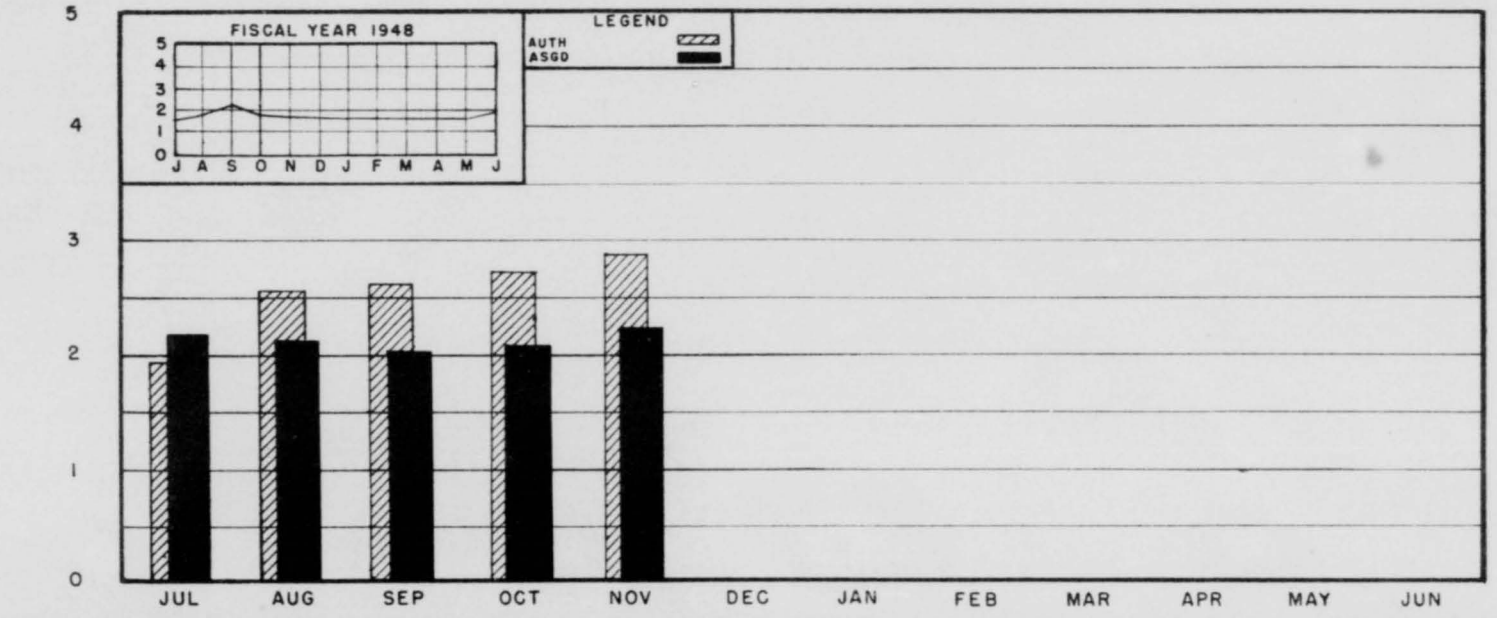
5

TOTAL 8 AF OFFICER PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	1966	2593	2619	2743	2868							
	ASGD.	2194	2150	2070	2095	2227							
HQ. & HQ. SQ. 8 AF	AUTH	90	90	90	87	87							
	ASGD.	82	79	81	83	85							
HQ. 8AF	AUTH	40	42	46	20	20							
	ASGD.	39	36	33	15	16							
BIGGS	AUTH	176	244	244	244	266							
	ASGD.	252	243	250	265	311							
CARSWELL	AUTH	383	378	375	378	417							
	ASGD.	443	435	395	408	401							
DAVIS-MONTHAN	AUTH	594	842	842	888	898							
	ASGD.	655	660	643	642	670							
KEARNEY	AUTH	225	221	221	281	292							
	ASGD.	226	214	199	205	206							
WALKER	AUTH	458	776	801	845	672							
	ASGD	497	483	469	477	410							

Note:
Hq. 8AF Stations include 18th Comm Sq.(Comd), 4000[illegible] 4001st, 4002nd BS Sq.

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AUTH	[illegible]6
AS[illegible]	28

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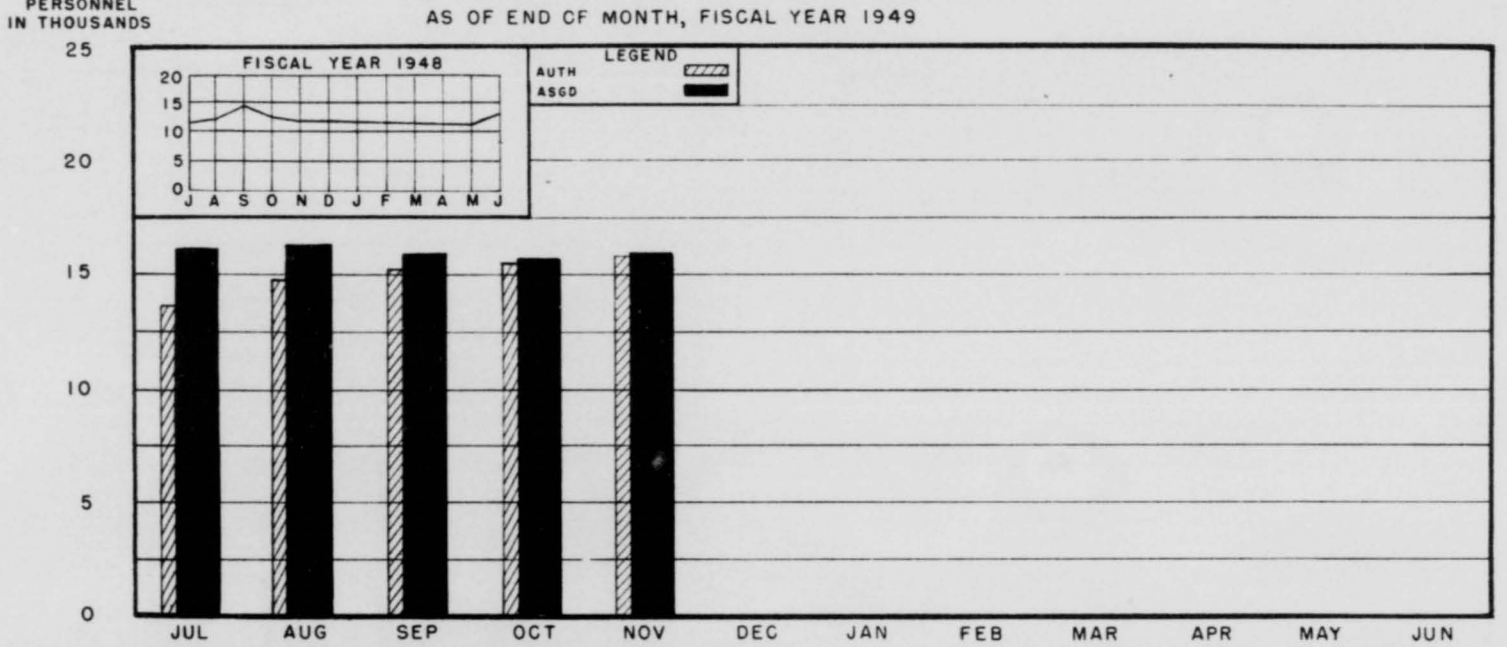
TOTAL 8 AF ENLISTED PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH
AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	13603	14852	15267	15558	16691							
	ASGD.	16110	16155	15970	15668	16780							
HQ. & HQ. SQ. 8 AF	AUTH	250	250	250	250	250							
	ASGD.	249	249	244	239	251							
HQ. 8 AF SEP UNITS	AUTH	391	391	466	190	190							
	ASGD.	317	316	315	130	149							
BIGGS	AUTH	1185	1553	1553	1553	1908							
	ASGD.	1585	1808	1770	1719	2122							
CARSWELL	AUTH	2972	2651	2649	2753	3191							
	ASGD.	4325	4249	4117	3988	4114							
DAVIS-MONTHAN	AUTH	3811	4512	4512	4830	4832							
	ASGD	4119	4156	4212	4349	4464							
KEARNEY	AUTH	1573	1400	1400	1504	1582							
	ASGD	1544	1424	1360	1310	1312							
WALKER	AUTH	3421	4095	4437	4478	3306							
	ASGD	3971	3953	3952	3933	3385							

Note:
= Hq 8AF Stations include 18th Comm Sq(Comd), 4000th, 4001st, 4002nd BS Sq.

OTIS AFB	NOV
AUTH	143[illegible]

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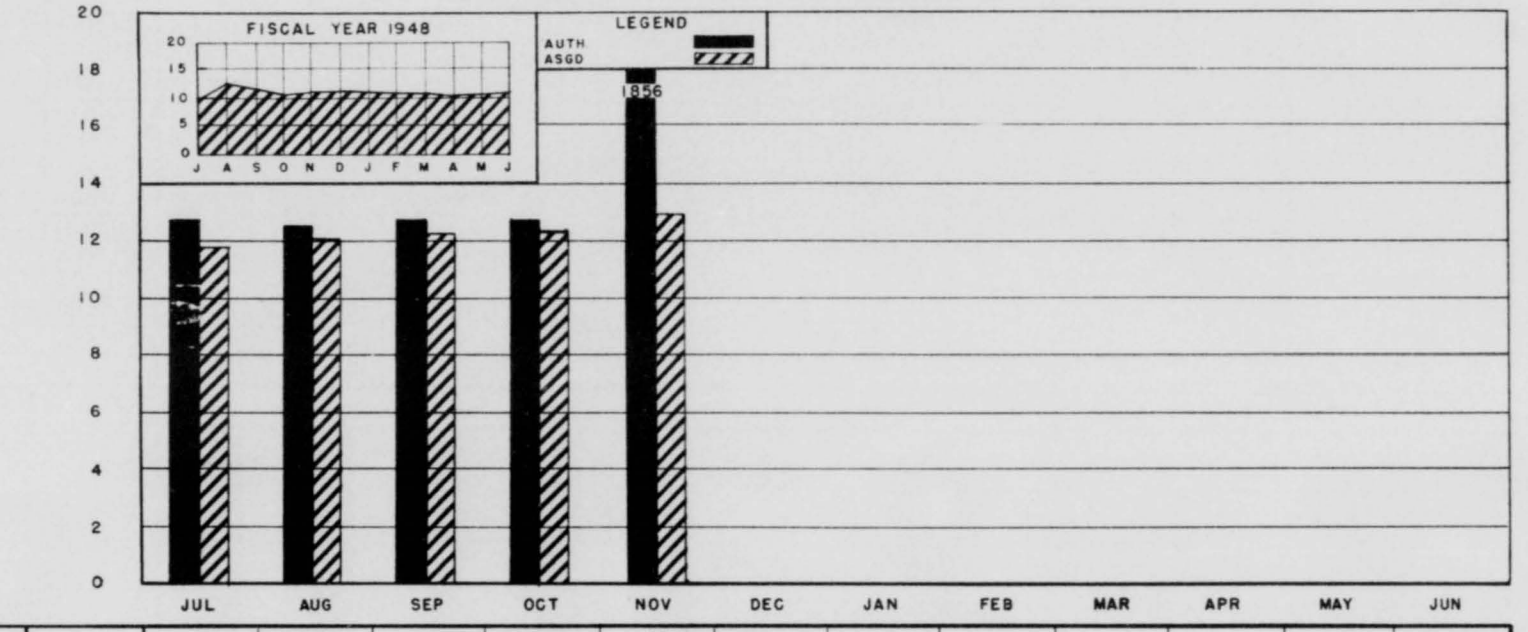
TOTAL 8AF CIVILIAN PERSONNEL

AUTHORIZED AND ASSIGNED STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8AF	AUTH	1263	1256	1273	1273	1856							
	ASGD	1179	1201	1222	1236	1281							
HQ & HQ SQ 8AF	AUTH	75	75	75	75	75							
	ASGD	68	71	68	69	71							
BIGGS	AUTH	5	5	7	7	298							
	ASGD	0	1	5	5	6							
CAMPBELL	AUTH	16	16	16	16	16							
	ASGD	10	10	15	16	16							
CARSWELL	AUTH	301	301	307	307	328							
	ASGD	291	294	294	299	302							
DAVIS-MONTHAN	AUTH	298	295	296	296	296							
	ASGD	284	285	288	296	300							
KEARNEY	AUTH	212	212	214	214	260							
	ASGD	186	197	206	204	228							
WALKER	AUTH	306	302	308	308	308							
	ASGD	290	293	296	297	308							
CLOVIS	AUTH	50	50	50	50	50							
	ASGD	50	50	50		50							

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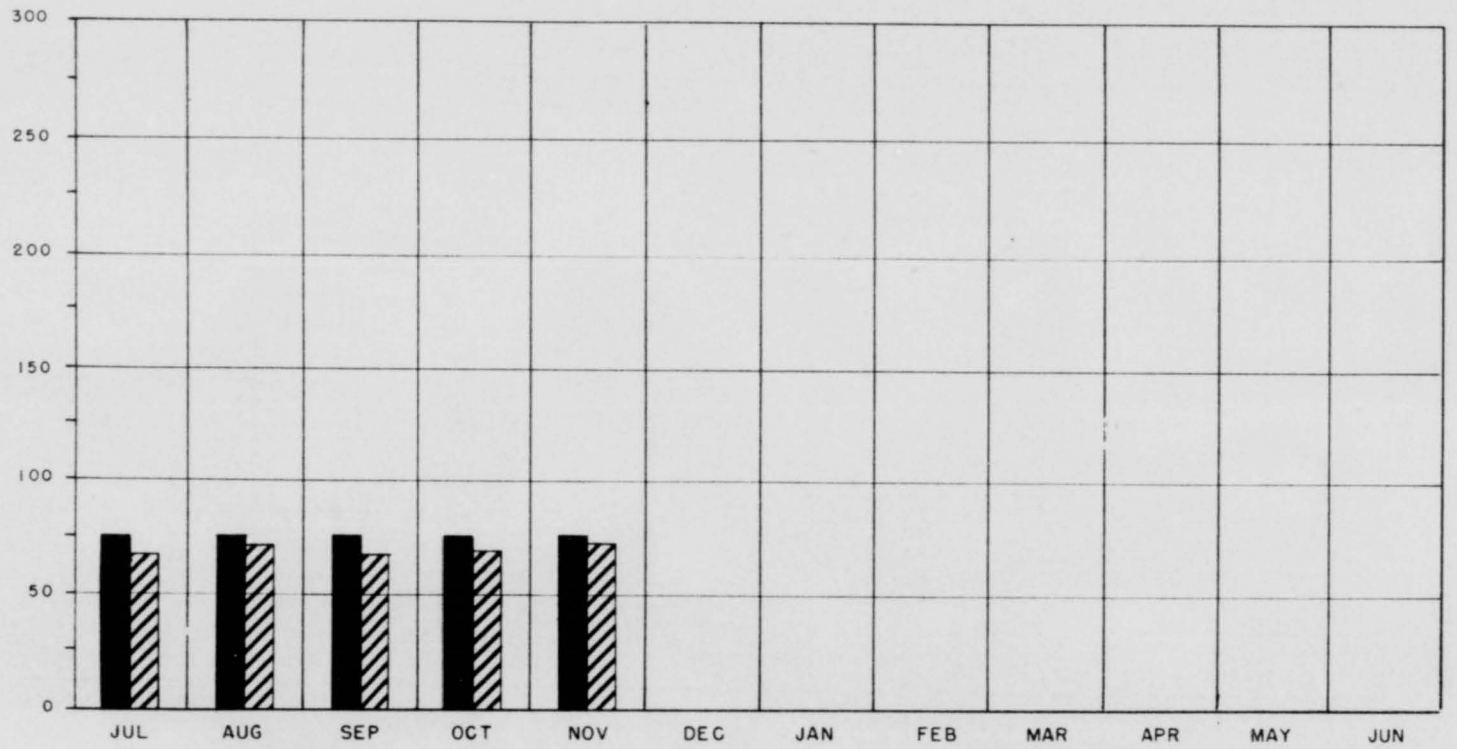
CIVILIAN PERSONNEL AUTHORIZED & ASSIGNED
8TH AF HQ.
AS OF END OF MONTH, FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AUTHORIZED	75	75	75	75	75							
ASSIGNED	68	71	68	69	71							

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MILITARY PERSONNEL STRENGTH BY UNIT

AS OF 30 NOV. 1948.

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			MANNING CEILING			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD
CARSWELL	8AF	HQ & HQ SQ 8AF	85	2	0	75	2	8	250	251
		1ST STRATEGIC SUPPORT UNIT	54	0	0	50	0	0	353	262
		2D AVIATION SQ.	3	0	0	3	0	0	94	86
		18TH COMM. SQ. (COMD)	9	0	0	5	0	0	147	80
		585TH AF BAND	0	0	1	0	0	1	34	27
WALKER		611TH AF BAND	0	0	1	0	0	1	34	27
DAV-MONTHAN		775TH AF BAND	0	0	1	0	0	1	34	26
CLOVIS		4000TH BASE SV. SQ.	4	0	0	3	0	0	0	0
CAMP HOOD		4001ST BASE SV. SQ.	2	0	0	2	0	0	18	15
CAMPBELL		4002D BASE SV. SQ.	5	0	0	6	0	0	25	54
CARSWELL	8AF	TOTAL 7TH BOMB WING	316	37	6	311	31	5	2710	3739
		HQ & HQ SQ. 7TH BOMB WING H	35	0	1	33	0	1	97	121
		HQ 7TH BOMB GP. H	13	2	0	16	2	0	28	41
		9TH BOMB SQ. H	62	0	0	51	0	0	272	343
		436TH BOMB SQ. H	62	0	0	57	0	0	272	368
		492D BOMB SQ. H	62	0	0	48	0	1	272	385
		7TH MAINT & SUPPLY GP.	33	0	2	34	0	1	583	641
		7TH AIR BASE GP.	49	0	3	72	0	2	1058	1716
		7TH STATION MED. GP.	0	35	0	0	29	0	128	124
DAV-MONTHAN	8AF	TOTAL 43D BOMB WING	638	31	6	407	23	10	3293	3060
		HQ & HQ SQ 43D BOMB WG. M	38	0	1	31	0	0	90	127
		HQ 43D BOMB GP. M	22	1	0	22	0	1	49	46
		63D BOMB SQ. M	116	1	0	70	1	3	374	367
		64TH BOMB SQ. M	116	1	0	80	1	0	374	321
		65TH BOMB SQ. M	116	1	0	85	1	2	374	358
		43D AIR REFUELING SQ.	132	0	0	17	0	0	315	55
		43D MAINT. & SUPPLY GP.	39	0	1	33	0	3	610	563
		43D AIR BASE GP.	59	0	4	69	0	1	1015	1125
		43D STATION MED. GP.	0	27	0		20	0	92	98

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			MANNING CEILING			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD
DAV-MONTHAN	8AF	TOTAL 2D BOMB WING	216	6	0	226	1	2	1505	1378
		HQ & HQ SQ 2D BOMB WING, M	3	0	0	1	0	0	3	1
		HQ 2D BOMB GP. M	12	2	0	28	0	2	28	54
		20TH BOMB SQ. M	49	0	0	53	0	0	198	194
		49TH BOMB SQ. M	49	0	0	57	0	0	198	215
		96TH BOMB SQ. M	49	0	0	57	0	0	198	211
		2D MAINT & SUPPLY GP.	21	0	0	10	0	0	265	189
		2D AIR BASE GP.	33	0	0	20	0	0	591	493
		2D STATION MED. GP.	0	4	0	0	1	0	24	21
BIGGS	8AF	TOTAL 97TH BOMB WING	252	9	5	300	6	5	1908	2122
		HQ & HQ SQ 97TH BOMB WG, M	29	0	2	38	0	0	75	87
		HQ 97TH BOMB GP, M	12	2	0	18	0	1	28	28
		340TH BOMB SQ, M	49	0	0	53	0	0	198	211
		341 ST BOMB SQ, M	49	0	0	59	0	0	198	214
		342 D BOMB SQ, M	49	0	0	55	0	0	198	204
		97TH MAINT. & SUPPLY GP.	24	0	1	20	0	3	373	361
		97TH AIR BASE GP.	40	0	2	57	0	1	799	969
		97TH STATION MEDICAL GP.	0	7	0	0	6	0	39	48
WALKER	8AF	TOTAL 509TH BOMB WING	640	25	6	383	18	8	3272	3358
		HQ & HQ SQ 509TH BOMB WG	40	0	1	57	0	0	85	240
		HQ 509TH BOMB GP	22	1	0	35	1	0	49	51
		393 D BOMB SQ, M	116	1	0	66	0	1	374	417
		715TH BOMB SQ, M	116	1	0	68	1	0	374	393
		830TH BOMB SQ, M	116	1	0	71	1	0	374	410
		509TH AIR REFUELING SQ.	132	0	0	5	0	0	315	57
		509TH MAINT. & SUPPLY GP.	39	0	1	21	0	2	608	501
		509TH AIR BASE GP.	59	0	4	60	0	5	1025	1210
		509TH STATION MED. GP.	0	21	0	0	15	0	68	79

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	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
*	OTIS	8AF	TOTAL 33D FIGHTER WING	210	6	0	123	5	0	1432	983
			HQ & HQ SQ 33D FTR WG. JET	58	0	0	11	0	0	309	137
			HQ 33D FTR. GP. JET	9	2	0	8	0	0	25	36
			58 TH FTR. SQ. JET	30	0	0	28	0	0	105	111
			59 TH FTR. SQ. JET	30	0	0	30	0	0	105	111
			60TH FTR. SQ. JET	30	0	0	29	0	0	105	113
			33 D MAINT & SUPPLY GP.	20	0	0	5	0	0	208	190
			33D AIR BASE GP.	33	0	0	12	0	0	551	253
			33D STATION MEDICAL GP.	0	4	0	0	5	0	24	32
	KEARNEY	8AF	TOTAL 27 TH FIGHTER WING	267	21	4	188	16	2	1582	1312
			HQ & HQ SQ 27TH FTR WG	29	0	1	12	0	0	70	53
			HQ 27TH FTR. GP.	9	2	0	11	2	1	25	21
			522 D FTR SQ.	55	0	0	46	0	0	135	121
			523 D FTR. SQ	55	0	0	44	0	0	135	126
			524 TH FTR. SQ.	55	0	0	43	0	0	135	111
			27 TH MAINT & SUPPLY GP.	24	0	0	12	0	1	294	229
			27 TH AIR BASE GP.	40	0	3	20	0	0	723	594
			27 TH STATION MED. GP.	0	19	0	0	14	0	65	57

* OTIS AFB ASG FIGS. AS OF 29 NOV '48.

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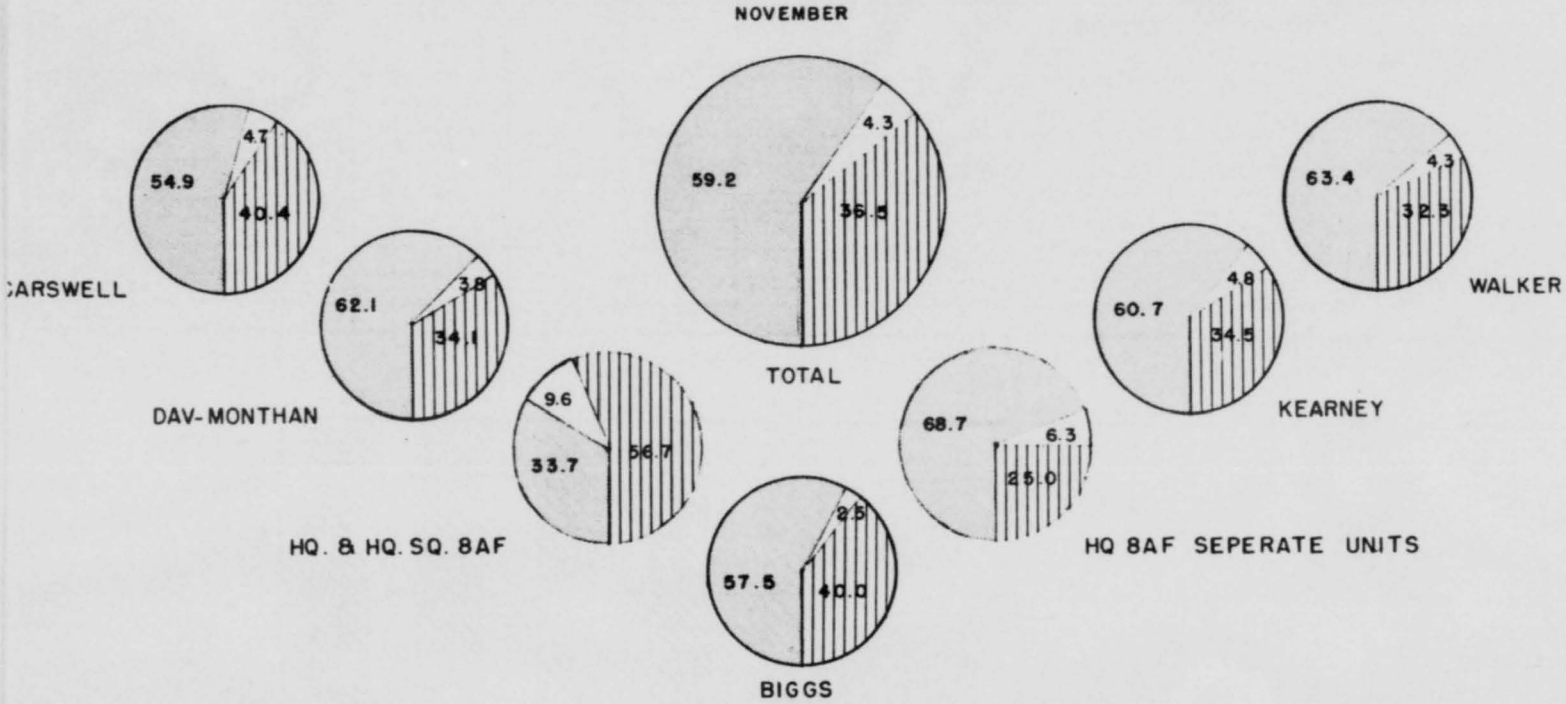
8TH AF OFFICER PERSONNEL BY RANK & COMPONENT

AS OF 15 MONTHLY
NOVEMBER



COMPONENT	GEN	COL	LT. COL	MAJOR	CAPT	IST LTS	2D LTS	FO & WO	TOTAL
USAF & RA	1	18	77	145	262	262	8	3	776
USAFR & ORC	0	0	9	72	351	763	63	0	1258
NATIONAL GUARD	0	0	0	0	0	0	0	0	0
AFUS & AUS	0	0	1	1	31	13	4	40	90
TOTAL	1	18	87	218	644	1038	75	43	2124

USAF & RA
USAFR & ORC
AFUS & AUS

NOTE: 8AF UNITS INCLUDE 18TH COMM. SQ. (COMB) 4000TH, 4001ST, & 4002 ND BS SV SQDNS.

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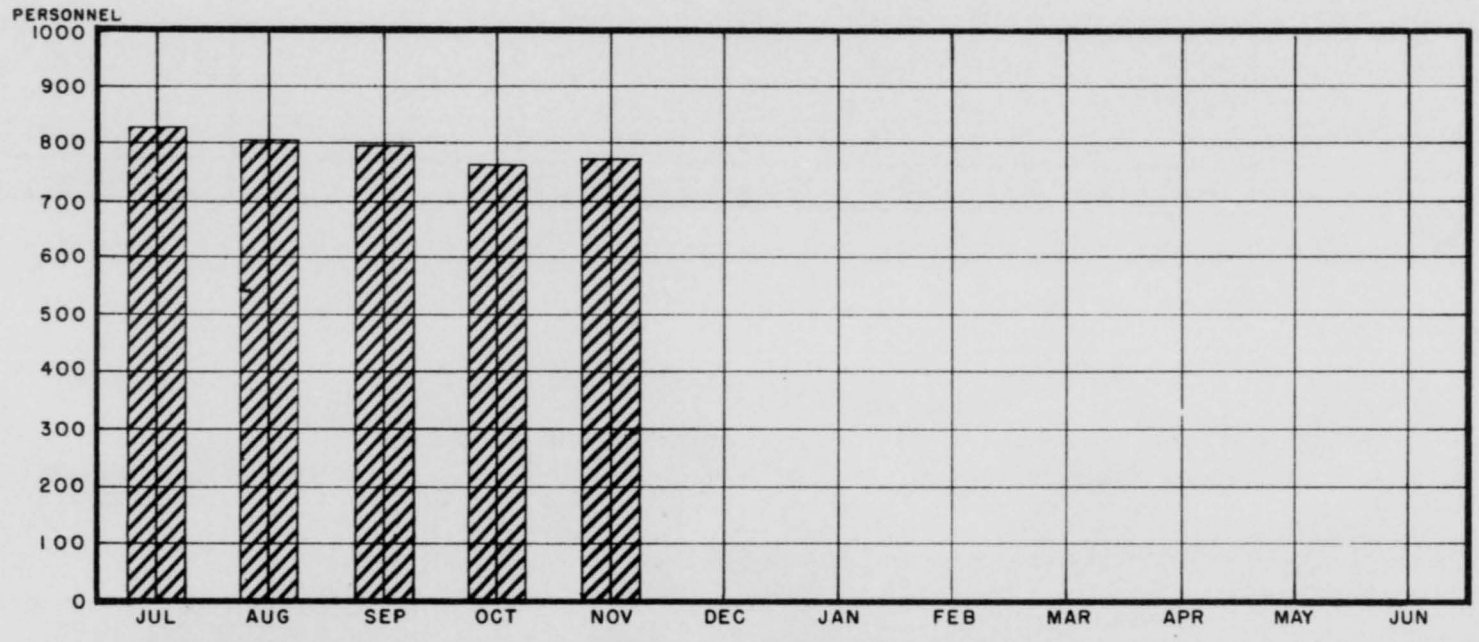
TOTAL EIGHTH AIR FORCE
REGULAR AIR FORCE AND REGULAR ARMY OFFICER PERSONNEL ASSIGNED

AS OF 15TH OF MONTH



TOTAL	823	804	797	762	776							
HQ 8TH AF	47	45	50	46	48							
BIGGS	108	111	108	102	110							
CARSWELL	185	180	176	162	164							
DAVIS-MONTHAN	229	222	225	218	220							
KEARNEY	79	76	71	70	71							
WALKER	173	168	164	161	160							
CAMP HOOD AIRSTRIP	1	1	1	1	1							
CAMPBELL	1	1	2	2	2							
CLOVIS	0	0	0	0	0							
% OF ASGD STRENGTH	37.2	37.1	37.2	37.1	36.5							

Note: Hq 8th AF includes 18th Comm Sq(Com D).

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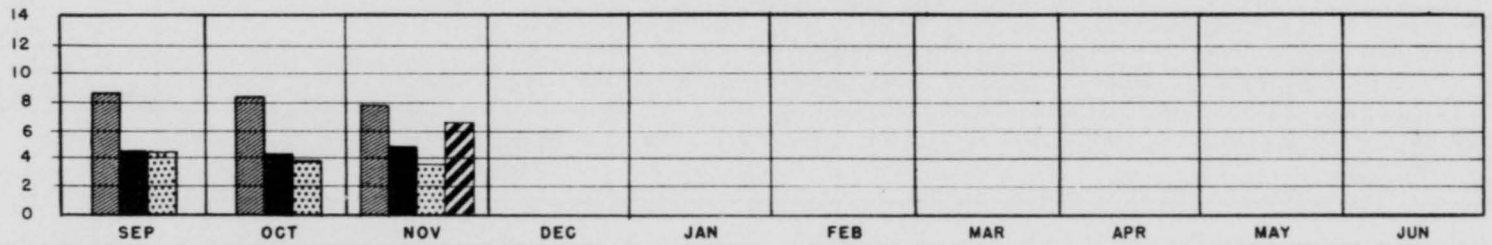
NON-WHITE ENLISTED PERSONNEL

PERCENTAGE OF TOTAL ASSIGNED BY STATION



NO. ASGD	SEP WHT	SEP COL	OCT WHT	OCT COL	NOV WHT	NOV COL	DEC WHT	DEC COL	JAN WHT	JAN COL	FEB WHT	FEB COL	MAR WHT	MAR COL	APR WHT	APR COL	MAY WHT	MAY COL	JUN WHT	JUN COL
CARSWELL	4233	403	3939	363	3793	321														
WALKER	3773	165	3767	166	3223	162														
DAV-MON	4047	179	4190	159	4303	161														
BIGGS					1981	141														

8TH AIR FORCE ENLISTED STRENGTH BY GRADE & RACE

		M/SGT	T/SGT	S/SGT	SGT	CPL	PFC	PVT	% NON WHT.
SEP	WHT	1134	1136	3126	2870	2768	3430	795	
	COL	11	7	45	92	124	374	58	4.7
OCT	WHT	1066	1106	3105	2833	2771	3321	778	
	COL	11	4	41	91	134	357	50	4.4
NOV	WHT	1053	1079	3200	2839	2869	4159	796	
	COL	17	10	57	115	160	373	53	4.9
DEC	WHT								
	COL								
JAN	WHT								
	COL								
FEB	WHT								
	COL								
MAR	WHT								
	COL								
APR	WHT								
	COL								
MAY	WHT								
	COL								
JUN	WHT								
	COL								

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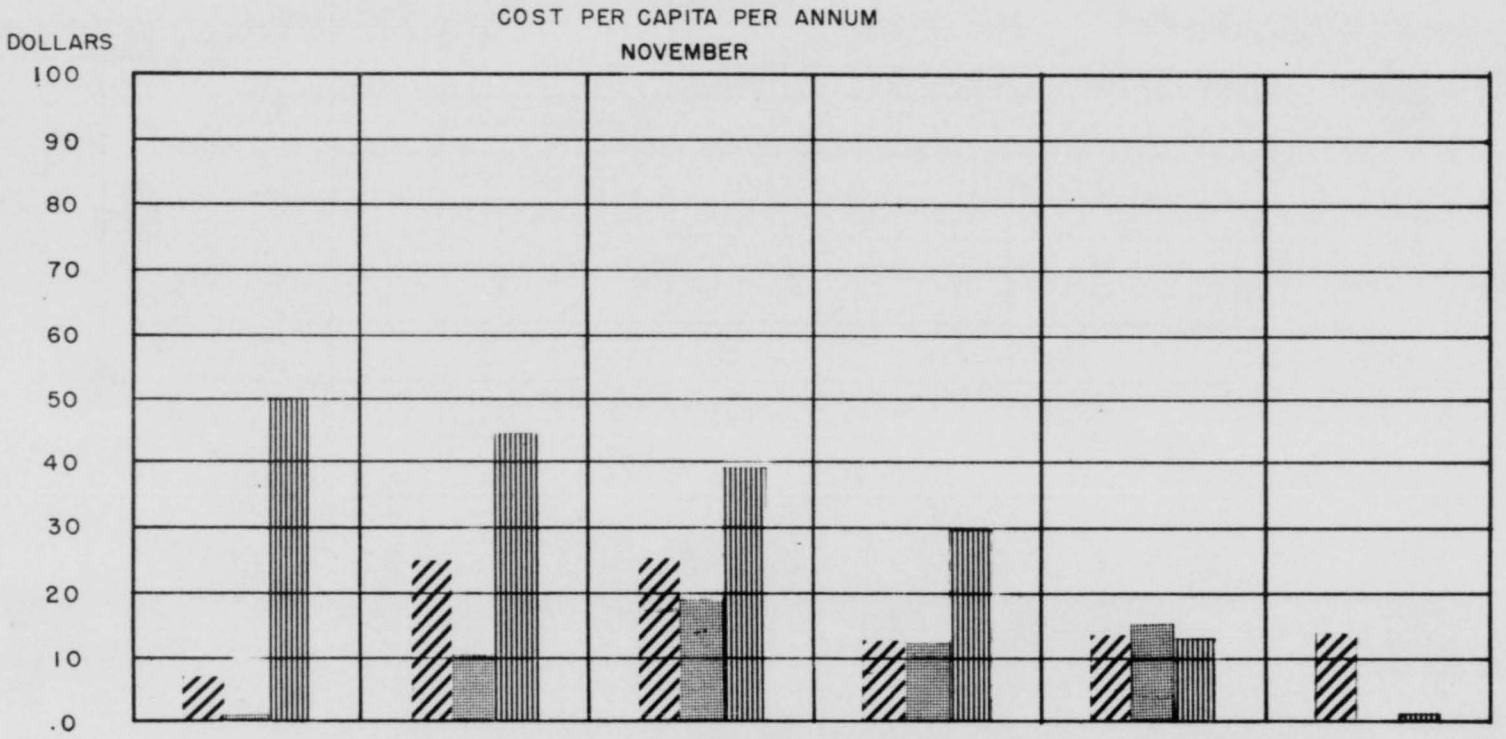
8TH AF GROUND ACCIDENT COST SUMMARY



	BIGGS		WALKER		DAVIS—MON.		CARSWELL		KEARNEY		CAMPBELL	
	NOV	TO DATE	NOV	TO DATE	NOV	TO DATE	NOV	TO DATE	NOV	TO DATE	NOV	TO DATE
PERSONAL INJURY & FATALITY COST	47	46847	3783	201466	8049	178694	5492	175742	1949	22826	0	0
MOTOR VEHICLE REPAIR COST	75	75	272	5436	687	2754	28	1233	358	2396	0	37
USAF PROPERTY DAMAGE	0	4456	0	2299	100	1252	0	1429	60	887	0	0
COST PER CAPITA PER ANNUM	1	50	11	44	19	39	12	30	15	13	14	1

$$\frac{\text{USAF PROPERTY COST PLUS PERSONAL INJURY \& FATALITY COST}}{\text{AVER E MIL: \& CIV. STRENGTH}} \times 12 = \text{COST INDEX}$$

PREVIOUS MONTH
NOVEMBER
TO DATE

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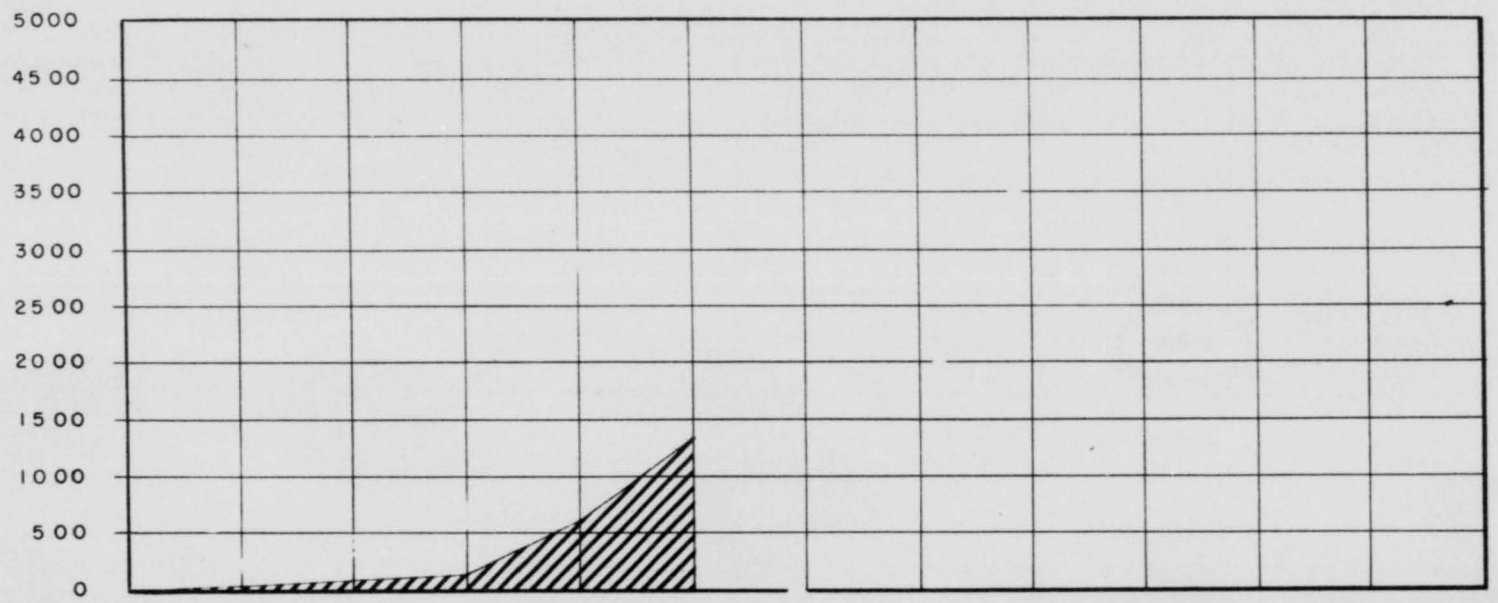
ENLISTMENTS & REENLISTMENTS
TOTAL 8TH AIR FORCE BY LENGTH OF ENLISTMENT
CUMULATIVE FROM 1 JULY 1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
6 YR. ENLS.	0	0	3	11	14							
5 YR. ENLS.	0	2	3	4	7							
4 YR. ENLS.	0	0	2	4	6							
3 YR. ENLS.	30	71	125	564	1235							
INDEF.	0	0	0	18	67							
TOTAL	30	73	133	601	1329							

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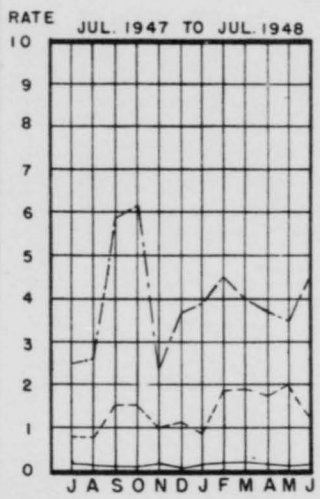
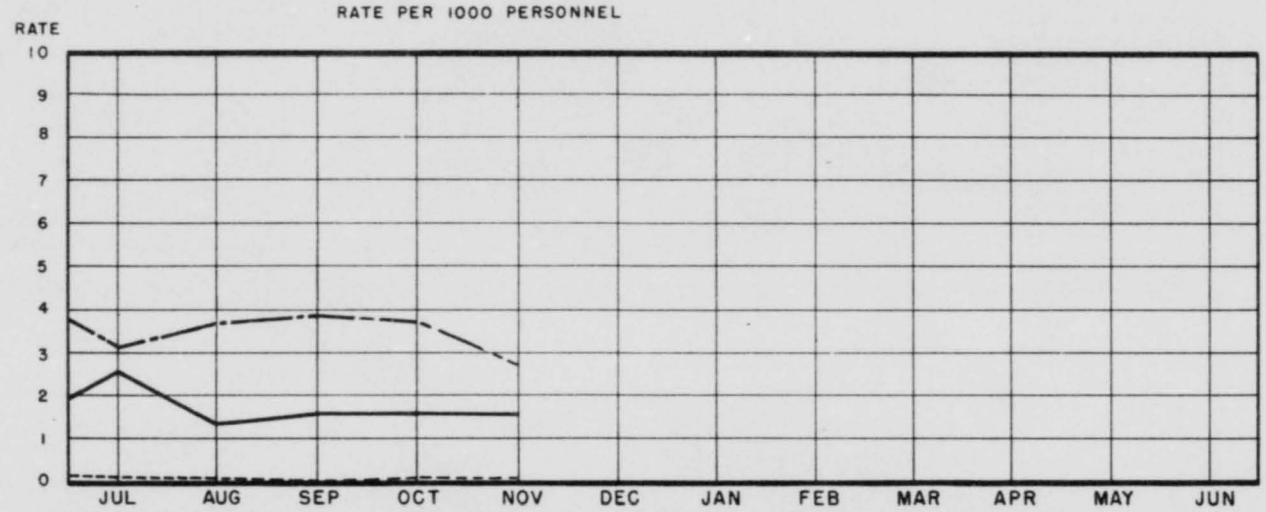
TOTAL 8TH AF COURTS MARTIAL RATES

BY MONTH 1948-1949

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
BIGGS	SUMMARY																								
	SPECIAL	REPORT		NOT	AVAILABLE																				
	GENERAL																								
CARSWELL	SUMMARY	23	4.2	22	4.2	41	8.3	23	5	16	3.2														
	SPECIAL	7	1.3	3	.58	3	.61	3	.6	3	.6														
	GENERAL	1	.18	1	.19	0	0	3	.66	1	.2														
DAVIS-MONTHAN	SUMMARY	8	1.7	15	3.1	7	1.5	6	1.2	11	2.1														
	SPECIAL	18	3.8	4	.8	10	2.1	7	1.4	13	2.5														
	GENERAL	0	0	0	0	0	0	0	0	0	0														
KEARNEY	SUMMARY	9	4.8	12	7.3	8	5.1	9	5.9	7	4.6														
	SPECIAL	9	4.8	7	4.3	7	4.5	5	3.3	7	4.6														
	GENERAL	0	0	0	0	0	0	0	0	1	.66														
WALKER	SUMMARY	12	2.7	11	2.5	4	.91	19	4.3	11	2.9														
	SPECIAL	9	2.0	6	1.4	5	1.1	11	2.5	5	1.3														
	GENERAL	0	0	0	0	0	0	1	.22	0	0														
8TH AF TOTAL	SUMMARY — - —	52	3.1	60	3.7	60	3.8	57	3.7	45	2.7														
	SPECIAL ——	43	2.6	20	1.3	25	1.6	26	1.6	28	1.6														
	GENERAL - - - -	0	.06	1	.01	0	0	4	.26	2	.12														

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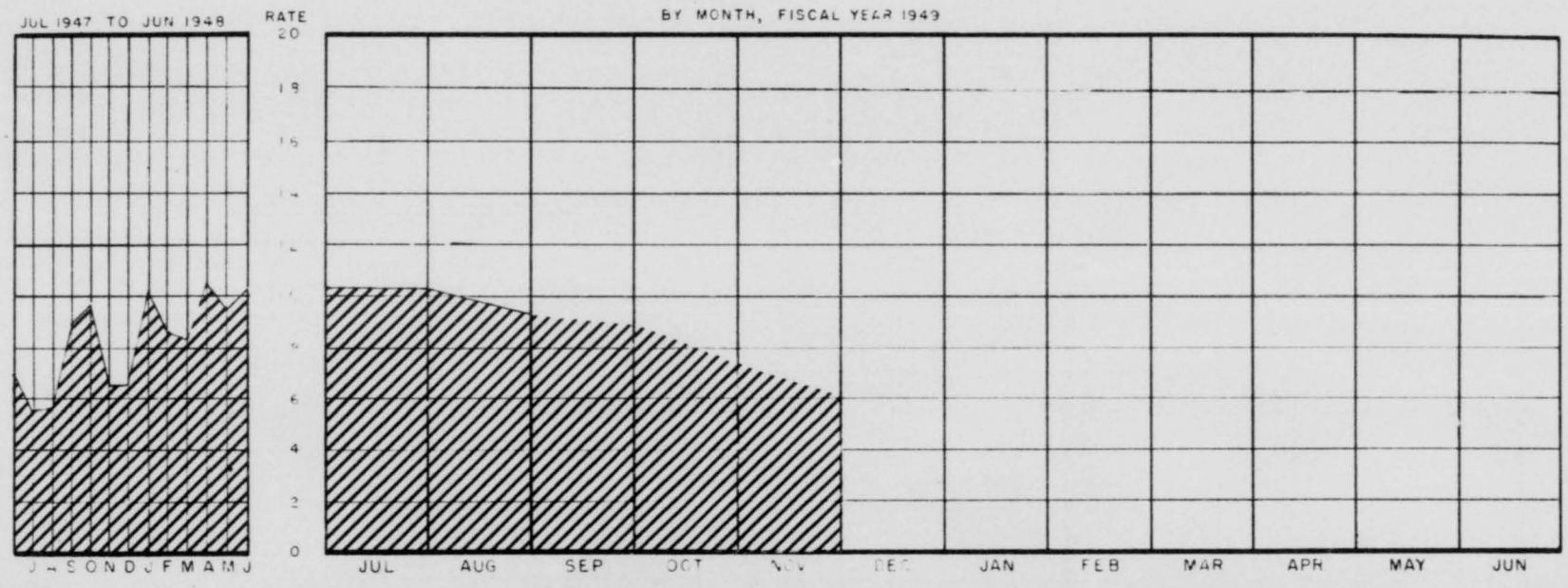
8TH AF PERSONNEL AWOL RATE

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
BIGGS	REPORT NOT AVAILABLE								2	5.0														
CARSWELL	75	13.6	49	9.2	36	7.1	39	8.5	38	8.1														
DAVIS-MONTHAN	45	9.4	23	4.9	33	6.4	23	4.7	26	5.1														
KEARNEY	25	13.3	19	11.2	20	14.4	16	10.6	39	5.9														
WALKER	44	9.7	59	13.5	51	11.6	39	8.9	30	7.9														
8TH AF TOTAL	189	10.2	150	9.3	140	8.9	117	7.6	115	6.1														

NOTE: EXCLUDES 4000TH, 4001ST, 4002ND BASE SERVICE SQS.

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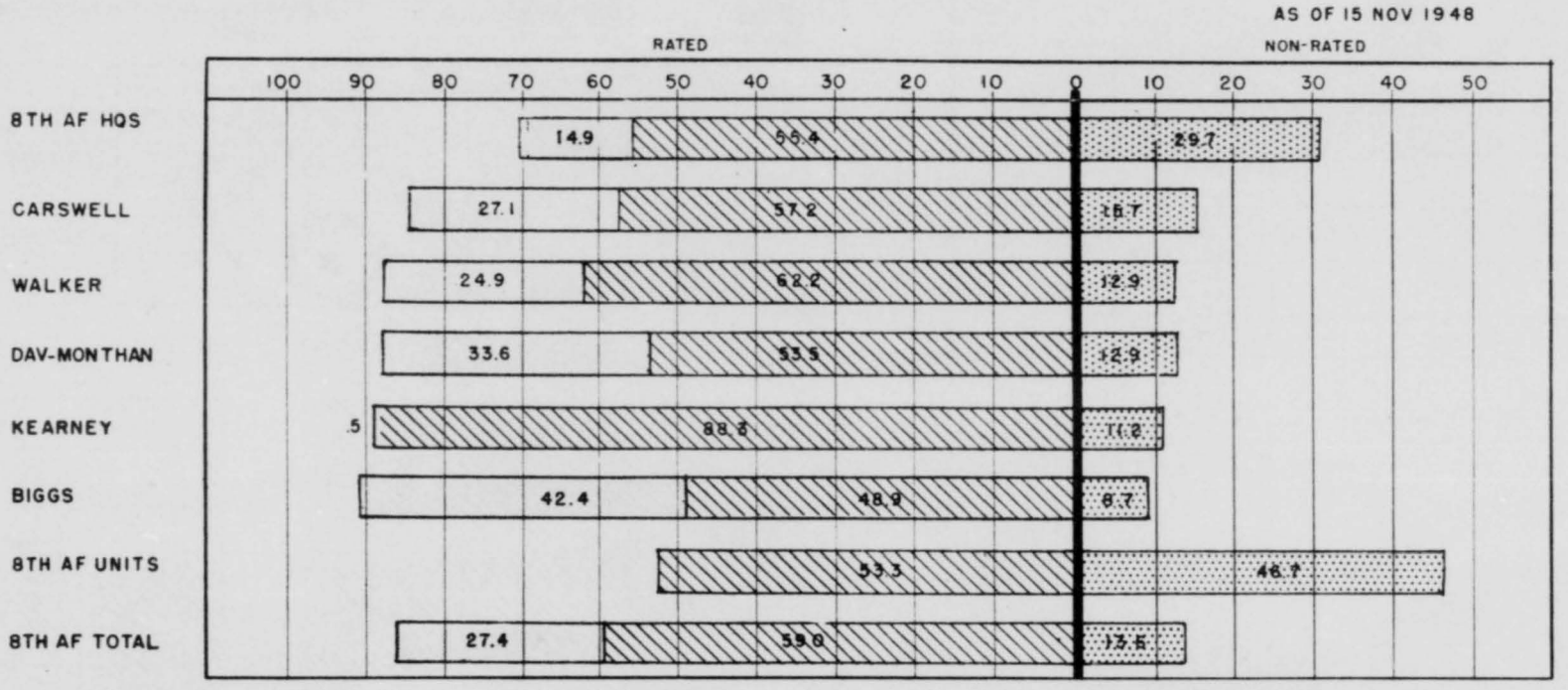
PERCENT RATED & NON-RATED OFFICER PERSONNEL

AS OF 15 NOV 1948



	NUMBER RATED & NON RATED OFFICER PERSONNEL								
	PILOTS	OTHER RATED	TOTAL RATED	NON RATED	WO'S	CHAPLAIN	FLT S & NURSE	UNKNOWN	TOTAL
8TH AF HQS & UNITS	41	11	52	22	8	1	0	0	83
CARSWELL	219	104	323	60	7	3	6	7	406
WALKER	285	114	399	59	9	2	7	18	494
DAVIS-MONTHAN	332	209	541	80	12	4	7	0	644
KEARNEY	174	1	175	22	2	3	3	1	206
BIGGS	128	111	239	23	5	1	2	5	275
8TH AF UNITS	8	0	8	7	0	0	0	1	16
8TH AF TOTAL	1187	550	1737	273	43	14	25	32	2124

NOTE: 8TH AF UNITS INCLUDE 18TH COMM SQ(COMD) 4000TH, 4001ST, AND 4002ND BS SV SQDNS

PERCENTAGES EXCLUDE W.O.'S, FLT. SURG. & NURSES, AND UNKNOWN

PILOTS
OTHER RATED
NON-RATED

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MILITARY PERSONNEL

AUTHORIZED & ASSIGNED STRENGTH

BY RANK & GRADE

EIGHTH AIR FORCE TOTAL

	JUL		AUG		SEP		OCT		*NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
ENERAL	8	2	7	2	8	2	8	2	8	2														
OLONEL	39	18	35	16	36	17	39	18	39	19														
T COL	122	88	102	84	106	85	107	89	108	87														
AJOR	222	226	234	225	239	214	261	213	270	221														
APTAIN	572	645	544	630	551	607	591	608	636	671														
IEUTENANTS	1399	1150	1594	1125	1597	1077	1681	1094	1711	1160														
O	15	43	44	44	49	43	24	44	30	43														
NC	40	22	33	24	33	25	32	27	33	24														
OTAL	2417	2194	2593	2150	2619	2070	2743	2095	2868	2227														
/SGT	985	1206	1141	1189	1170	1145	1171	1077	1196	1070														
/SGT	713	1187	816	1173	835	1143	833	1110	882	1089														
/SGT	3253	3502	3515	3063	3574	3171	3592	3146	3737	3257														
GT	4127	2927	3837	2934	3944	2962	3985	2924	4263	2954														
PL	3881	3026	3657	3026	3772	2892	3790	2905	4017	3029														
FC OR PVT	2195	4739	1886	4770	1972	4657	2187	4506	2338	5381														
OTAL	15154	16110	14852	16155	15267	15970	15558	15668	16691	16780														

33 OFF. & 258 E.M. included in totals auth.
Breakdown by Grade not available.

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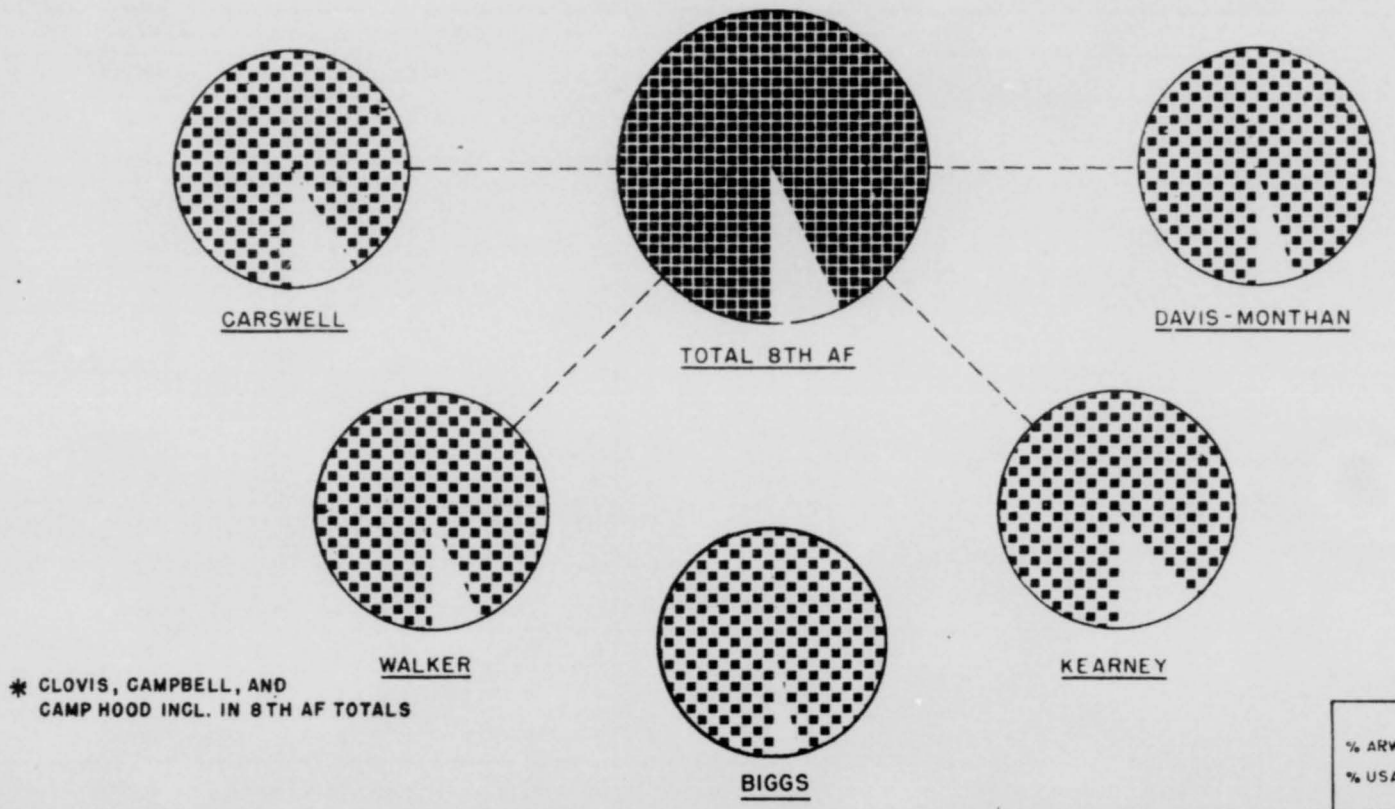
OFFICER PERSONNEL
BY ARM OR SERVICE



* CLOVIS, CAMPBELL, AND CAMP HOOD INCL. IN 8TH AF TOTALS

	* JUL				* AUG				* SEP				* OCT				NOV				DEC			
STATION	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ASWAF	% ASWAF	USAF	% USAF	ARWAF	% ARWAF	USAF	% USAF	ARWAF	% ARWAF	USAF	% USAF
CARSWELL	55	9.9	499	90.1	50	9.3	489	90.7	54	10.8	444	89.2	53	10.5	453	89.5	50	10.2	441	89.8				
WALKER	31	6.3	465	93.7	29	6.0	454	94.0	31	6.6	436	93.4	28	5.9	449	94.1	25	6.1	385	93.9				
DAVIS-MONTHAN	36	5.5	618	94.5	35	5.3	625	94.7	31	4.8	613	95.2	33	5.1	609	94.9	34	5.1	636	94.9				
KEARNEY	23	10.2	203	89.8	23	10.7	191	89.3	19	9.5	180	90.5	22	10.7	183	89.3	20	9.7	186	90.3				
BIGGS	6	2.4	246	97.6	5	2.1	238	97.9	6	2.4	244	97.6	7	2.6	258	97.4	8	2.6	303	97.4				
8 TH AF TOTAL	152	6.9	2040	93.1	142	6.6	2008	93.4	141	6.8	1928	93.2	143	6.8	1952	93.2	144	6.5	2083	93.5				
OTIS																	7	5.5	121	94.5				

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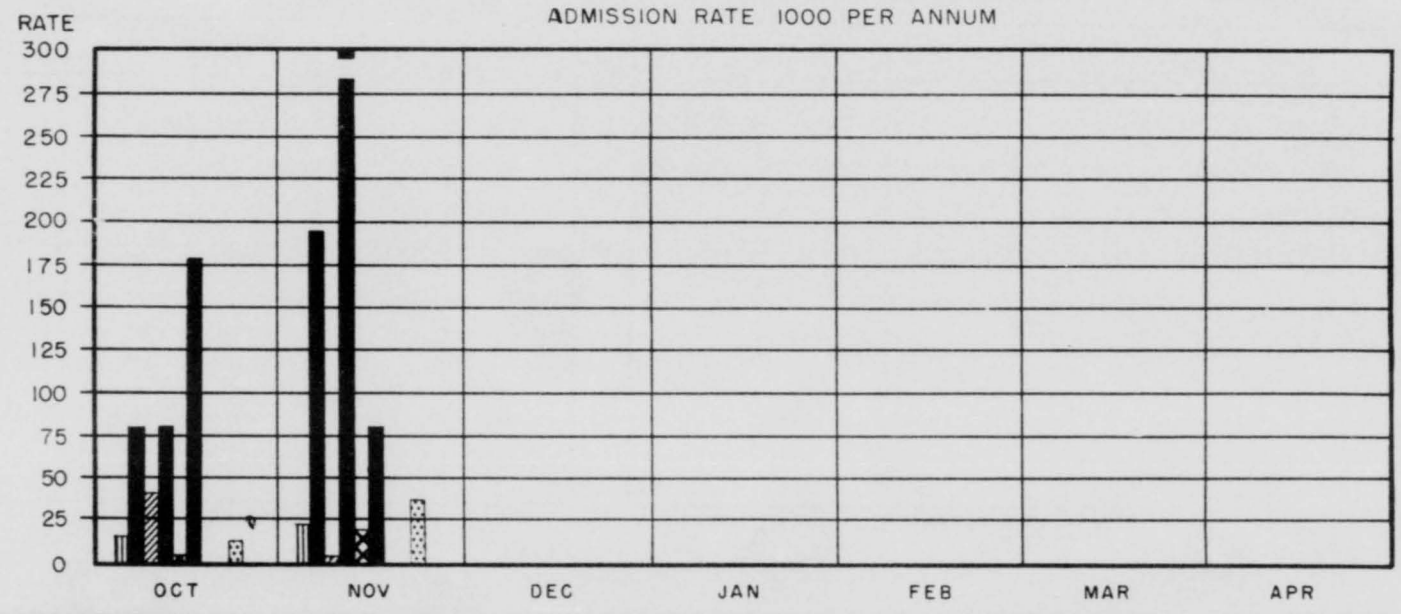
V. D. ADMISSION RATE BY RACE



STATIONS	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD
CARSWELL	19.30	80.41	23.95	194.61										
DAVIS-MON.	40.95	80.93	4.01	308.30										
WALKER	4.83	178.29	19.41	80.74										
KEARNEY	0	0	0	0										
BIGGS	12.20	0	37.76	0										

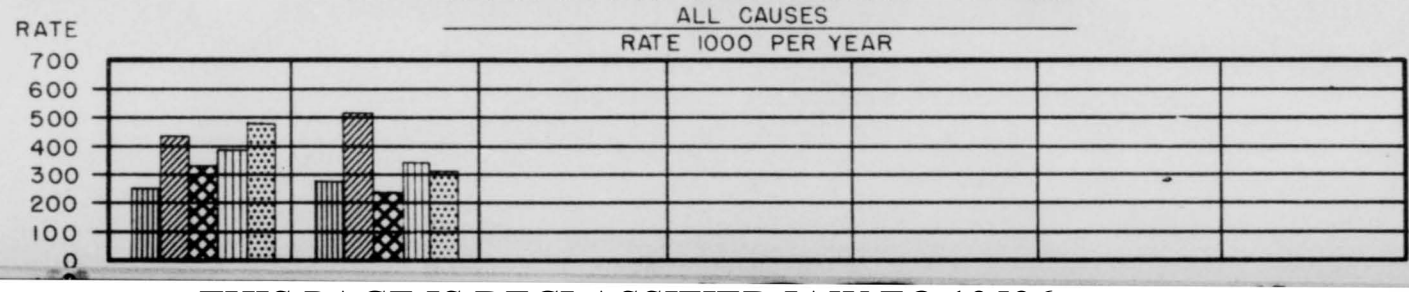
COLORED PERS.

NOTE: NO COLORED PERSONNEL ASGD. KEARNEY AND BIGGS

HOSPITAL ADMISSION RATES

ALL CAUSES

RATE 1000 PER YEAR



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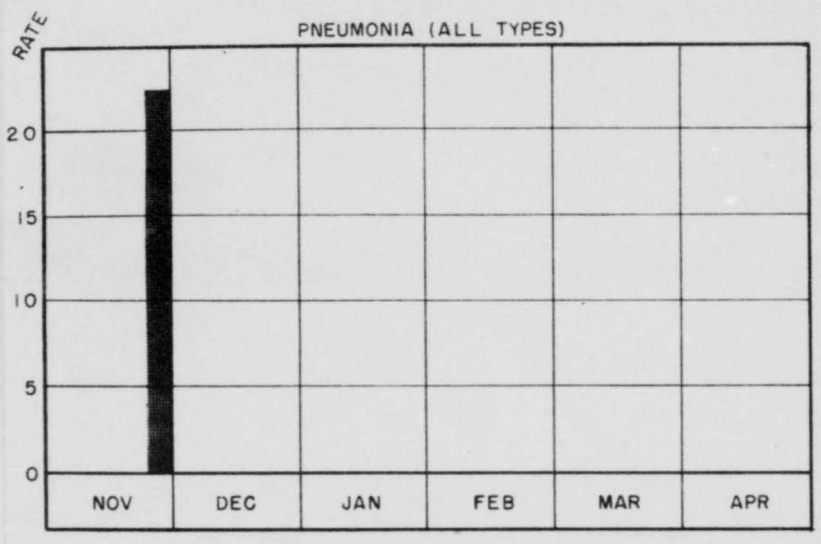
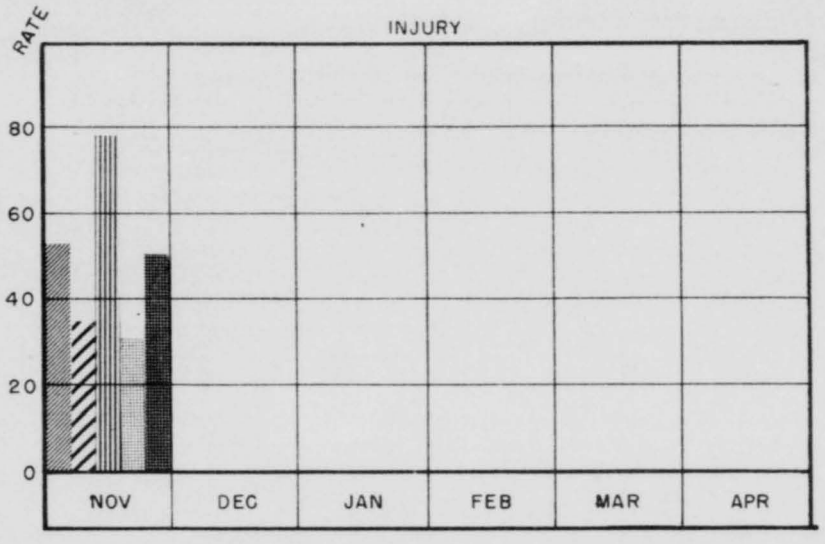
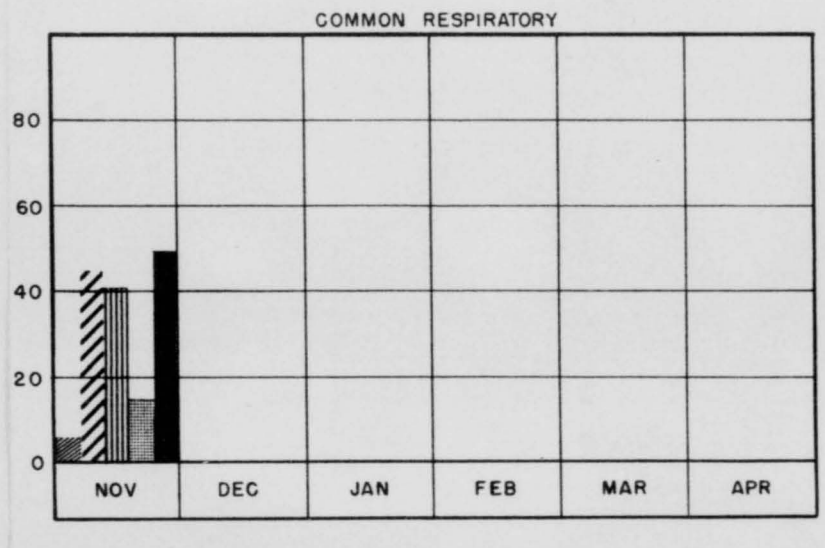
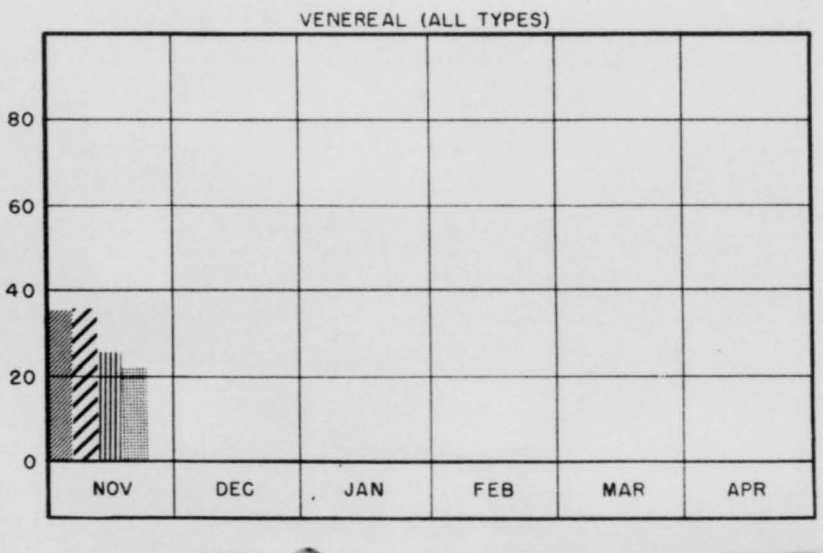
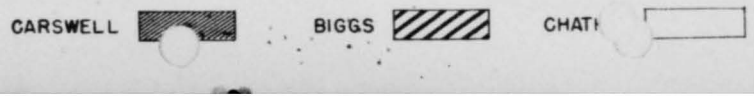
HOSPITAL ADMISSION RATES
PER 1,000 PER YEAR











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SECTION III

TRAINING

AND

OPERATIONS

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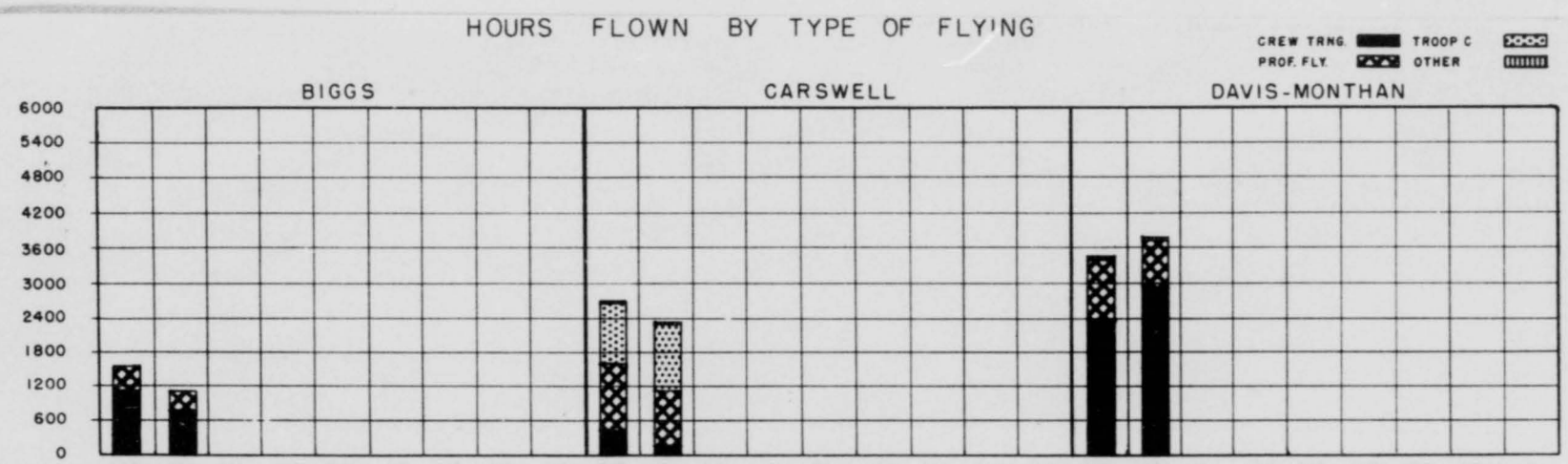
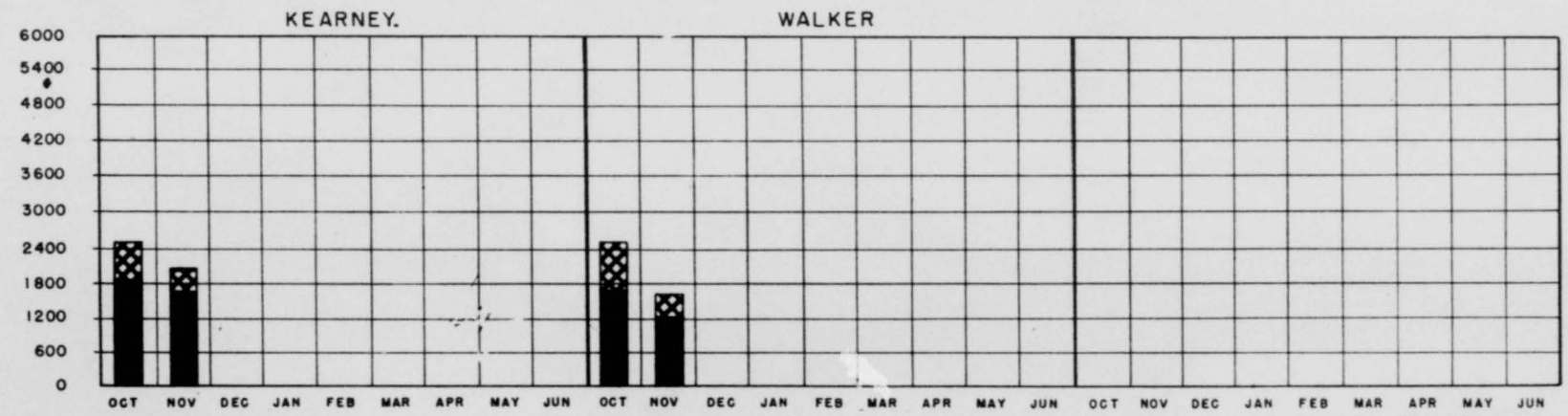
HOURS FLOWN BY TYPE OF FLYING



	BIGGS									CARSWELL									DAVIS-MONTHAN								
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	1090	792								425	168								2397	2904							
PROFICIENCY FLY.	449	298								1208	962								1027	849							
TROOP CARRIER	0	0								1015	1195								0	0							
OTHER	0	0								9	9								26	23							
TOTAL	1539	1090								2657	2334								3450	3776							



	KEARNEY.									WALKER																	
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	1869	1662								1699	1205																
PROFICIENCY FLY.	637	351								815	413																
TROOP CARRIER	0	0								0	0																
OTHER	0	12								0	0																
TOTAL	2506	2025								2514	1618																

*Excludes Fly Time for C[illegible] Hood & Campbell AFB

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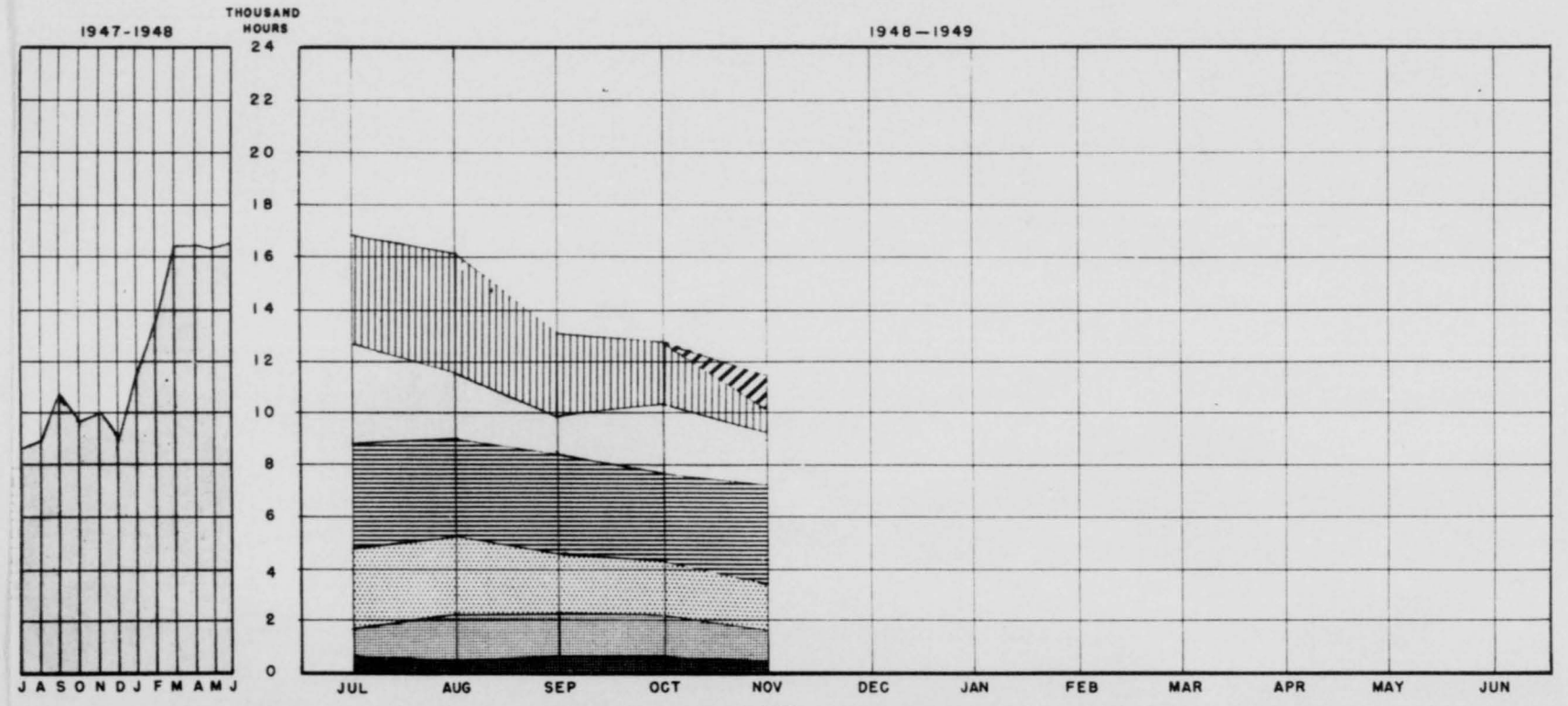
TOTAL 8TH AF AIRCRAFT HOURS FLOWN

BY MONTH FISCAL YEAR 1949



GAINED OTIS AFB 15 NOV — 649 — TRANSFERED TO CONT. AIR COMD EFF 1 DEC '48

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
HQ 8TH AF	595	491	593	615	553							
BIGGS	1123	1744	1655	1539	1090							
CARSWELL	3247	3085	2441	2151	1869							
DAVIS-MONTHAN	3924	3680	3791	3450	3776							
KEARNEY	3851	2694	1421	2506	2025							
WALKER	4094	4452	3201	2514	1618							
TOTAL 8TH AF	16834	16146	13102	12775	11580							

Hq. 8th AF Includes Flying Time For 4001, 4002 Base Ser. Sqs.

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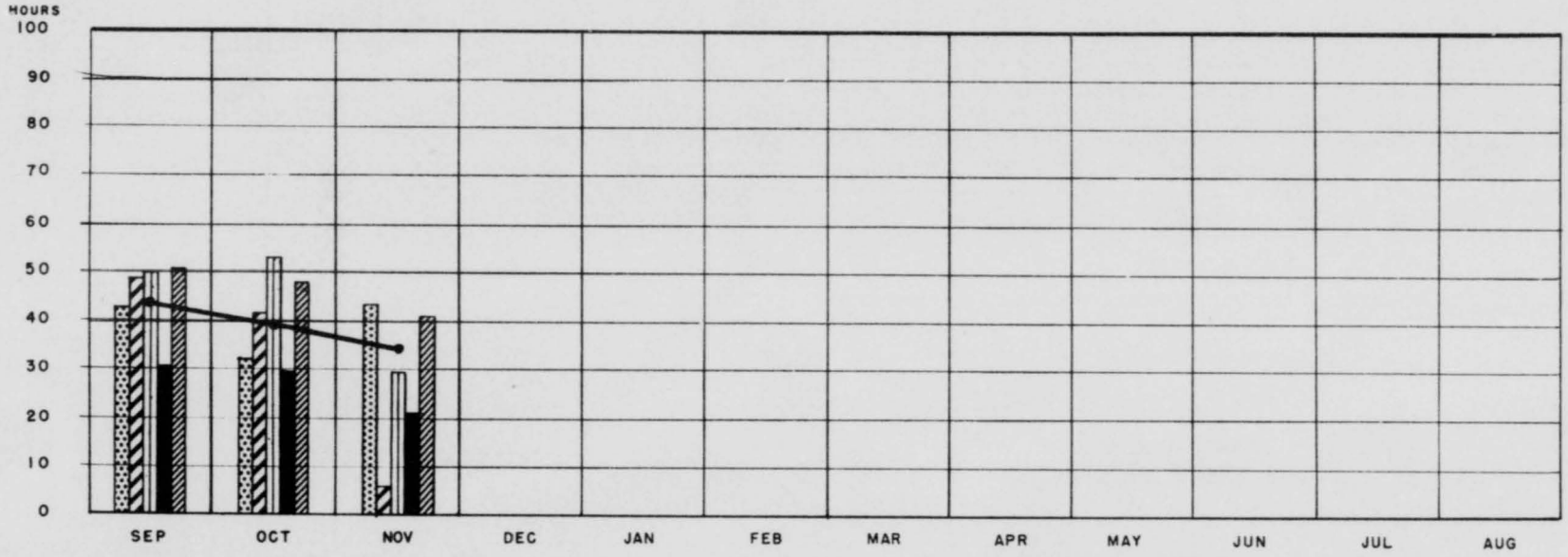
AVERAGE HOURS FLOWN PER B-29

BY 8TH AF BOMB GROUPS



	SEP A	SEP B	OCT A	OCT B	NOV A	NOV B	DEC A	DEC B	JAN A	JAN B	FEB A	FEB B	MAR A	MAR B	APR A	APR B	MAY A	MAY B	JUN A	JUN B	JUL A	JUL B	AUG A	AUG B
2D BG.	30	42.8	28	31.9	38	43.1																		
7TH BG.	13	48.5	6	41.6	12	5.7																		
43D BG.	29	50	25	53.1	26	29.7																		
97 TH BG.	42	30.6	37	29.5	36	21.6																		
509TH BG.	30	50.4	29	47.9	29	41.6																		
TOTAL 8AF	142	43.1	126	39.7	131	34.2																		

A.– AVE. NO. B-29'S ASGD.

B.– AVE. HOURS FLOWN PER B-29

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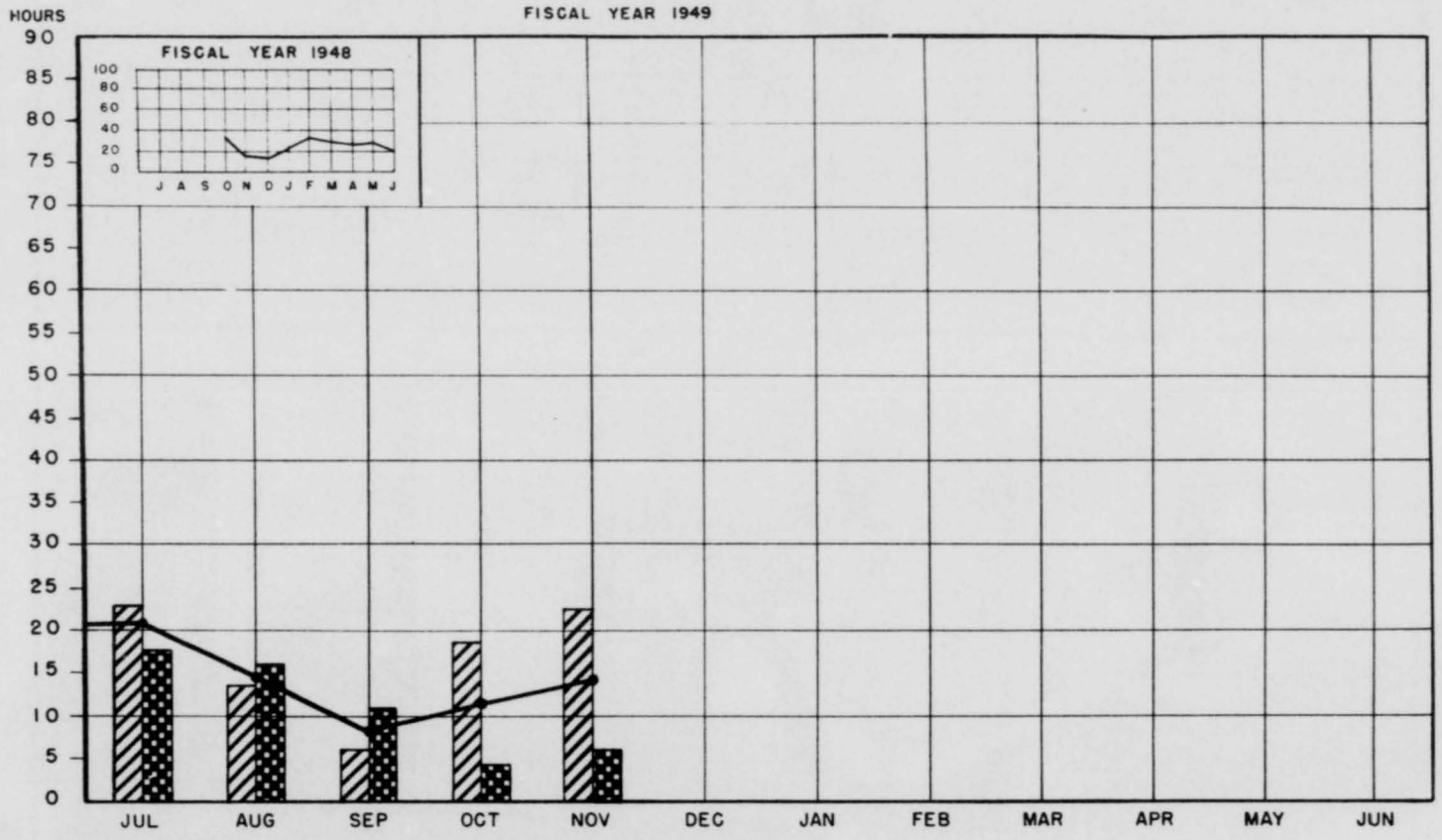
AVERAGE HOURS FLOWN PER AIRCRAFT

BY FIGHTER GROUP MONTHLY



FIGHTER GROUP	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
27TH FIGHTER GP.	134.3	22.9	156.1	13.4	127.8	6.3	102.7	18.7	72.8	22.8														
33RD FIGHTER GP.	69.3	17.7	80.5	16.3	81.8	11.4	80.5	3.8	78.6	6.6														
8TH AF TOTAL	203.6	21.1	236.6	14.4	209.8	8.3	183.13	11.9	151.4	14.4														

A. AVERAGE NO. AIRCRAFT ASSIGNED.
B. AVERAGE HRS. FLOWN PER AIRCRAFT ASSIGNED.

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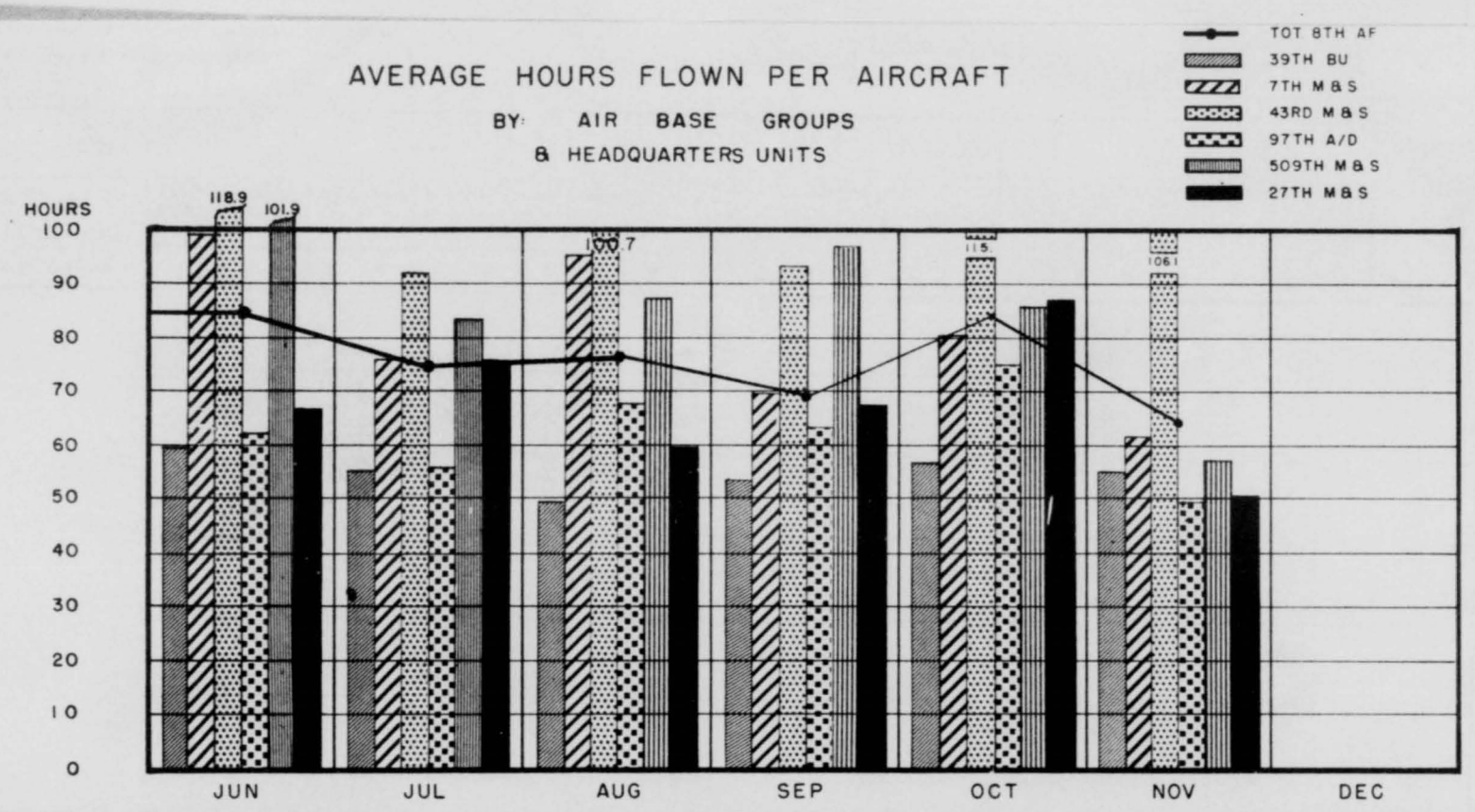
AVERAGE HOURS FLOWN PER AIRCRAFT

BY: AIR BASE GROUPS & HEADQUARTERS UNITS



HQ & HQ SQ 8TH AF	9.8	59.9	10.8	55.2	10	49.1	9.8	53.7	8.8	57.4	8.4	55.4		
7TH A/B GP	8.1	99.8	9.9	76.5	10.2	95.4	9.5	69.7	8.7	80.6	8.	62.1		
43RD A/B GP	9.1	118.9	9	92.8	9	100.7	9	93.6	9.2	115.	8.	106.1		
97TH A/B GP	5.0	62.0	5.6	55.3	6	67.5	6	63.2	6	74.8	6.	49.7		
509TH A/B GP	6.4	101.9	7	83.4	7	87.7	7.2	97.3	7.7	86.	7.	57.4		
27TH A/B GP	9.9	66.4	9	75.6	8.8	59.7	9	67.8	7.3	87.7	7	50.1		
TOTAL 8TH AF	48.4	84.4	50.4	74.8	50.9	76.7	51.4	69.7	47.6	84.2	45	64.6		
	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A AVERAGE NO. AIRCRAFT ASGD.

B AVERAGE HOURS PER AIRCRAFT ASGD.

Note: Excludes Transient, Excess, Storage & Aircraft Pending Transfer.

39th BU includes [illegible] A/C assigned to 7th BG, but flown by 39th BU.

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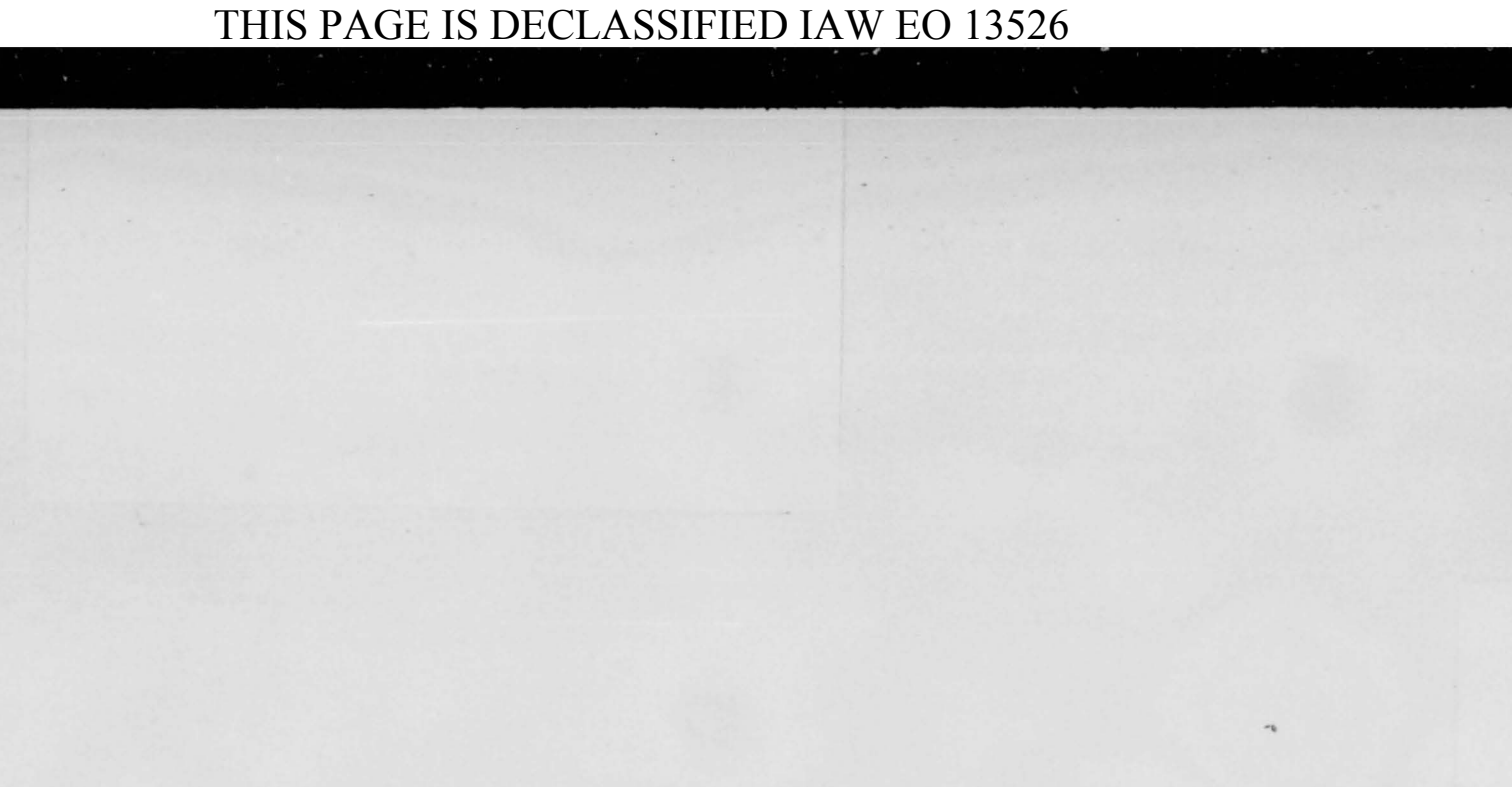
AVERAGE HOURS FLOWN BY B-36 & B-50 ACFT.

BY MONTH
-1948-



	AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	AVE. NO. A/C ASGD.	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD.	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD.	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD.	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C
7TH BOMB GP. (B-36)	10.1	15.2	13.6	21.9	17.3	9.3	18.4	5.3														
43RD BOMB GP. (B-50)	3.7	50.9	4.3	57.9	2.8	52.3	10.2	46.8														

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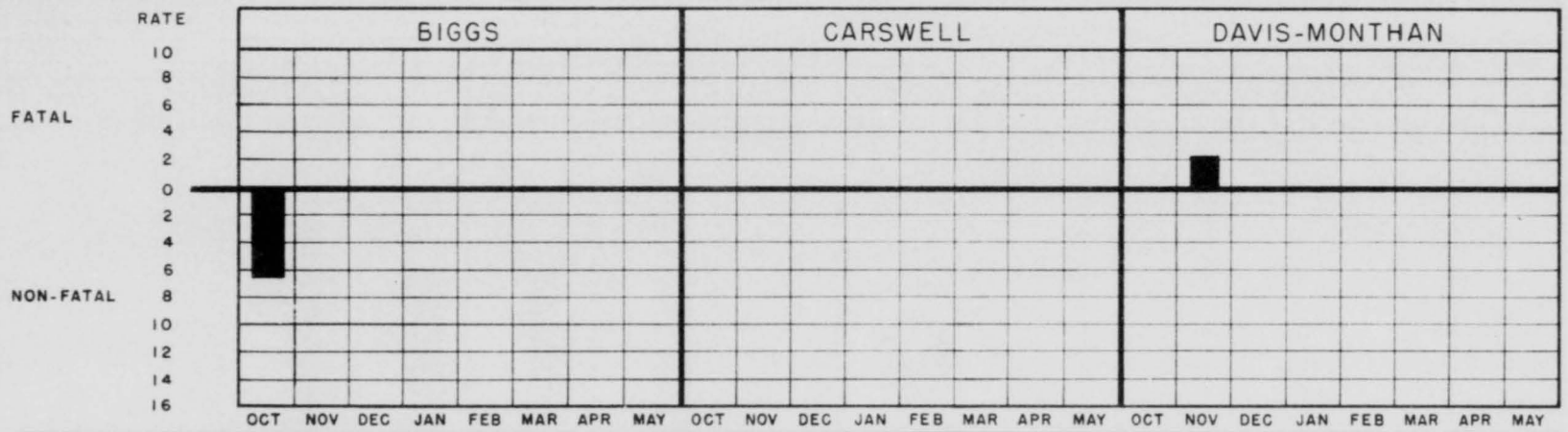
AIRCRAFT ACCIDENTS

RATE PER 10,000 HOURS FLOWN



BIGGS	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
HOURS FLOWN	1539	1090						
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0						
NON-FATAL	1	0						
TOTAL	1	0						

CARSWELL	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
HOURS FLOWN	2657	2334						
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0						
NON-FATAL	0	0						
TOTAL	0	0						

DAVIS-MONTHAN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
HOURS FLOWN	3450	3776						
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	1						
NON-FATAL	0	0						
TOTAL	0	1						

KEARNEY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
HOURS FLOWN	2506	2025						
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0						
NON-FATAL	6	3						
TOTAL	6	3						

WALKER	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
HOURS FLOWN	1699	1618						
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0						
NON-FATAL	0	0						
TOTAL	0	0						

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO

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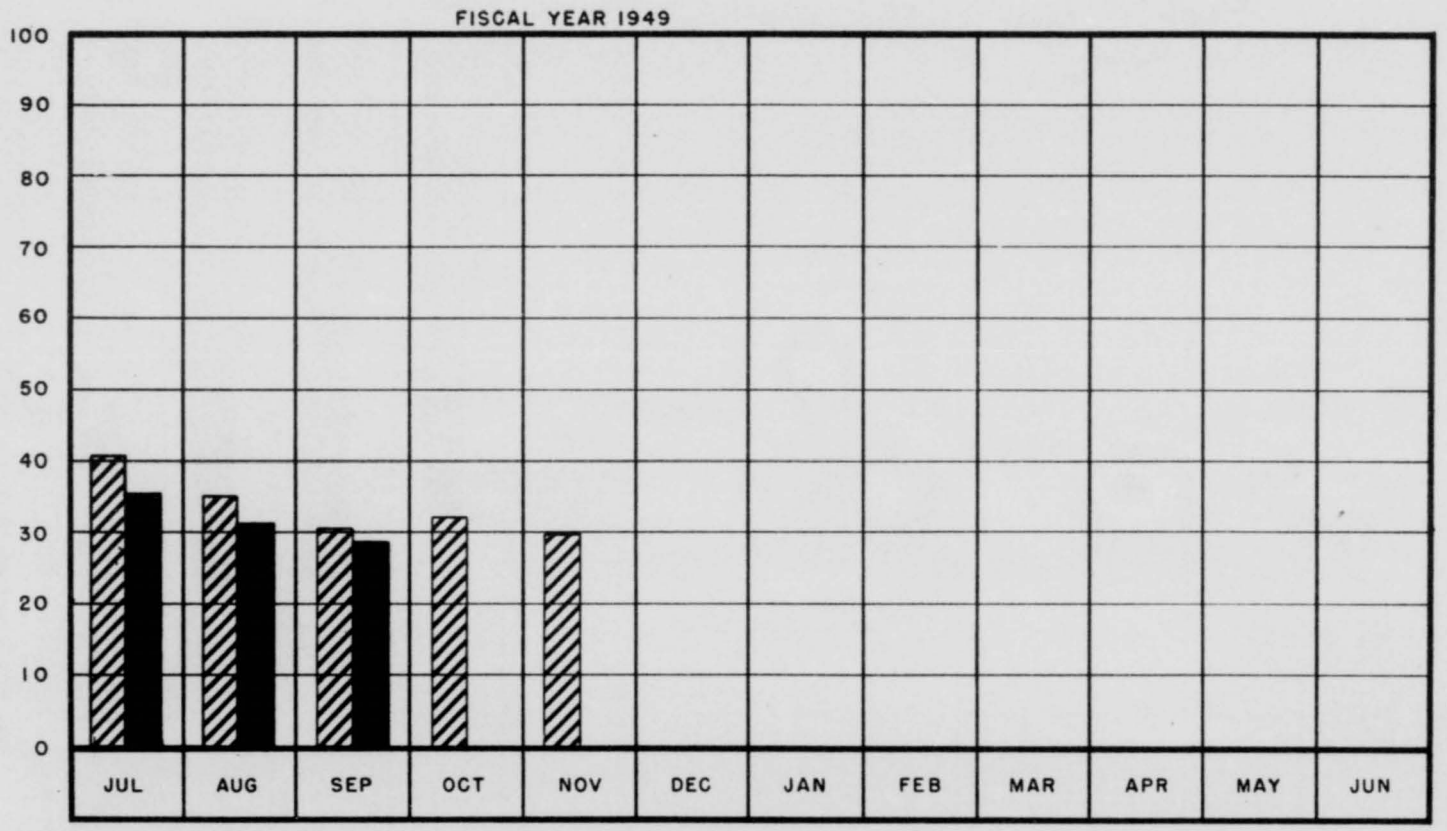
AVERAGE HOURS FLOWN PER AIRCRAFT ASSIGNED
8TH AIR FORCE VS SAC



LEGEND 8 AF ▨ SAC ■	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC
AVE NO A/C ASGD.	417	1028	458	1137	446	1183	399		409															
AVE HRS FLOWN PER A/C	40.3	35.9	35.2	31.1	30.2	28.2	32		29.7															

NOTE: Excludes Storage, Excess, Grounded Pending Transfer & Transient Acft.

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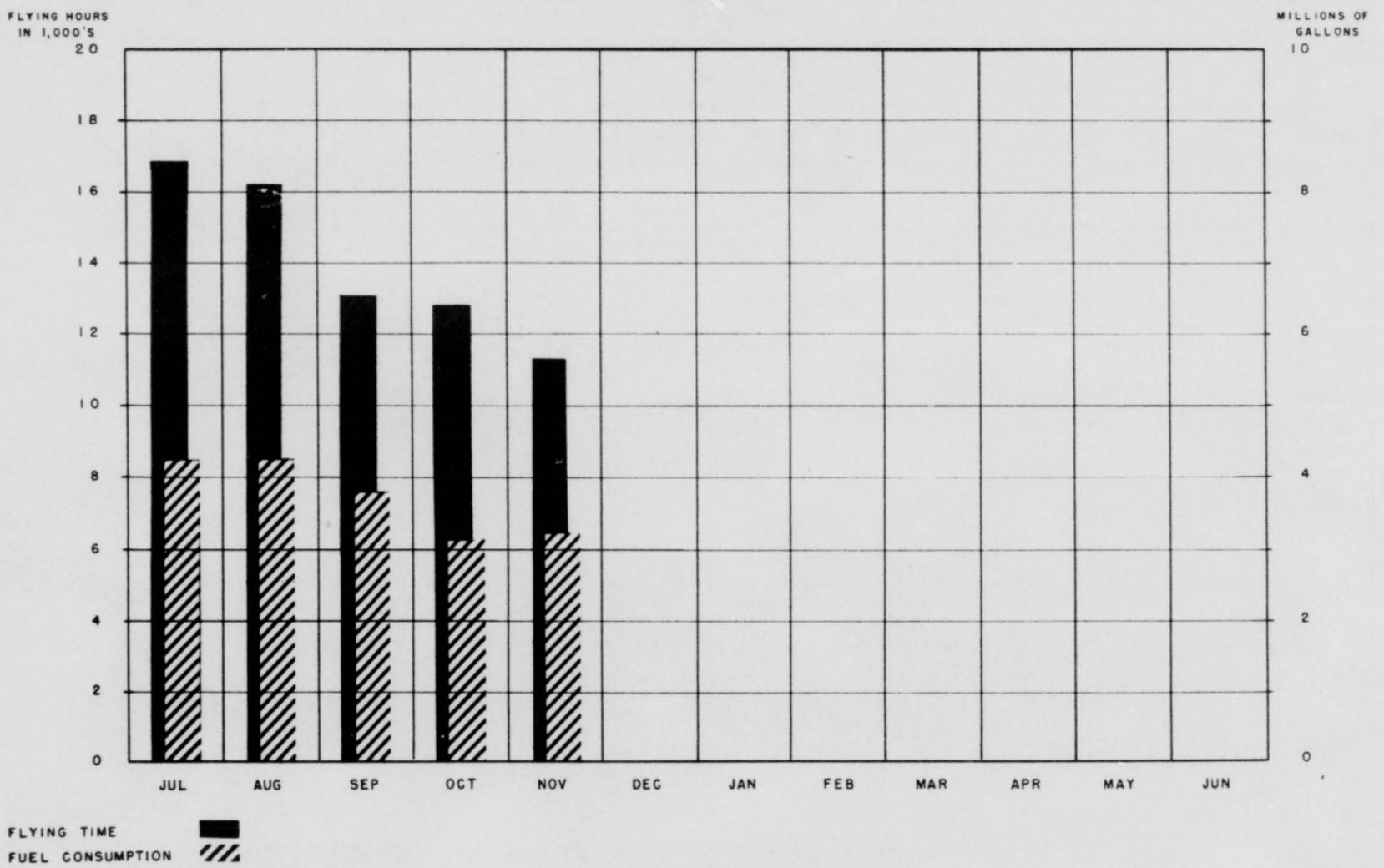
TOTAL 8TH AF FLYING TIME & AVIATION FUEL CONSUMPTION

MONTHLY, FISCAL YEAR 1949



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SECTION IV

AIRCRAFT

AND

MAINTENANCE

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AIRCRAFT INVENTORY

BY STATION & UNIT

30 NOV 1948

STATION & UNIT	GRAND TOTAL	BOMBER						FIGHTER							RCN & LIAISON				CARGO						TRAINER			
		B-50 B-36	B-29 TB-29 KB-29	B-25 TB-25 VB-25	B-26	OTHER COMD	TOTAL	F-51	F-80	F-82	F-84	F-61	OTHER COMD	TOTAL	F-2	L-13	OTHER COMD	TOTAL	C-45	C-47	C-54	YC-97	OTHER COMD	TOTAL	T-6 T-11		OTHER COMD	TOTAL
EIGHTH AIR FORCE																												
BIGGS	48						45										1						2					
97 TH BOMB GP			39				39																					
97 TH A/B GP				4			4													2				2				
97 TH M/S GP			1		1		2									1	1											
CARSWELL	61						39						1										21					
7 TH BOMB GP		22	2				24																					
7 TH A/B GP				2	1		3													6			6					
7 TH M/S GP			1	3	1		5		1				1							2			2					
IST S.S.U.																					9	2	11					
HQ & HQ AF SQ 8TH AF			1	5	1		7													2			2					
DAVIS-MONTHAN	96						87						1				1						6				1	
20 BOMB GP			39				39																					
430 BOMB GP		13	33				46																					
430 A/B GP				2			2													6			6					
430 M/S GP												1	1		1		1								1		1	
KEARNEY	106												98										5				3	
27TH FIGHTER GP								16		73			89												1		1	
27TH A/B GP																			2	3			5		2		2	
27TH M/S GP								1		8			9															
WALKER	46						32						7										4				3	
509TH BOMB GP			28				28																					
509TH A/B GP				3			3													4			4					
509TH M/S GP			1				1			7			7												3		3	
OTIS	83												77										2				4	
33D FIGHTER GP								6		71			77							2			2	4		4		
33D A/B GP																												
33D M/S GP																												
CAMP HOOD	1																						1					
4001ST B/S SQ																			1				1					
CAMP CAMPBELL	1																						1					
4002D B/S SQ																			1				1					
TOTAL ALL STATIONS	442	35	145	19	4		203	23		82	78	1	184				2		4	27	9	2			11		11	

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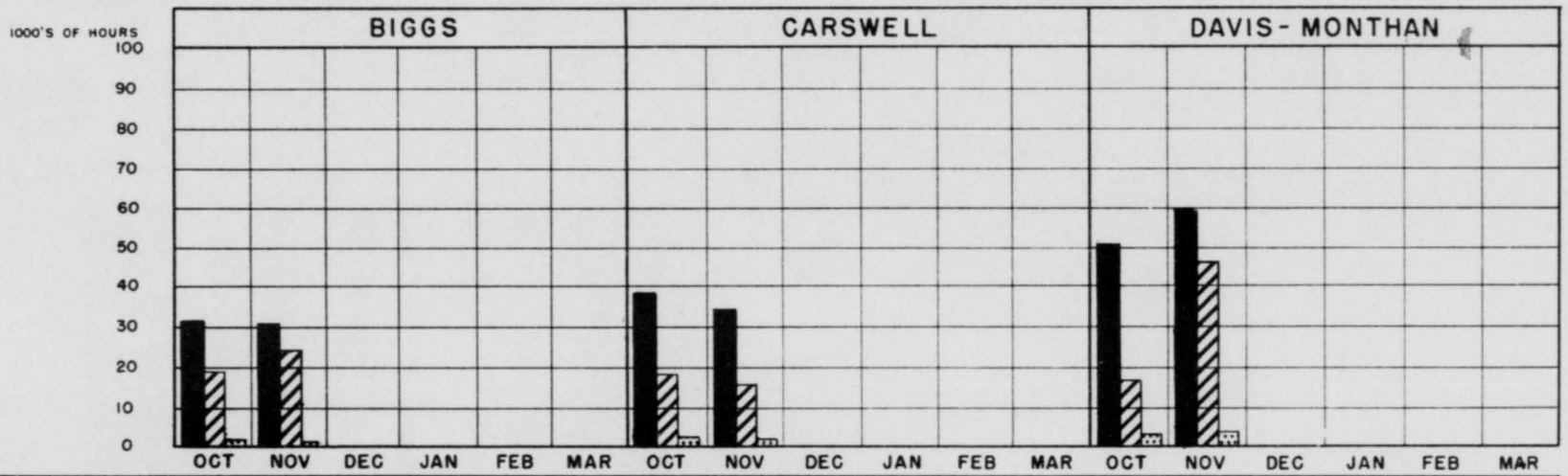
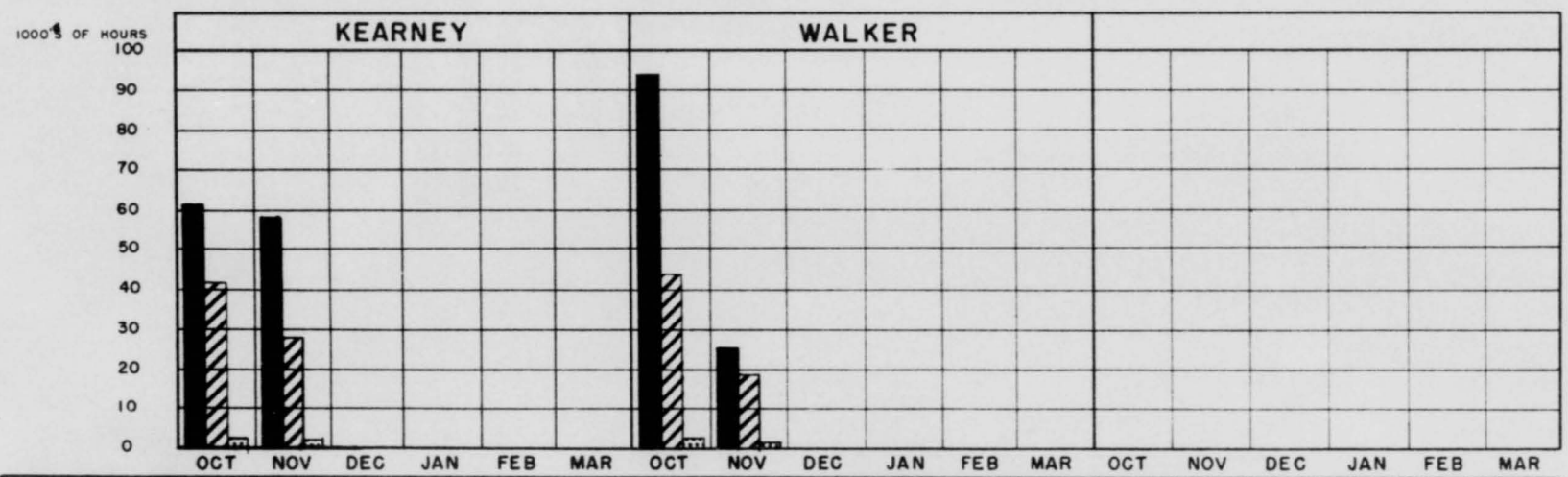
NUMBER OF HOURS ON HAND, IN COMMISSION & FLYING TIME



	BIGGS						CARSWELL						DAVIS - MONTHAN					
	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR
ON HAND	31944	30696					38527	34050					51660	59952				
IN COMMISSION	19040	24460					18674	16162					17660	46116				
FLYING TIME	1539	1090					2657	2334					3450	3776				



	KEARNEY						WALKER											
	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR
ON HAND	62052	58210					94167	26004										
IN COMMISSION	42171	27703					44140	18992										
FLYING TIME	2506	2025					2514	1618										

NOTE: EXCLUDES TRANSIENT, EXCESS STORAGE & A/C GROUNDED PENDING TRANSFER. CAMP HOOD AND CAMPBELL NOT INCLUDED.

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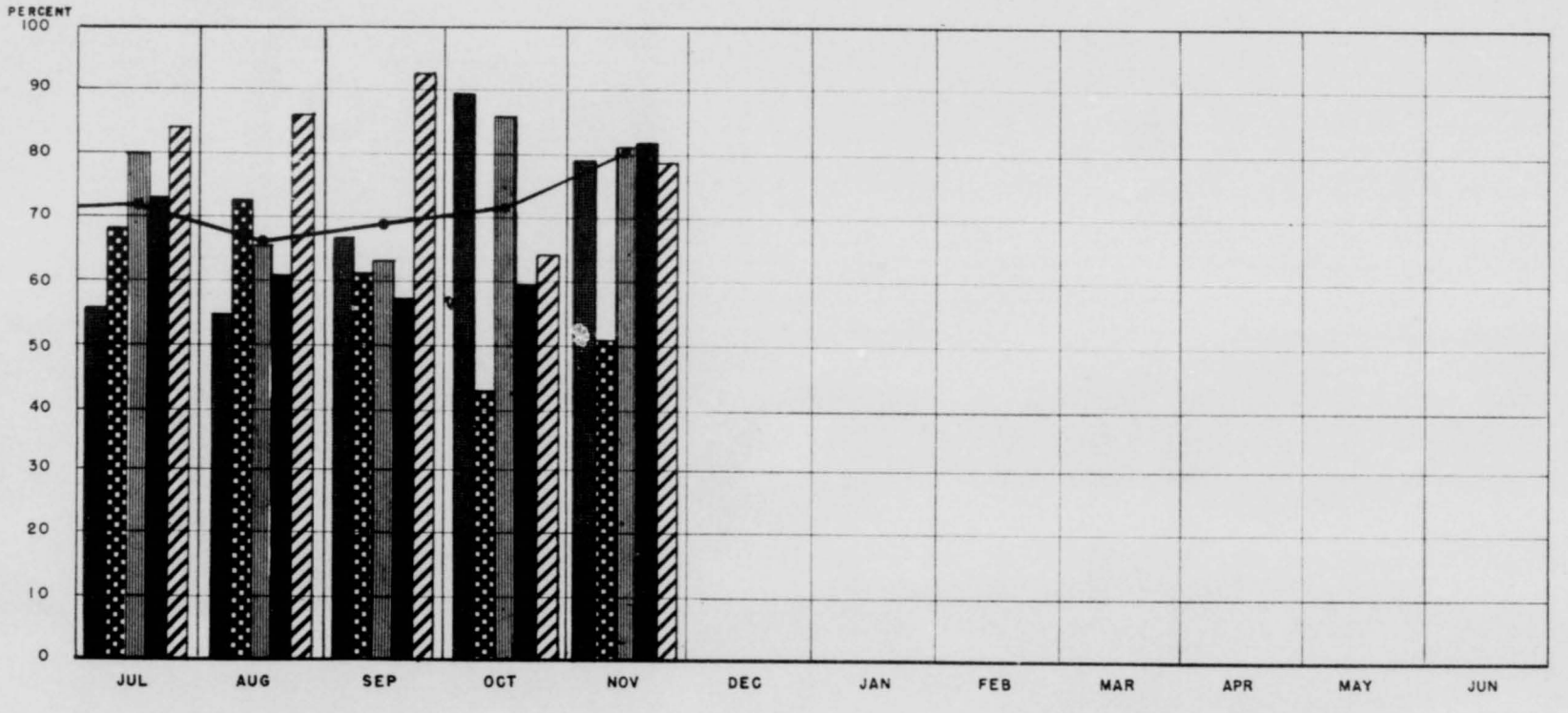
PERCENT B-29 IN COMMISSION TIME
BY BOMBARDMENT GROUPS

BY MONTH

FISCAL YEAR 1949



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PERCENT

B-29 AIRCRAFT OUT OF COMMISSION

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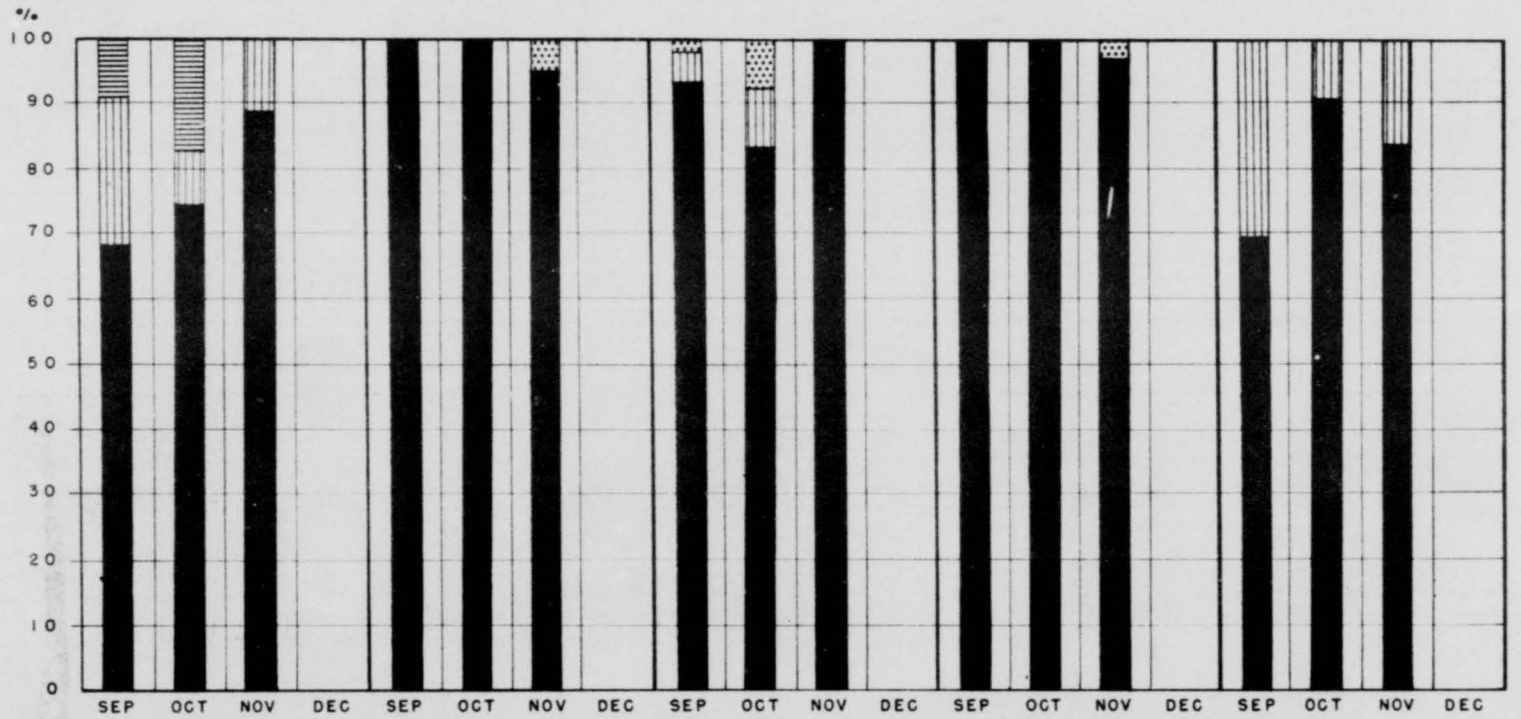

HOURS OUT FOR	7TH BOMB GP.				43RD BOMB GP.				509TH BOMB GP.				2ND BOMB GP.				97TH BOMB GP.			
MAINT	2288	1983	384		7503	2092	3349		8679	6456	4438		1560	2199	5460		6972	10044	3914	
PARTS	751	240	48		0	0	0		456	720	0		0	0	0		3048	1032	792	
TECH ORDERS	0	0	0		0	0	168		186	598	0		0	0	144		0	0	0	
OTHER	305	456	0		0	0	0		0	0	0		0	0	0		0	0	0	
TOTAL HOURS OUT OF COMM.	3344	2679	432		7503	2092	3517		9321	7774	4438		1560	2199	5604		10020	11076	4706	

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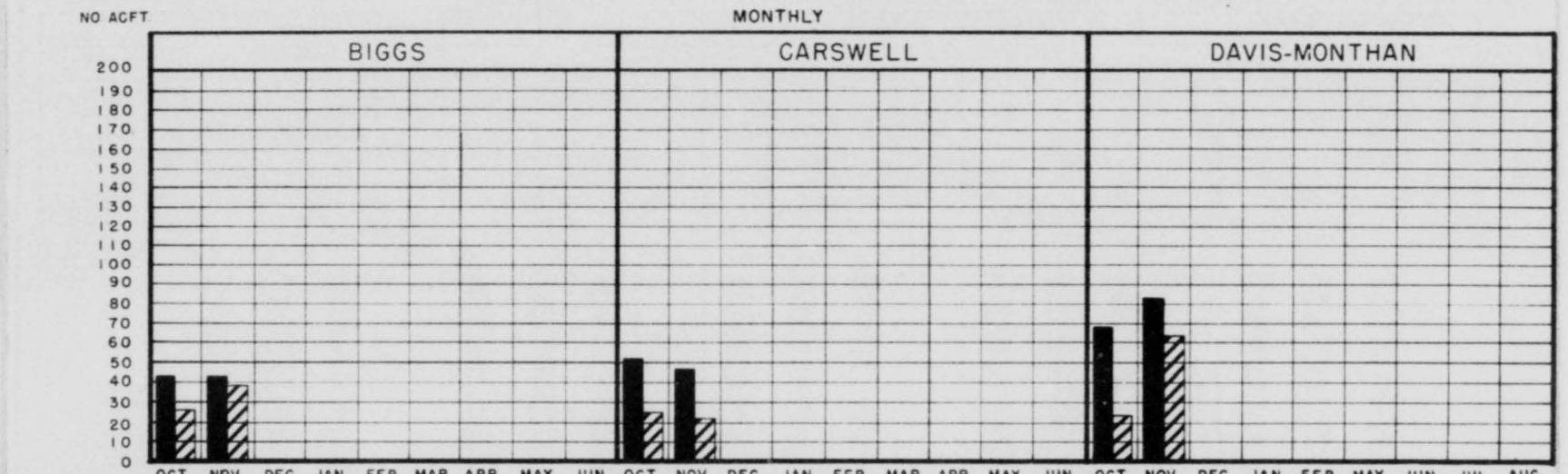
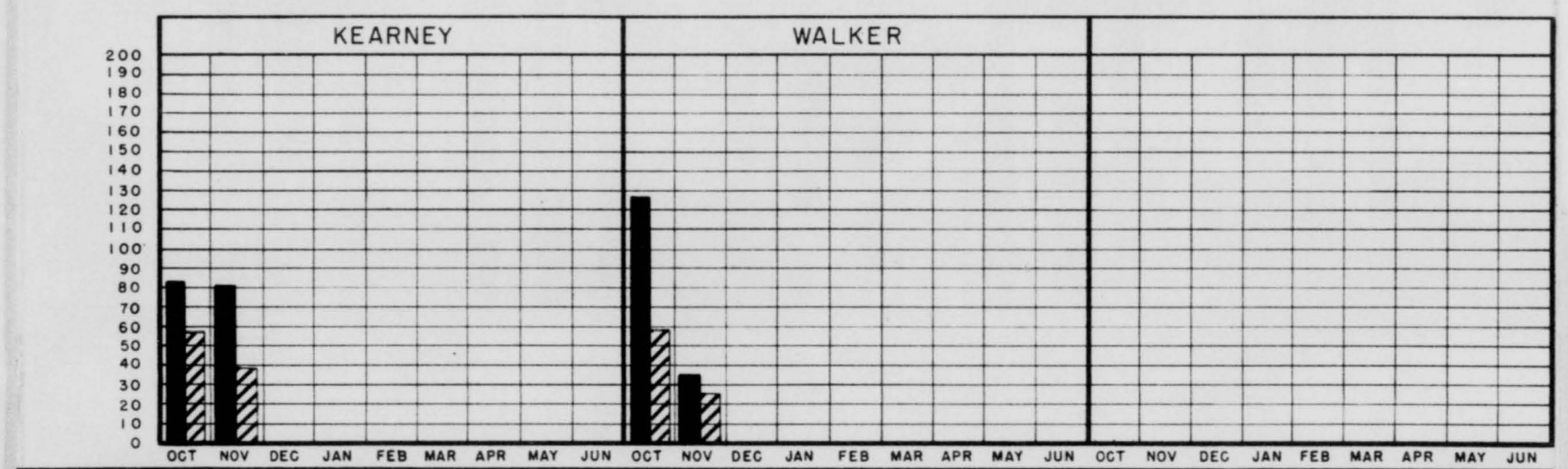
AVERAGE NUMBER AIRCRAFT ON HAND & IN COMMISSION
EIGHTH AIR FORCE BY BASE

NO ACFT — MONTHLY



	BIGGS		CARSWELL		DAVIS-MONTHAN	
VE NO ON HAND	43	43	52	47	69	83
VE NO IN COMM	26	39	25	22	24	64
& IN COMM	59.6	79.7	54	47.5	34.2	76.9



	KEARNEY		WALKER	
VE NO ON HAND	83	81	127	36
VE NO IN COMM	57	39	59	26
& IN COMM	68	[illegible]	9	73

NOTE: EXCLUDES TRANSIEN[illegible] EXCESS, STORAGE & A/C GROUNDED PENDING TRANS[illegible]

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AIR BASE DATA

AVAILABLE HOUSING & RUNWAYS

AS OF 15 OCT 1948

STATION	RANK	HOUSING AVAILABLE: NORMAL CAPACITY AVAILABLE	BEDS OCCUPIED	NO. OF SEPARATE RATIONS	SPACE USED FOR OTHER PURPOSES	FAMILY QUARTERS OCCUPIED	RUNWAYS: NO.	LONGEST (FT.)	ELE ATION (FT.)
WALKER	OFFICERS	127	46	298		100			
	NURSES	31	5	1					
	E.M. WHITE	2822	2274	1154	1120	151	7	8500	3645
	E.M. COLORED	153	103	32					
	TOTAL	3133	2428	1485	1120	251			
DAVIS-MONTHAN	OFFICERS	458	171	496		71*			
	NURSES	35	6	0					
	E.M. WHITE	2809*	2928	1443	1564**	174*	5	8000	2692
	E.M. COLORED	393	229	62					
	TOTAL	3695	3334	2001	1564**	245*			
CARSWELL	OFFICERS	207	115	408		49			
	NURSES	24	11						
	E.M. WHITE	2053	2235	1931	658	153	5	8200	631
	E.M. COLORED	220	266	114		27			
	TOTAL	2504	2627	2453	658	229			
KEARNEY	OFFICERS	72	17	193		48			
	NURSES	12	4						
	E.M. WHITE	1886	1043	373	514	56	3	7290	2140
	E.M. COLORED	0	0	0		0			
	TOTAL	1970	1064	566	514	104			
CLOVIS	OFFICERS	315	0	0	0	0			
	NURSES	22	0	0	0	0			
	E.M. WHITE	2403	0	0	0	0	4	10000	4298
	E.M. COLORED	216	0	0	0	0			
	TOTAL	2956	0	0	0	0			

REMARKS: *FIGURES INCLUDE RINCON VISTA HOUSING AREA, SAHURITA BOMBING RANGE, PALO ALTO BOMBING RANGE, WILCOX BOMB. RANGE.
**CAPACITY FOR TROOPS BEING USED FOR EMERGENCY HOUSING AND STORAGE.

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Walker Air Force Base, Roswell, New Mexico	12
97th Bomb Wing(VH), Biggs AFB, El Paso, Texas	10
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1 January - 30 April 1949

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HISTORY

OF

EIGHTH AIR FORCE

1 January - 30 April 1949

Prepared by Historical Section
Adjutant General's Office, Headquarters Eighth Air Force
Fort Worth, Texas

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11 Jan 49	Lt Colonel H. E. Goldsworthy Assumes Command of 11th Group	48
12 Jan 49	Lt Colonel Thomas C. McNeal Appointed Comptroller, 8AF	48
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8 Feb 49	Colonel William C. Kingsbury Designated Director of Plans, 8AF	48
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23 Feb 49	Manning Conference, Hq., 8AF	61
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15 Apr 49	FHA Approves 400 Unit Housing Project (Private Capital) at Savannah, Ga.	122
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CHAPTER I

MISSION

The Eighth Air Force, commanded by Major General Roger M. Ramey, is assigned the mission of conducting long range operations in any part of the world, at any time, either independently or in cooperation with land and sea forces, and to provide combat units capable of intense and sustained combat operations in any potential theater of war. Basically the mission has remained the same from the reactivation of the Eighth Air Force to the present time. 1/ This is evidenced by letters addressed to the units of this command early in February of this year in which mission assignments of individual units were outlined. 2/

1/ Secret Ltr, Hq SAC to CG, 8AF, Subj "Mission of the Eighth Air Force," 10 Jan 47. SAC 322 (10 Jan 47) See exhibit #1.

2/ a. Ltr, Hq 8AF to CO, 7th BW, "Mission of the 7th Bombardment Wing," 8 Feb 49, 8AF PLD 320. See exhibit #2.
b. Ltr, Hq 8AF to CG, 97th BW, "Mission of the 97th Bombardment Wing, (M)," 9 Feb 49, 8AF PLD 320. See exhibit #3.
c. Ltr, Hq 8AF to CO, 43d BW, "Mission of the 43d Bombardment Wing (M)," 8 Feb 49, 8AF PLD 320. See exhibit #4.
d. Ltr, Hq 8AF to CO, 2d BW, "Mission of the 2d Bombardment Wing (M)," 9 Feb 49, 8AF PLD 320. See exhibit #5.
e. Ltr, Hq 8AF to CO, 509th BW, "Mission of the 509th Bombardment Wing (M)," 8 Feb 49, 8AF PLD 320. See exhibit #6.
f. Ltr, Hq 8AF to CO, 27th FW, "Mission of the 27th Fighter Wing," 8 Feb 49, 8AF PLD 320. See exhibit #7.
g. Ltr, Hq 8AF to CG, 97th BW, "Mission of the 1st and 2d Strategic Support Squadrons," 9 Feb 49, 8AF PLD 320. See exhibit #8.
h. Ltr, Hq 8AF to CO, 4002d Base Service Squadron, "Mission of the 2d Base Service Squadron," 3 Feb 49, 8AF PLD 322, See exhibit #9.

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Mission assignments of the several bombardment wings are identical except for special provisions relative to the utilization of air refueling squadrons recently activated. Mission assignments of the 27th Fighter Wing, 4001st and 4002d Base Service Squadrons and Strategic Support Squadrons are applicable to those particular organizations.

Mobility

Throughout the past twenty-eight months the command has aimed at a high operational mobility as a basic part of it's mission. More and more the problem of mobility has shaped the training program of the command. As a long range striking arm, this air force has had to develop and perfect its ability to maintain limited, self sustaining operations anywhere in the world on short notice. Meeting the terms of this requirement has led to the development of a mobility plan currently utilized by the units of the Eighth, as well as other SAC units. Officials point out that the mobility plan grew out of the necessity of wartime operations of the old 58th Bombardment Wing in India during the early days of the B-29 offensive. It was conceived by personnel of the 58th Wing when they found it necessary to operate against Japan from advanced bases in China. Those bases were found unprepared to handle tactical units.

Basically, the mobility plan does this. If a local base in a theater of operations can supply the things which the tactical unit cannot carry, such as gasoline and bombs, the individual unit can take into that base everything else for a

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self-sustaining, full-scale offensive of 30 days duration. With maximum loads of personnel, a tactical group of 30 bombardment aircraft can carry approximately 600 people, including flight crews, maintenance men, medics, and administrative people. The aircraft also carry flyaway kits, which include the necessary replacement parts required for normal operation for the 30 day period.

The mobility plan is flexible and continuous modifications are required to conform to changes in aircraft and personnel. The essence of the plan is speed. The Eighth Air Force operates on the premise that tactical units would be able to move out a few hours after receipt of the first warning. There would not be a period of weeks or months of getting ready to attack should war break out. Supplied with atomic or conventional bombs, units of this command could strike quickly at any aggressor.

Early in December, 1946, two weeks after the Eighth Air Force was officially reactivated, a squadron of plans were sent to Germany on a training mission. This was the first of a series of overseas flights that have gradually progressed to group level. These periodic training flights outside the United States to such places as Japan, Germany, England, and Alaska, have pointed up the importance of mobility of tactical units. They have offered training in global operations which could not be matched by simulated conditions within the Zone of Interior. What actually happened during the last 28 months was that what would ordinarily be considered static training was transformed

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into operational time in long range flights.

Importance of Air to Air Refueling

The lessons learned in these global operations paid off in the recent round-the-world flight of the "Lucky Lady II." The crew of this airplane, a standard B-50 of the Eighth Air Force's 43d Bombardment Wing, utilized the invaluable know-how developed by combat groups operating in the field half-way around the world. This flight was a part of the command's global training and emphasized the importance of recently perfected air to air refueling techniques. On hand to greet the round-the-world flyers, General LeMay referred to this flight as a sort of "graduation exercise" for the air to air refueling technique under study for several months. To quote further from the General's statement to newsmen gathered to witness the return of the "Lucky Lady II" -

> "This means that we now can deliver an atomic bomb to any place in the world that requires an atomic bomb. We could have done the job with a B-36, but it requires no refueling in the air for a normal wartime mission we would expect of it. All of our refueling studies thus far have been done with the B-50, which is the plane that requires it. The only limit to refueling is the number of tankers and bombers that can congregate safely in one locality at a given time. We can put bombers and tankers any place in the world there is a job we're called on to do." 3/

Also in Fort Worth to welcome the globe girdling B-50 crew was Secretary W. Stuart Symington, who stated - "This is an epochal step in the development of air power. What it

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3/ "Lucky Lady II" Flight, Fort Worth Star-Telegram, 2 March 49.

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actually does is to turn our medium bombers into inter-continental bombers." 4/

New Aircraft Employed by the Eighth

Just as the training and operational activities of the Eighth have changed during the past twenty-eight months, so have the types of aircraft employed by the tactical organizations. At the outset of the period the war tested B-29 was the bomber utilized by the bombardment units of the command. Recently the B-29 has been eclipsed in range, size and capability by the B-36 and the B-50. The advent of the B-36 with it's range of approximately 10,000 miles and the B-50 with it's range of something like 6,000 miles, plus air to air refueling, have added greatly to the combat potential of the Eighth Air Force. Both of these aircraft were introduced to the command in 1948 when the 43d Bombardment Wing (M) received delivery on B-50's and the two groups of the 7th Bombardment Wing (H) were equipped with the new B-36. During the first four months of 1949 the 2d Bombardment Wing (M) received delivery on the B-50 and it is expected other medium units will be equipped with these aircraft in the near future. Eighth Air Force units still using the B-29 are the 97th and 509th Bombardment Wings.

Reference was made in a previous history to the shift from F-51's to F-82 "Twin Mustangs" by the 27th Fighter Wing, the

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4/ Ibid

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only fighter unit assigned to this command. 5/

5/ History, Eighth Air Force, Jan to June 1948.

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CHAPTER II

ORGANIZATION

A check of the records and activities of this command reveal that there were only limited organizational changes within the units of this air force during the first four months of 1949, however, there were several notable changes with respect to installations. Among these were the movement of two major units to new bases, deactivation of one major installation, activation of several new organizations, and the acquisition of a bombing and gunnery range.

2d Bombardment Wing to Chatham AF Base

The 2d Bombardment Group was reactivated at Davis-Monthan AF Base, Tucson, Arizona in September 1947, and occupied that station with the 43d Bombardment Wing until the early part of 1949. The organization was constituted, activated, and assigned to the Eighth Air Force as a Wing on 12 July 1948, however actual reorganization on a wing basis did not take place until 1 January 1949. 1/ During the period from September 1947 to January 1949 the organization was dependent on the 43d Wing for services necessary to tactical and administrative operation.

In the preceding history attention was given to the reactivation of Chatham AF Base, Savannah, Georgia as the future home of the 2d Wing. 2/ Chatham AF Base had been declared surplus shortly after the close of World War II and by virtue

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1/ G.O. #49, 8AF, 21 Dec 48. See exhibit #10.

2/ Eighth Air Force History, July to December 1948.

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of this action was turned over to War Assets Administration for disposal. In a meeting between officials of this command and War Assets Administration on 1 November 1948, agreement was reached for transfer of the station back to the Air Force with effective date of transfer 28 November 1948. The base was placed on active status effective 1 December 1948. 3/ Although the base provided a home for the 2d Bombardment Wing the installation was in a bad state of repair due to the long period of inactivity and a considerable job of rehabilitation was necessary to make it operational.

One of the first steps toward getting the house in order was movement of the 2d Aviation Squadron from Carswell AF Base. 4/ The next unit to reach the new station was the 2d Air Base Group which reached Savannah before the end of the year. 5/ The order authorizing the movement of the 2d Air Base Group also provided for the movement of several service squadrons to be effected in January 1949. Wing headquarters reached the new station about 1 April and by the end of that month the tactical group and squadrons were in place. 6/ It will be noted from the above that the complete move was a piecemeal undertaking.

3/ G.O. #1, SAC, 6 Jan 49. See exhibit #11.

4/ a. Ltr, CG, 8AF to CO, 7th BW, subj "Movement Orders, 2d Aviation Squadron," 7 Dec 48.
b. G.O. #5, 8AF, 31 Jan 49. See exhibit #12

5/ Ltr, CG, SAC to CG, 8AF, subj "Movement Orders, 2d Air Base Group," 22 Dec 48. See exhibit #13.

6/ Ltr, CG, 8AF to CO, 43d BW, subj "Movement Orders, 2d Bombardment Wing (M)," 2 March 49. 8AF 370.5

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This was due mainly to the physical condition of the base. Funds were not available for the complete rehabilitation of buildings and facilities at the station and consequently much of the work had to be performed by personnel assigned to the units of the 2d Bombardment Wing. As the individual organizations reached the base their personnel joined in the housecleaning program and even with their combined efforts it was the last of April before the station was ready to receive the combat group.

Another problem which slowed the overall movement was that relating to manning. As previously indicated, the actual organization of the wing did not get under way until about 1 January 1949, and during the early months of the new year the wing organization as well as many of the services such as supply, medical, air police, and other normal base functions had to be staffed from the ground up. Most of the personnel required were drawn from the 43d Wing and during this process a great deal of the necessary organizational work on the individual units was accomplished at Davis-Monthan prior to their actual movement to the new station.

With the completion of the movement of this organization the Eighth Air Force had a new installation, an additional full fledged medium bombardment wing, and much of the congestion at Davis-Monthan AF Base was relieved by the movement of the 2d Wing from that station. Experience has shown that the stations of this command are capable of supporting the activities of one tactical unit, but the basing of a second major unit on any of

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the presently assigned stations creates a very unsatisfactory condition with respect to housing and operational facilities. Such a condition existed not only at Davis-Monthan but at Walker AF Base when both the 509th Bombardment Wing and 33d Fighter Wing operated from that installation. Reference was made in the preceding history to the movement of the 33d Wing from Walker to Otis AF Base, Massachussetts. 7/ In passing it is pointed out that at the present there are still two bases in this command where similar situations exist. The first instance is Carswell AF Base which is overcrowded with two heavy bombardment groups plus command headquarters. The other station is Biggs AF Base which has the 97th Bombardment Wing and the 1st and 2d Strategic Support Squadrons. In addition that station accomodates an Air Rescue Service unit of the Military Air Transport Service and the 1st Tow Target Squadron of the Continental Air Command. There is little doubt that efforts will be made during the next few months to relieve the crowded conditions existing on these two bases by moving some of the units concerned.

27th Fighter Wing Occupies Bergstrom AF Base

31 March 1949 found the 27th Fighter Wing and it's component units set up and fully operational in the organization's new home at Bergstrom AF Base, Austin, Texas. Operations officially ceased at Kearney AF Base, Nebraska at 1200, 15 March

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7/ Eighth Air Force History, July to December 1948.

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1949 and were resumed at Bergstrom at 0001, 16 March 1949.

First official announcement relative to the movement of the organization was made by Strategic Air Command on 16 February 1949. 8/ The following day, Headquarters Eighth Air Force, published orders on the movement in which it was stated that the move was to be accomplished not later than 1 March 1949. 9/ On orders from Strategic Air Command, the movement order was amended on 22 February 1949, changing the accomplishment date from 1 March to 1 April 1949. 10/ Prior to the assumption of jurisdiction of Bergstrom AF Base by this command, the station was assigned to the Continental Air Command. An agreement transferring jurisdiction of the base to this air force was worked out on 9 March 1949 by representatives of Continental Air Command, Strategic Air Command, and Eighth Air Force. 11/

Preliminary plans toward moving the 27th Wing were made in late January and early February and prior to the official announcement of the move citizens of Kearney, Nebraska, together with Senator Kenneth Wherry, requested that the subject be reconsidered. In line with this request Secretary of the Air Force, W. Stuart Symington, Lieutenant General Curtis LeMay and Senator

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8/ Ltr, SAC to CG, 8AF, subj "Movement Orders, 27th Fighter Wing," 16 Feb 49. SAC 370.5.

9/ Ltr, Hq 8AF to CO, 27th FW, subj "Movement Orders, 27th Fighter Wing," 17 Feb 49. 8AF 370.5.

10/ TWX, COM4 1258, 19 Feb 49.

11/ Report, Hq AIO to CG, 8AF, "Report of Staff Visit to Bergstrom AFB," 10 March 49.

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Wherry visited Kearney AF Base on 13 February to inspect conditions of the installation. There were no changes in announced movement plans as a result of this visit. 12/

As a matter of record, Kearney Army Air Field, Kearney, Nebraska, was transferred from the Fifteenth Air Force to the Eighth Air Force at 0001, 16 July 1947. 13/ On 1 August 1947, the 204th AAF Base Unit was the primary organization at the station. At that time skeleton organizations were being formed to comprise the 27th Fighter Wing, 27th Fighter Group, 27th Airdrome Group, 27th Station Medical Group, and 27th Maintenance and Supply Group. This organization was in conformity with the Hobson Plan. Effective, 15 August 1947, the 27th Fighter Wing and subordinate units were formally activated at that station. 14/

During the period from the activation of the organization and assumption of control of the station by the Eighth Air Force to the present time it was increasingly apparent that from the standpoint of facilities and location the station was not suited to the needs and operational effectiveness of the fighter unit. There were many inadequacies in the physical plant alone, and this coupled with the adverse effect of extreme weather on training and flying operations during the winter months were

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12/ Clipping, "Sky Views," Kearney AF Base, 18 Feb 49. See exhibit #14.

13/ G.O. #63, SAC, 10 July 47.

14/ G.O. #79, SAC, 8 August 47.

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the major factors responsible for the movement of the 27th Wing to another station.

The actual move to the new station was accomplished with a minimum of delay and confusion, which could be attributed in part to the enthusiasm of all personnel concerned. Another factor in the success of the movement and the ease with which operations were resumed at Bergstrom, was the fact that all base functions were being operated by the 4414th Air Base Squadron, a small "housekeeping" unit which had been maintained at the station since the former occupant departed for Germany and the Berlin Airlift. All base functions and activities were transferred from the Continental Air Command to SAC on 20 March, and with this action the personnel of the 4414th Air Base Squadron were absorbed by the 27th Wing and it's several components. 15/ The 27th Wing literally stepped into a smooth functioning base.

One particular activity which greatly assisted movement of personnel and equipment to the new station was the point to point ground radio station established on 8 March by the Base Communications Section. This facility afforded convenient daily voice contact between personnel at Bergstrom and those at Kearney, and was of material benefit in accomplishing the move. A gesture that further proved that Austin was the "Friendly City" occurred on 8 March when the Austin American Statesman printed a special "Welcome Edition" for the 27th

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15/ G.O. #21, SAC, 20 April 49. See exhibit #15.

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Fighter Wing personnel. The 80 page special tabloid edition contained a wealth of information about the Capitol City of Texas and also included a hearty welcome from city officials and merchants. Sufficient copies for all personnel were flown to Kearney AF Base prior to the mass movement to Bergstrom.

Small advance echelons of personnel from the various organizations were sent to the station several days prior to the official movement date for the purpose of doing the spade work in setting up offices, opening barracks, shops, and other facilities necessary to receive the main body of officers and airmen. The transfer of the bulk of personnel was staggered so that there would always be the maximum number of combat crews, maintenance personnel, service personnel, etc, available and still allow all married personnel to accompany their families to the new station. The majority of the fighter group departed Kearney between 11 and 15 March. All personnel owning automobiles were authorized to travel by private owned conveyance; those with dependents, but without automobiles were authorized to travel by rail; and all others were transported by military aircraft.

On 11 March the group transferred it's airplanes to Bergstrom and announced it's arrival with a close formation show over Austin and the base with the aerial formation of the figures 27, and finally a huge figure eight. Seventy-two F-82's were in the formation.

State and city officials on hand to welcome the aircraft and crews to the new station included the following: Governor

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Beauford Jester, Mayor Tom Miller, Speaker of the House of Representatives Durwood Manford, and Captain McGowan, USNR.

Activation of the 4003d Base Service Squadron

The movement of the 27th Fighter Wing to Bergstrom AF Base, Austin, Texas, necessitated the activation of a base service squadron at Kearney to handle the deactivation of that station. In a letter dated 24 February 1949, headquarters SAC advised the Commanding General, Eighth Air Force, that plans had been forwarded to USAF covering the proposed squadron. 16/ Included in the plans was a proposal that the deactivation of the station be handled in three phases as follows:

"a. Phase I - 31 March 1949 reporting: seven officers and 185 civilians.

b. Phase II - 1 April 1949 to 30 June 1949: six officers and 140 civilians.

c. Phase III - 1 July 1949 until disposal of Kearney AF Base: four officers and 52 civilians." 17/

The plan for organization of the service squadron was approved by higher headquarters and the unit was designated and organized as the 4003d Base Service Squadron prior to the time the 27th Wing formally departed the Kearney installation. 18/

16/ Ltr, Hq SAC to CG, 8AF, subj "Transfer of the 27th Fighter Wing," 24 Feb 49. SAC 370.5.

17/ Ibid

18/ G.O. #10, SAC, 28 Feb 49. See exhibit #16.

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Major W. M. Thompson of the 4000th Base Service Squadron, Clovis, New Mexico, was placed on detached service to serve as commanding officer of the 4003d Squadron. 19/

On 11 March 1949, headquarters Eighth Air Force outlined the policy to be followed by the Commanding Officer, 27th Fighter Wing, in turning over base facilities to the newly activated squadron. The following is quoted from that letter:

> "The Commanding Officer, 27th Fighter Wing, is responsible for the pre-deactivation procedures at Kearney Air Force Base so as to insure that all equipment and facilities in use by units and activities are placed in proper state of police and security prior to turning over responsibility for the base to the Commanding Officer, 4003d Base Service Squadron."
>
> "The 27th Fighter Wing will not be concerned with the final deactivation of Kearney Air Force Base. Upon receipt in this headquarters of definite instructions as to the status of that station, detailed instructions will be issued to the Commanding Officer, 4003d Base Service Squadron, on deactivation procedures." 20/

Subsequent to the movement of the 27th Wing from Kearney Air Force Base, SAC notified headquarters Eighth Air Force that USAF had authorized the placing of the Kearney installation on an inactive status. This information was passed on to the Commanding Officer, 4003d Base Service Squadron, with instructions that the effective date for the required action was

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19/ S.O. #3, Hq 4000th Base Serv Sqdn, 15 March 49.

20/ Ltr, Hq 8AF to CO, 27th Fighter Wing, subj "Movement of 27th Fighter Wing," 11 March 49. 8AF 370.5.

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1 April 1949. 21/

Action as to final disposition of the station will be reported in a later history of this command.

Acquisition of Matagorda Island Bombing and Gunnery Range

For several months officials of the 7th Bombardment Wing, Carswell AF Base, had been making an effort to obtain an OQ Gunnery Range to provide gunnery practice for aircraft gunners in actual flight. Their efforts were finally rewarded when the Eighth Air Force acquired Matagorda Island Bombing and Gunnery Range on 16 February 1949. 22/ To retrace some of the steps necessary to acquisition of a suitable range for this type gunnery training it is necessary to go back to the early months of 1948. Formal request for the acquisition of real estate under the provisions of Section III, AF Regulation 85-3, 12 May 1945, was made early in 1948. The tract of land desired for the range was located in Parker and Wise Counties, Texas, however when attempts were made to lease the land considerable opposition was raised by residents in the area. With no suitable alternate site available in the immediate vicinity of Carswell AF Base, officials turned to the Matagorda installation. On 16 August 1948, the commanding officer, Carswell AF Base,

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21/ Ltr, Hq SAC to CG, 8AF, subj "Status of Kearney Air Force Base," 24 March 49.
1st Ind, Hq 8AF to CO, 4003d Base Serv Sqdn, 8 Apr 49 to ltr, Hq SAC to CG, 8AF, "Status of Kearney Air Force Base," 24 Mar 49. 8AF 322. See exhibit #17.

22/ G.O. #19, SAC, 8 April 1949. See exhibit #18.

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addressed a letter to the Commanding General, Eighth Air Force, proposing that steps be taken to effect transfer of Matagorda Island Range to this command. 23/ The letter was indorsed through channels and in sixth indorsement dated 31 December 1948, SAC advised this command to proceed with negotiations for the transfer. The information was passed on to the originating unit and on 17 January 1949, the commanding officer, 7th Bombardment Wing, advised by eighth indorsement that the transfer agreement had been accomplished. 24/

Pursuant to the provisions of the transfer agreement, Randolph AF Base prepared a letter transmitting the various documents, with practically all the past records pertaining to the island base, ie, correspondence files, drawings, reports, etc., as well as the regular transfer Form ENG 290 and 290B with real property records. 25/ With this action, little remained to be done by the transferring base, and this was considered one of the most complete jobs of transferring real estate that Carswell AF Base had experienced. Though most previous transfer transactions involved much more limited facilities, most of the

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23/ Ltr, CO, 7th Bomb Wing to CG, 8AF, "Acquisition of an OQ Gunnery Range at Matagorda Air Force Base," 16 Aug 48, 7th BW A3Sch 684.

24/ Agreement, "Transfer of Jurisdiction of Matagorda Island Bombing and Gunnery Range, Texas from ATC to SAC," 14 Jan 49. See exhibit #19.

25/ Ltr, Hq Randolph AF Base to CO, 7th Bomb Wing, "Transfer of Jurisdiction of Matagorda Island Bombing and Gunnery Range," 2 Feb 49, RAFB2Y 680.

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proceedings had been lacking in one or more particulars, such as the failure to furnish record cards, etc., necessitating voluminous correspondence to complete the transaction. In the subject case, the agreement specifically set out what was required, and was primarily responsible for the success of the transfer. Officials expressed the belief that this agreement would set a pattern for future transactions of similar nature.

At this point in the negotiations there was some hesitancy on the part of Carswell AF Base in accepting jurisdiction of the island installation inasmuch as preliminary plans were being made for the command to take over Bergstrom AF Base as the new home of the 27th Fighter Wing, in which case that station would assume control of Matagorda Island. It was felt that assumption of jurisdiction of the island by Carswell and then a subsequent transfer to Bergstrom would result in a great deal of unnecessary administrative paper work. One of the immediate problems would be the necessity for preparation of memorandum receipts on all the installed property at the island for the signature of the officer in charge.

With the concurrence of Strategic Air Command, final negotiations on the transfer were delayed and on 19 April 1949, orders were issued assigning the range to the 27th Fighter Wing, with effective date 16 February 1949. 26/ On 1 April 1949, officials of the 7th Wing forwarded all records on the

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26/ G.O. #10, 8AF, 19 Apr 49. See exhibit #20.

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Matagorda transfer to Bergstrom AF Base with instructions that the station deal directly with Randolph AF Base in completing arrangements for transfer of installed property and facilities on the island. 27/

Shortly after the assumption of jurisdiction of Matagorda Island Bombing and Gunnery Range by the 27th Fighter Wing of this command, a joint use agreement was worked out with the Twelfth Air Force allowing that command to utilize the Island facilities for reserve training. A meeting between respresentatives of the Eighth and Twelfth Air Forces was held at Bergstrom AF Base, Austin, Texas on 25 April 1949. At that time the agreement was drawn up providing that reserve units under jurisdiction of the Twelfth would be allowed to use the range on Saturdays and Sundays effective 14 May 1949. The agreement also provided for full use of range facilities for a two week summer training program between 14 and 28 August 1949. 28/

The assumption of control of Matagorda provided a needed training facility for the tactical units of this command, and plans were also being prepared to set up a command recreation center on the island. At the end of this reporting period a base service squadron had not been organized at Matagorda, however preparations were being completed to activate such a unit.

27/ 1st Ind, Hq 7th BW to CO, Bergstrom AF Base, 1 Apr 49, to ltr, Hq Randolph AF Base to CO, 7th BW, subj "Transfer of Jurisdiction of Matagorda Island Bombing and Gunnery Range," 2 Feb 49. 8AF 680

28/ Ltr, CO, 27th Wing to CG, 8AF, "Interim Agreement for Joint Use of Matagorda Island Bombing and Gunnery Range," 19 May 49, 8AF 686.2 See exhibit #21.

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Additional information on the island installation is discussed in the chapter dealing with facilities.

New Units

In addition to the activation of the 4003d Base Service Squadron already referred to, three other organizations were activated in this command during the period covered by this history. The new units were the 2d and 97th Air Refueling Squadrons and the 2d Strategic Support Squadron.

In the preceding history of this command attention was called to the activation of the 43d and 509th Air Refueling Squadrons. These squadrons were activated on 19 July 1948 and by the end of the year were approximately 50 percent manned. 29/ The 2d Air Refueling Squadron was activated at Davis-Monthan AF Base on 1 January 1949, however at the end of April 1949 the unit was still carried on a one and one basis. 30/ Reference has already been made to the movement of the 2d Bombardment Wing and it's units to Chatham AF Base, however the 2d Air Refueling Squadron is the one unit left behind. The squadron will remain attached to the 43d Bombardment Wing, Davis-Monthan AF Base, indefinitely. 31/

The fourth air refueling squadron to be assigned and activated in medium bombardment units of this command was the 97th. The

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29/ G.O. #34, 8AF, 19 July 48. See exhibit #22.

30/ G.O. #49, 8AF, 21 Dec 48. See exhibit #10.

31/ TWX, SAC, 29 April 49.

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squadron was activated at Biggs AF Base on 1 March 1949 as a unit of the 97th Bombardment Wing. 32/ Strength of the squadron at the end of April 1949 was five officers and three airmen against an authorized strength of 132 and 315 respectively. 33/

At Biggs AF Base, El Paso, Texas, certain organizational changes were made in the structure of the 1st Stragegic Support Unit. Under the provisions of General Order No. 7, Strategic Air Command, 16 February 1949, the name of the unit was changed to 1st Strategic Support Squadron (1st SSS). 34/ Effective date of the change in designation of the unit was 14 January 1949. On the same date the 2d Strategic Support Squadron (2dSSS) was activated at the El Paso station. 35/ The new support squadron was organized with the same mission and along the same lines as the original support unit. 36/ Personnel for the 2d SSS were drawn from the 1st SSS and the 97th Bombardment Wing. The organization will eventually be equipped with 12 C-54 aircraft, while the 1st SSS will shift from C-54's to C-97's. At the end of April the combined aircraft inventory of both units was 12

32/ G.O. #8, SAC, 17 Feb 49. See exhibit #23.

33/ Command Book, 8AF, 1 May 1949. See exhibit #24C.

34/ G.O. #7, SAC, 16 Feb 49. See exhibit #25.

35/ Ibid

36/ Ltr, Hq 8AF to CO, 97th BW, subj "Mission of the 1st and 2d Strategic Support Squadrons," 9 Feb 49. 8AF 320. See exhibit #26.

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aircraft of which only two were assigned to the 2d SSS.

During the same period that the organizational change referred to above was being made, the 1st SSS was faced with the problem of reduction of personnel through new Tables of Organization and Equipment. The new authorization imposed a ceiling of 206 airmen whereas under the previous T/O&E the unit was authorized approximately 350 airmen. The T/O&E for the 2d SSS provided for 65 officers and 161 airmen and with respect to the difference in authorized ceilings for the two support squadrons it is pointed out that the new unit was to be under operational and maintenance control of the 1st SSS. Commanding Officer of the 2d SSS was Major Ellsworth A. Powell.

Inactivation of Stations and Units

During the first four months of 1949, one station of the command was placed on an inactive status, another station already on stand-by status was listed as surplus, and one organization was inactivated.

As stated earlier in this chapter, Kearney AF Base was placed on inactive status effective 1 April 1949. 37/ Deactivation of the Nebraska installation was being handled by the 4003d Base Service Squadron.

On 14 April 1949, Headquarters Strategic Air Command advised Eighth Air Force that Clovis AF Base and all auxiliaries were being declared surplus and that a report of excess was to

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37/ Ltr, SAC to CG, 8AF, subj "Status of Kearney Air Force Base," 24 March 49, SAC 322. See exhibit #17.

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be forwarded to USAF in the near future. 38/ The station is presently assigned to this command on a stand-by status and is occupied by the 4000th Base Service Squadron.

The organization deactivated during this period was the 2d Aviation Squadron located at Chatham AF Base, Savannah, Georgia. Effective date of the action was 1 April 1949 and the directive providing for breaking up of the unit stipulated that personnel be assigned to other units within the command. 39/ In this connection it is pointed out that the 2d Aviation Squadron was manned with colored airmen and was moved to Chatham from Carswell AF Base in December of last year. Inactivation of the unit was a part of the Air Force policy of integrating colored airmen into regular units rather than maintaining separate organizations for colored personnel. Specific action was taken on this unit since it was operating under a separate T/O&E. Other bases in this command have colored airmen, however they are assigned to base service squadrons as a part of wing organizations. At the end of April plans were being made to integrate personnel from colored squadrons into other units of the individual wing organizations and it is anticipated that

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38/ 2d Ind, Hq SAC to Hq 8AF, 14 Apr 49, to ltr CO, 4000th Base Serv Sqdn, to CG, 8AF, subj "Report on Pioneer Air Line Activities at Clovis AF Base," 5 Apr 49, 8AF 686.

39/ G.O. #14, SAC, 11 March 49. See exhibit #27.

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this action will take place during the next reporting period. At that time attention will be given to discussion of any problems which may arise in connection with the integration program.

Request for Change of Designation

As was stated in the preceding history of this command, an Eighth Air Force minimum operation base was activated at Camp Hood, Killeen, Texas on 1 July 1948. This station was designated as the Camp Hood Airstrip with the occupying base unit being the 4001st Base Service Squadron. Adjacent to this airstrip is another base which operates as a liaison base for Camp Hood proper and carried the designation of Killeen Base, Killeen, Texas. The location of the two bases in the same area and their promimity to Camp Hood led to considerable confusion among individuals and organizations not completely familiar with the two bases.

Initial action to remedy this situation was a letter from SAC to USAF, 14 January 1949, requesting that the designation of the Eighth Air Force station in that area be officially changed to Hood AF Base. On 15 March 1949 the commanding officer of Killeen Base addressed a letter to the Commanding General, Camp Hood, in which he pointed out the confusion resulting from the location and names of the two airstrips. On 24 March 1949, the CG, Camp Hood, wrote to the CO, 4001st BASE unit suggesting that action be initiated through the proper channels to have the

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Camp Hood Airstrip designation changed. This letter was sent forward to SAC under 2d indorsement dated 6 April 1949, with the recommendation that a new designation be given the station. This headquarters suggested either Hood AF Base or Meehan AF Base, honoring the name of Colonel Arthur W. Meehan, United States Army Air Corps, reported missing on a flight from Australia in November 1942. In 3d Indorsement dated 30 April 1949, SAC advised Hq 8AF that the change of name had been requested in January, but that an amendment was being forwarded to USAF suggesting the name Meehan instead of Hood.

Stations and Organizations Assigned - 30 April 1949

At the end of April 1949, there were assigned to the Eighth Air Force, one heavy bombardment wing, four medium bombardment wings, two support squadrons, one fighter wing, and four base service squadrons. The individual organizations and their locations are listed below:

Organization	Station	Location
Hq Eighth Air Force	Carswell AF Base	Fort Worth, Texas
7th Bombardment Wing (H)	Carswell AF Base	Fort Worth, Texas
2d Bombardment Wing (M)	Chatham AF Base	Savannah, Georgia
43d Bombardment Wing (M)	Davis-Monthan AF Base	Tucson, Arizona
97th Bombardment Wing (M)	Biggs AF Base	El Paso, Texas
509th Bombardment Wing (M)	Walker AF Base	Roswell, New Mexico

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Organization	Station	Location
27th Fighter Wing	Bergstrom AF Base	Austin, Texas
1st Strategic Support Squadron	Biggs AF Base	El Paso, Texas
2d Strategic Support Squadron	Biggs AF Base	El Paso, Texas
4000th Base Service Squadron	Clovis AF Base	Clovis, New Mexico
4001st Base Service Squadron	Hood AF Base	Killeen, Texas
4002d Base Service Squadron	Campbell AF Base	Camp Campbell, Ky.
4003d Base Service Squadron	Kearney AF Base	Kearney, Nebraska

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Organization of Headquarters Eighth Air Force

Headquarters Eighth Air Force is responsible for the direction and supervision of tactical units and bases assigned to the command. Immediate responsibility for the task rests with the Commanding General who is assisted by a Deputy Commander and a Chief of Staff. Functions necessary to operation of the command are exercised through special and general staff agencies as follows: 40/

Special	General
Inspector General	Directorate of Personnel
Adjutant General	Directorate of Intelligence
Public Information Office	Directorate of Operations
Comptroller	Directorate of Materiel
	Directorate of Plans

Although time and space do not permit a complete discussion of the functions of the several staff agencies, it is thought advisable to touch briefly on the major duties of those offices and any organizational changes made during this period.

Inspector General

The Inspector General is responsible for the planning, direction and supervision of inspection of command installations and tactical organizations. This office embraces the work of the Air Inspector and the Air Provost Marshal, and through these two functions the Inspector General furnishes the Commanding General with current information as to the state of the command with respect to efficiency and economy of performance of the

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40/ Organization Chart, Hq, 8AF, 1 Jan 49. See exhibit #28.

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assigned mission. This office is also responsible for reporting on command morale, discipline and security.

In passing, attention is called to the fact that during this reporting period the Air Force published it's own regulation on safeguarding military information. The new regulation, 205-1 dated 14 March 1949, replaced AR 380-5. Shortly after distribution of the new regulation, the Provost Marshal prepared a test for all military and civilian personnel in this headquarters. 41/

In the preceding history of this command attention was called to the transfer of counter intelligence and security functions from Intelligence to the Provost Marshal's office which had been placed under direction of the Inspector General. During the months following the above transfer, officials had an opportunity to observe the effectiveness of the new set-up and in general the results were not satisfying. As an example, the Provost Marshal is an operational function, requiring inspection by the Inspector General. This places the Inspector General in the position of being forced to inspect his own function. It should also be pointed out that a certain number of security problems remain with the combat group and combat squadrons but due to lack of clear cut channels under the new organization structure, security indoctrination in the squadron has suffered. It appears that the Provost Marshal, with whom

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41/ Test, Hq 8AF, "Safeguarding Military Information," See exhibit #29.

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security has been invested, has no contemporary within the combat groups and squadrons to carry out a continuing program.

In view of this condition a request for a change in the T/O&E was initiated which would place the Provost Marshal under Wing Intelligence and establish clear cut security channels to the combat squadron by establishing a security office at group and squadron level. This structure would permit security policies, both Provost Marshal and Intelligence wide, close coordination at all levels and in the event of separate squadron operations, would permit the squadron intelligence to guide both the squadron commander and Air Police on security matters.

The proposed change in organization was discussed in a letter from General Ramey to General LeMay in which he pointed out that the change would provide a more logical and workable set-up and that it was in keeping with the overall policy that Intelligence establishes security policies and the Provost Marshal carries them out. 42/

In a letter dated 7 February 1949, wing commanders were directed to make a study of security problems within their organizations with a view toward changing the security set-up should the request for change in the T/O&E be approved. The

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42/ Ltr, CG, 8AF to CG, SAC, 3 Feb 49. See exhibit #30.

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following is quoted from that letter:

> "During the period from now until 1 June, it is desired to make a thorough study of the type of organization and number of personnel needed to properly discharge security responsibilities in an atomic striking force unit. During this period the responsibility for implementation of policy and the discharge of all duties in connection with the security program, exclusive of those performed by Air Police Squadrons, will be vested in the Intelligence organizations at all levels.
>
> The following action will be taken by wing commanders upon receipt of this letter: Security officers will be appointed within the Intelligence staff at wing, group and squadron level. It is not the intent of this letter that Intelligence organizations carry out this program as an additional duty with their presently authorized strength. Dependent upon the need at each individual station, the Intelligence staff will be augmentated by such personnel as the wing commander deems necessary. In no event will the Air Provost Marshal be moved to the Intelligence staff during this period or until approved by higher command." 43/

The suggested program was placed in effect in the wings of this command, however the program was dropped late in April as a result of an inspection of the 7th Bombardment Wing by the Inspector General, Third Region, Kelly AF Base, Texas. The inspection was made during the period 4 to 8 April 1949, and in a report of inspection dated 15 April 1949 attention was called to the fact that existing regulations were not being

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43/ Ltr, C/S, 8AF to CO's, All Wings, "Air Provost Marshal and Security Program," 7 Feb 49. See exhibit #31.

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complied with. 44/ In a 1st indorsement to the inspection report, officials of the 7th Wing stated that greater efficiency and closer coordination of provost marshal functions would be possible under Intelligence than under the Inspector General. Headquarters Eighth Air Force made further recommendations toward continuation of the trial period of it's proposed plan in a second indorsement dated 9 May 1949. On 11 May 1949, this headquarters wrote the various wings advising as to the questionable status of the trial plan and pointing out that permission had been requested to continue the trial to its conclusion. On the following day, SAC directed that the plan be abandoned and letters were sent to the wings immediately directing that the plan be discontinued and all security functions be placed back under the provost marshal.

Adjutant General

The Adjutant General advises the Commanding General on matters pertaining to procedures and administrative practices in

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44/a. Report, IG, 3d Region, Kelly AF Base to IG, USAF, subj "Case Report - Special, 7th Bombardment Wing (H), Carswell AF Base, Fort Worth, Texas, Noncompliance with AF Ltr 20-4 dtd 19 Jul 48 and AF Reg 125-6 dtd 8 Oct 48, in the Organization of the Staff Air Provost Marshal," 15 Apr 49. See exhibit #32.

b. 1st Ind, 7th BW to Hq 8AF, (subj same as above) 26 Apr 49. See exhibit #33.

c. 2d Ind, 8AF to SAC, (Subj. same as above) 9 May 49. See exhibit #34.

d. Ltr, Hq 8AF to All Wings, (subj. same as above) 11 May 49. See exhibit #35.

e. Ltr, Hq 8AF to All Wings, (subj. same as above) 12 May 49. See exhibit #36

f. Reports from 43d and 509th Wings to 8AF (subj. same as above) See exhibit #37.

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command headquarters. This office handles the editing and coordinating of headquarters and command publications, is responsible for the receipt and distribution of correspondence, coordinates and dispatches outgoing correspondence, handles incoming and outgoing teletypes, maintains headquarters files and library, operates the Eighth Air Force multilith plant, and exercises general supervision over the command historical program. The only exception to the handling of documents by the office is in the matter of top secret material. This function is the responsibility of the Directorate of Intelligence, however plans are being made to transfer this function to the Adjutant General.

The functions of the Adjutant General's office are carried out through the following sections: administrative, mail and records, publications, and historical.

Public Information Office

As the name implies, this office is responsible for public relations through the dissemination of information to newspapers, radio, and other media. The office supervises activities of the base publications offices of the command and assists the bases in staging special events.

Comptroller

This office is concerned with all fiscal and budget matters and operates through three major sections as follows: fiscal, statistical services and cost analysis. The Comptroller assembles, evaluates and presents to the Commanding General,

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information essential to efficient and economical management of the command. He translates future plans into budgetory requirements and compiles justification to support that budget. The office provides for the measurement of progress toward program objectives, and evaluates the results in relation to costs.

There were no major changes in the organizational structure of this function during the period covered by this history, however attention will be given to costs of the various stations later in this chapter.

Directorate of Personnel

First among the general staff divisions is the Directorate of Personnel. This division is responsible for all matters pertaining to the status of personnel services, personnel policy, and general morale within the command. Within the framework of personnel division are the following sections: personnel, services, air judge advocate, air surgeon, and air chaplain. The personnel section is broken down further into an officers branch, an airmens branch, and a classification branch. Functions of the services section are administered through the following branches: airmen information and education, special service, personal affairs, and ground safety. The air judge advocate, air surgeon, and air chaplain are assigned to the Directorate of Personnel for administrative supervision.

Directorate of Intelligence

This division is responsible for all matters pertaining to intelligence in the headquarters and for direction and supervision

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of intelligence work in the units and stations of the command. The division coordinates intelligence activities between this and higher headquarters and formulates intelligence policy and procedures within this air force. The office is responsible for collecting, evaluating, and disseminating intelligence data pertinent to planning and executing the mission of the command. As mentioned elsewhere in this chapter, control of "top secret" and "restricted data" material is assigned to this office.

Functions of the division are administered through the following sections: requirements, operational intelligence, and target. The first of these sections is concerned with the collection and dissemination of intelligence material, the evasion and escape or Russian Language Program, policy, and reconnaissance. The operational intelligence section deals with alien capabilities, reports and special studies, and maintenance of the Eighth Air Force air or briefing room. The target section handles preparation of target material, radar and photo intelligence, and maintains maps and charts utilized in mission planning and execution.

Directorate of Operations

The Director of Operations is responsible for establishing policies pertaining to tactical procedures, tactical planning, and training and developments of units of the Eighth Air Force necessary to the accomplishment of the mission of the command. The

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varied activities and functions of the division are divided between five major sections as follows: standardization board, operations and flying safety, training, operations plans and special projects, and electronics.

The first of these sections, the standardization board, formulates standing operating and emergency procedures for air crews. 45/ The board observes the activities of all tactical units which directly effect the tactical efficiency of the command. Standardization boards are also set up and functioning in each of the tactical groups, however they do not operate under a T/O&E, nor is there any set policy for period of service for board members. Board members are selected by the unit commanders from within their own organizations which results in valuable members of combat crews being pulled out of their assignments. Changes in membership of the boards are being made constantly and results in reducing the efficiency of the boards at a time when they are vitally concerned with increasing the tactical efficiency of the units.

In view of the general instability of these boards, General Ramey wrote the Commanding General, SAC, on 21 March 1949, recommending that the group standardization boards be reorganized

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45/ Regulation 14-1, 8AF, 28 Jan 49. See exhibit #38.

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under a permament table of organization. 46/ He recommended that the boards be selected from the most experienced and qualified combat crew personnel within the unit, and that they be carried as an available combat crew under existing tables of organization. The crew would be permanently assigned to one squadron of the unit for administrative purposes. Members would serve for one year and would be directly responsible to the group commander through the group operations officer. Assignment to standardization boards would be a primary duty. The board would be composed of nine members plus additional administrative and clerical personnel as required. Full details as to duties and responsibilities of the boards are included in the General's letter.

The reorganization of standardization boards was approved by higher headquarters and Eighth Air Force Regulation 14-2 was published on 3 May 1949. 47/

One other section in the Directorate of Operations which should be mentioned briefly in passing is that dealing with training. This section coordinates and plans the training program of the command and supervises the work of the staff specialists.

46/ Ltr, CG, 8AF to CG, SAC, subj "Recommendation for Reorganizing Strategic Air Command Standardization Boards at Group Level," 21 March 49. 8AF ODS 334. See exhibit #39.

47/ Regulation 14-2, 8AF, 3 May 1949. See exhibit #40.

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Included in this section are seven branches dealing with the following subjects: bombing, flight engineering, navigation, radar observers, gunnery, fighter, and ground and reserve training.

Directorate of Materiel

This agency is composed of sections dealing with logistics, transportation, maintenance, supply, chemical, ordnance, and air installations. Of particular importance are the activities of the supply and maintenance sections. The supply section maintains liaison with supply depots, centers and subordinate organizations, and is responsible for the redistribution of supplies within the command units as determined by levels of supply, priority of missions, and efficiency of operations. The maintenance section is responsible for plans, policies and directives eminating from this headquarters relative to maintenance of aircraft and all related equipment. The section is also responsible for distribution and transfer of aircraft in the command, and drafts policies and regulations which will assure the highest standard of aircraft maintenance. The degree of success of this command in accomplishing the assigned mission is wholly dependent upon the proper functioning of this staff agency and the materiel sections in the tactical units of this air force.

Directorate of Plans

The last of the major staff agencies in the headquarters organization is the Directorate of Plans. This agency is responsible for all matters pertaining to general long range

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programs and planning necessary to the accomplishment of the Eighth Air Force mission. Briefly, the agency is concerned with achieving the greatest efficiency and economy in utilization of manpower within the command. The unit maintains records of the number, type, strength, and assignment of currently authorized organizations in the command, and prepares all orders pertaining to activation, reorganization, redesignation, assignment, reassignment, disbandment or inactivation of those units. Also included in the functions of this agency are preparation of Tables of Distribution and Tables of Distribution Augmentation, review of Tables of Organization and Equipment, recommendations for changes in organizations and authorizations that may appear desirable, and preparation of studies on subjects coming within the jurisdiction of the agency.

Of particular importance during this period was the publication of SAC Regulation 150-2, 25 February 1949, providing for the appointment of manpower boards in the major subordinate commands of SAC and at all SAC stations. This regulation was followed by Eighth Air Force Regulation 150-1, published on 8 April 1949. 48/ The responsibilities of the board are listed in the cited regulation and the membership of the board is made up of the directors of the five major staff agencies, with the Director of Plans designated as president. A manpower conference was held at SAC on 15 March 1949 for the purpose of

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48/ Regulation 150-1, Hq 8AF, 8 April 1949. See exhibit #41.

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familiarizing station manpower board members with their duties and responsibilities. Representatives from this headquarters and the tactical units attended the conference. 49/

Command Cost of Operations

Information compiled by the cost control section of the Comptroller's Office reveal that during the first four months of 1949 there was a steady increase in the over all operating expense of the Eighth Air Force. The major factor responsible for the monthly increase in expenditures was the increase in the number of personnel assigned to the command. Attention has already been called to a number of organizational changes which resulted in increased personnel assignments. Chief among these were the building up of the 2d Bombardment Wing, activation of the 2d Strategic Support Squadron, manning of Air Refueling Squadrons, and the gradual increases in the medium bombardment wings resulting from manning to war column strength. In addition to the increase in payroll costs, there were also increases in the cost elements of supplies and contractual services. Statistical data on command costs are shown in the following table:

49/ Ltr, Dir of Plans, 8AF to CG, 8AF, subj "Manpower Conference at SAC, 15 March 1949." See exhibit #42.

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Command Costs of Operations by Cost Element

	Jan	Feb	Mar	Apr
Total Personnel	16,260	17,995	19,105	20,132
Payroll	2,757,000	3,071,000	3,327,000	3,546,000
Supplies	1,531,000	1,642,000	1,968,000	2,020,000
Contractual Ser.	130,000	128,000	203,000	180,000
Miscellaneous	43,000	68,000	29,000	60,000
Total Costs	4,461,000	4,909,000	5,527,000	5,806,000 50/

Organization of Wings

The Wing is an organization designed for both peace and war and combines into a single unit the combat and supporting elements necessary to carry out the mission of the combat unit. Under the present organization pattern the Wing structure consists of Wing Headquarters, a Combat Group, a Maintenance and Supply Group, an Air Base Group, and a Medical Group. 51/

The organization of Wing Headquarters is along the same general lines as that of command headquarters with one major exception. Effective with the publication of Air Force Regulation 20-15, 13 December 1948, Intelligence was moved from Wing staff level to operate within the Operations Division. In this connection it should be pointed out that the publication of this

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50/ Cost Analysis Report, 8AF, April 1949.

51/ Air Force Regulation 20-15, 13 December 1948.

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regulation was responsible for a number of changes in functions within the Wing and it's Groups. The necessary organizational changes were made during the first four months of 1949, and include the following:

1. Purchasing and contract functions were switched from Maintenance and Supply Groups to Air Base Groups.

2. Budget and fiscal functions were moved from Wing Headquarters to Air Base Groups.

3. As already noted, Intelligence was moved from Wing staff level to the Operations Division.

4. Commercial transportation was changed from Air Base Groups to Maintenance and Supply Groups.

5. Ground safety functions were transferred from Air Base Groups to Wing level.

6. Motor vehicle squadrons were shifted from Air Base Groups to Maintenance and Supply Groups.

Referring again to the placing of Wing Intelligence under control of Wing Operations Division, it should be pointed out that although the required change was made on paper, in practice the activity continued to operate as a separate function as in the past. This was indicated in a report by Lt Colonel Edwin M. Kirton, Director of Intelligence, Headquarters Eighth Air Force. In reporting on a staff visit to SAC, Colonel Kirton wrote:

> "As a result of information obtained in staff visits to each of the Eighth Air Force Wings during the past two week period, we stated that at all units A-2 although

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being shown on paper as under A-3 was actually operating as a separate function. The same information was furnished by Colonel Wynne, Intelligence Officer, 15th Air Force. Colonel Adams stated that General LeMay would like an official expression of the Commanding Generals of SAC subordinate commands regarding this matter for use in future negotiations with USAF." 52/

Change to War Column Strength in Medium Bombardment Wings

Although attention will be given to the over all manning picture in the chapter on Personnel, mention should be made at this point regarding the change from peace to war column strength in the Tables of Organization and Equipment for the medium bombardment units of this command. The changeover started last year and by the end of the year the 43d and 509th Bombardment Wings had already been placed on war column authorizations. In the 2d Bombardment Wing the change was effective with the reorganization of the unit on 1 January 1949. 53/ The fourth and last medium bombardment unit in the command to switch to war column strength was the 97th Wing. The change over in this unit was effective on 1 March 1949. 54/ The obvious result of the switch to war column manning was a substantial increase in authorized personnel. As an example, the authorized strength of the 97th Wing for the month of February was 267 officers and 1908 airmen, whereas in March the authorization increased to

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52/ Memorandum, Dir Inv, 8AF to Dep Commander, 8AF, subj "Staff Visit of Lt Col E. M. Kirton to Hq SAC, 26-28 April 49." 3 May 1949. See exhibit #43.

53/ G.O. #49, 8AF, 21 Dec 49. See exhibit #10.

54/ G.O. #8, SAC, 17 Feb 49.

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657 officers and 3515 airmen. 55/ This increase was due primarily to three factors, the increase in number of aircraft from 10 to 15 per squadron, the increase in the number of combat crews from one crew per aircraft to one and one-third crews per aircraft, and a proportional increase in personnel authorizations in the supporting organizations of the combat wing. 56/

At the end of April 1949, the 27th Fighter Wing and the 7th Bombardment Wing (H) continued to operate under peace column T/O&E's.

Accountable Disbursing Offices in Wings

Early in January 1949, officials of the 2d Bombardment Wing initiated a request for the establishment of an Air Force Disbursement Office at Chatham AF Base. 57/ The request was based on an anticipated personnel strength of approximately 2850 airmen, 675 officers, and 304 civilian employees. The request was approved by USAF in third indorsement dated 17 February 1949 and the wing was notified of this action on 3 March 1949.

In April 1949, this headquarters received a letter from SAC in which it was pointed out that in view of the new pay system scheduled to go into effect on 1 July 1949, it was considered

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55/ a. Command Book, 8AF, 1 Mar 49. See exhibit #24A
b. Command Book, 8AF, 1 Apr 49. See exhibit #24B

56/ Interview, Major B. O. Greene, Hq 8AF, 12 Aug 49. See exhibit #44.

57/ Ltr, 2d BW to USAF, subj "Request for Authorization to Activate a Disbursing Office," 11 Jan 49, 8AF 322.

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advisable that the disbursing activities of the command be conducted through the medium of accountable disbursing offices rather than agent finance office as had been the practice at some bases. It was also stated that from a strategic point of view, disbursing units of Wings should operate as independent accountable disbursing offices. To quote directly from this letter:

* * * * *

"It is requested that the commanding officers of all installations now being served by a disbursing unit operating as a Class B Agent Finance Office review local conditions in the light of mission and mobility, together with the strength of the organizations served, and where deemed advisable and warranted, initiate a formal request through Air Force channels for authority to activate disbursing units as accountable disbursing offices. Each such request should be justified on the basis of present and contemplated conditions."

* * * * *

"It is recommended that timely action be taken in order to establish operation as accountable disbursing offices in July 1949." 58/

Action on this letter was not completed during the period covered by this history.

Improved Security Organization for Wings

In a meeting at Headquarters Strategic Air Command, 22 and 23 March 1949, representatives of that headquarters and Eighth Air Force discussed the problem of improving security organizations in the wings of this command. At that time it was decided that all air police squadrons should be brought up to full war strength plus T/DA and that a selected group of one

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58/ Ltr, Hq SAC to Hq 8AF, subj "Establishment of Accountable Disbursing Offices," 23 April 1949, SAC 140. See exhibit #45.

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officer and 40 airmen would be given special training for work in classified maneuvers conducted by this command. These specially trained personnel would be available for any such maneuver, and this number of personnel from each of the combat wings in the command would constitute a force available for security duty at any time needed. 59/

Need for Additional Personnel in Air Base Groups

Reports from the various bases of this command indicate the need for expanded T/O&E for the base service squadrons of the air base groups. In most cases presently authorized personnel are not considered adequate to perform the many duties assigned to these squadrons. For example, the 43d Wing reports that personnel of the 43d Base Service Squadron are utilized in many specialties and in many different sections, the primary objective being to assist the 43d Wing as a whole to function more efficiently by filling existing gaps in available manpower. At the same time a comparatively large number of the squadron's authorized personnel are required to perform functions required for the physical operation of the subject unit. During February, a study was made of the organization's T/O&E in order to make recommendations for desired changes, and as a result of this study it was requested that the function of the squadron be changed to read: "To provide the wing with a reservoir of personnel fitted to perform non-technical duties as required

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59/ Report of Staff Visit, Dir of Plans, Hq 8AF to CG, 8AF, 25 Mar 49. See exhibit #46.

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and to assist in the performance of certain technical duties." In order to accomplish this function, additional personnel and military occupational specialties would be required. It was recommended that the organization be authorized 180 personnel as compared to existing authorization of 85. It was pointed out in the recommendation that this change in assigned function would greatly enhance the value of the base service squadron to the wing and air base group. With this change the squadron would be in a better position to provide the desired personnel to accompany and support a separate combat squadron in the field. It would also be able to fill gaps in other base units caused by operations away from the home base.

Aviation Cadet Program Stepped Up

The activities of the Aviation Cadet Examining Board were stepped up considerably during this period with the announcement that an eight class per year schedule was being initiated in lieu of the three class per year program. The announcement concerning the change in schedule went to all command bases in an Eighth Air Force letter dated 29 December 1948. 60/ In addition to pointing out the effective date of the new schedule, 4 April 1949, the letter emphasized the importance of eliminating the time lag which has characterized the processing of applications in the past. As an example, attention was called to the fact

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60/ Ltr, Hq, 8AF to All Bases, "Eighth Class Schedule for Aviation Cadet Pilot Training Program," 29 Dec 48. See exhibit #46A.

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that nearly two-thirds of the applications for the 15 October 1948 class were received by Headquarters, Air Training Command during the thirty days immediately preceding the reporting date of the class. Although the applicants themselves were a contributing factor to the uneven flow of applications, local examining boards were directed to make every effort to improve the processing procedure insofar as their own activities were concerned.

Changes in Key Personnel January - April 1949

The following is a list of changes in key personnel in this command during the period 1 January to 30 April 1949:

3 Jan 1949 - Colonel Alvan N. Moore assumed command of the 43d Bombardment Group (M). He replaced Colonel Dalene E. Bailey who was named Deputy Commander of the 43d Wing. 61/

11 Jan 1949 - Lt Col Harry E. Goldsworthy assumed command of the 11th Bombardment Group (H). 62/

12 Jan 1949 - Lt Col Thomas C. McNeal appointed Comptroller, Eighth Air Force. 63/

17 Jan 1949 - Colonel John B. McPherson appointed Director of Personnel, 8AF. He succeeded Colonel P. D. Glassford who assumed command of the 97th Air Base Group. 64/

8 Feb 1949 - Colonel William C. Kingsbury assigned Director of Plans, Eighth Air Force. 65/

61/ G.O. #1, 43d BW, 3 Jan 49.

62/ S.O. #3, 7th BW, 5 Jan 49.

63/ S.O. #5, 8AF, 14 Jan 49.

64/ G.O. #2, 8AF, 17 Jan 49.

65/ G.O. #6, 8AF, 8 Feb 49.

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11 Feb 1949 - Colonel Charles D. Farr appointed Commanding Officer 7th Bombardment Group (H), He replaced Colonel Bryan B. Harper who was named Deputy Commander 7th Wing. 66/

15 Feb 1949 - Colonel John A. Roberts appointed Chief of Staff, Eighth Air Force. 67/

5 Mar 1949 - Colonel Cecil E. Combs named Deputy Commander, Eighth Air Force. 68/

4 Apr 1949 - Colonel Frederick Glantzberg assumed command of 2d Bombardment Wing (M). 69/

5 Apr 1949 - Major John E. Hall designated Adjutant General, Eighth Air Force. 70/

20 Apr 1949 - Colonel Dalene E. Bailey appointed Commanding Officer, 97th Bombardment Group (M), 71/

Roster of Key Personnel - 30 April 1949

Following is a list of key personnel of the command at the end of this period:

Hq Eighth Air Force

Maj Gen Roger M. Ramey, Commanding General

Col Cecil E. Combs, Deputy Commander

Col John A. Roberts, Chief of Staff

Col William B. Offutt, Inspector General

Maj John E. Hall, Adjutant General

Col Edward M. Sager, Air Surgeon

Capt Glade F. Haist, Public Information Officer

66/ S.O. #27, 7th BW, 8 Feb 49.

67/ G.O. #7, 8AF, 15 Feb 49.

68/ G.O. #9, 8AF, 5 Mar 49.

69/ History 2d Wing, Apr 49.

70/ S.O. #36, 8AF, 12 Apr 49.

71/ G.O. #2, 97th BW, 20 Apr 49.

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Col John B. McPherson, Director of Personnel

Col William H. Blanchard, Director of Operations

Col Frank G. Jamison, Director of Materiel

Col William C. Kingsbury, Director of Plans

Lt Col Edwin M. Kirton, Director of Intelligence

Lt Col Thomas C. McNeal, Comptroller

Field Units

Col Alan D. Clark, CO, 7th Bombardment Wing (H)

Col F. E. Glantzberg, CO, 2d Bombardment Wing (M)

Col James C. Selser, CO, 43d Bombardment Wing (M)

Brig Gen D. W. Hutchison, CG, 97th Bombardment Wing (M)

Col Clarence S. Irvine, CO, 509th Bombardment Wing (M)

Col Ashley B. Packard, CO, 27th Fighter Wing

Lt Col Avery J. Ladd, CO, 1st Strategic Support Squadron

Maj Ellsworth A. Powell, CO, 2d Strategic Support Squadron

Capt C. S. Linville, CO, 4000th Base Service Squadron

Maj A. D. Lucas, CO, 4001st Base Service Squadron

Lt Col C. C. Woolwine, CO, 4002d Base Service Squadron

Maj W. M. Thompson, CO, 4003d Base Service Squadron

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CHAPTER III

PERSONNEL

As pointed out in previous histories, the primary mission of the Eighth Air Force is to man, train, and equip tactical organizations and their associated service units to the end that long range offensive operations can be carried out immediately and effectively. With this in mind it is quite obvious that the whole problem of personnel is of the utmost importance. The success with which this air force is, and will be, capable of performing it's assigned mission is primarily contingent upon the percentage of authorized personnel assigned as compared to the personnel authorized, the degree to which assigned personnel are trained and qualified in their respective specialties, and the extent of effective employment of all personnel to achieve maximum productiveness.

In examining the personnel picture in this command during the first four months of 1949, a number of factors and developments must be taken into consideration. These include such subjects as: Strategic Air Command Development Plan, number of personnel authorized and assigned, utilization and effectiveness of personnel assigned, discharges and rate of reenlistment, utilization of technical school quotas, shortages of personnel, officer efficiency and evaluation, and other miscellaneous subjects relating to the overall manning program.

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SAC Development Plan

During 1948 the increase in authorized positions, resulting from the expansion of existing organizations and the activation of new units, considerably taxed the personnel resources of the command. Toward the end of the year it was evident that this situation was to continue as it was known that additional expansion of units was contemplated. As an example of this we have the organization of air refueling squadrons, the reorganization of the 2d Bombardment Wing to full wing status, and the change from peace to war strength authorizations in the medium bombardment units.

In order to man organizations to a maximum degree of operational effectiveness with personnel resources available, SAC devised a plan to provide for the manning of all units on a predetermined priority basis. The plan is known as the Strategic Air Command Development Plan and applies not only to units of the Eighth Air Force, but to other SAC units as well. 1/ This plan was placed into effect early in the new year and established priorities for the manning of all SAC units. No definite date was established for completion of the full program, however the program is to develop through five successive stages or phases, at the end of which time six medium bombardment wings together with their air refueling squadrons will have reached full war strength both in combat crews and service personnel. 2/ The bombardment units concerned

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1/ Notes on SAC Development Plan, Personnel Div, SAC, 1 Dec 48. See exhibit #47.

2/ a. Ltr, SAC to CG, 8AF, subj "Development Program Manning Policy," 8 Feb 49. See exhibit #48.
b. Ltr SAC to USAF, subj "Strategic Air Command Development Program," 21 Jan 49. See exhibit #48A
c. Manning Schedule for SAC Development Program See Exhibit #48B

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are as follows: 509th, 43d, 2d, 93d, 301st and 97th. On completion of the program, these units will each have a full compliment of 60 combat crews (war strength) and the air refueling squadrons assigned to these units will each have 30 complete crews. While the above listed units are being built to the required strength, other tactical organizations will be manned on peace strength.

Number one priority is assigned to the units shown above, whereas those units to be manned and maintained at peace strength are assigned second priority. 3/

Eighth Air Force units assigned top priority are the 509th, 43d, 2d and 97th Bombardment Wings, in that order. Second priority is given the two groups of the 7th Bombardment Wing and the 27th Fighter Wing.

Briefly the five phases of the manning plan are as follows:

Phase I - The six tactical bombardment units are to be manned to full peace strength of 30 combat crews, plus six additional crews in the 509th, 43d, 2d and 93d. All other units will be manned to full peace strength as priorities allow.

Phase II - Bombardment Wings listed above will be manned from the 30 or 36 combat crews required under Phase I, to a total of 45 combat crews each.

Phase III - Each of the six Air Refueling Squadrons will be increased from 12 to 20 crews.

3/ Priority Schedule, SAC Development Plan. See exhibit #19.

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Phase IV - During this phase the six bombardment wings will have their total number of crews advanced from 45 to 60 each.

Phase V - The Air Refueling Squadrons will be manned to full strength of 30 crews per squadron.

Although by the end of April 1949, the four top priority units of this command were authorized war strength, the entire period covered by this report was spent in manning command units toward full peace strength as provided for under Phase I of the manning development program. Personnel records in this headquarters indicated that the Eighth Air Force would probably go into Phase II during the month of May.

Eighth Air Force personnel officials state that manning under the initial phase of the program was satisfactory. 4/ Percentages of manning effectiveness will be discussed later in this chapter.

Authorized and Assigned Strength

In studying the personnel strength of the command and the individual units, there are two main considerations. The first point to be considered is the question of authorizations as provided by Tables of Organization, Tables of Distribution, and Tables of Distribution Augmentation. These instruments establish the total number of personnel required to operate the individual organizations. The Tables of Organization also indicates the number of personnel authorized by individual job specialties within the framework of

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4/ Interview, Lt Col C. W. Fite, Jr, Asst Dir of Personnel, 8AF 25 Aug 49. See exhibit #50.

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organizations. Following the establishment of authorizations, the next point of consideration is the number of personnel available or actually assigned to the various units. After a discussion of the authorizations and assignments within the units of this command for the period January through April 1949, attention will then be given to the utilization or effectiveness of assigned personnel.

A comparison of authorized and assigned strength for the entire command shows that at the end of December 1948, authorizations totaled 19,026 as against assignments of 18,162. 5/ On 30 April 1949, total command authorizations were 23,781 with assignments amounting to 20,336. 6/ These figures include both officer and airmen personnel and it will be noted that during the four month period there was an increase in authorizations of 4,755. This increase in authorizations is attributed primarily to change from peace to war strength authorizations in the 2d and 97th Bombardment Wings, activation of the 2d and 97th Air Refueling Squadrons, and activation of the 2d Strategic Support Squadron. At the same time it will be noted that the net gain in assigned personnel was 2,174. Of this number, 706 were officers and 1,468 were airmen.

5/ Command Book, 8AF, 1 Feb 49. See exhibit #24.

6/ Command Book, 8AF, 1 May 49. See exhibit #24C.

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The command wide increase in authorizations and assignments is best illustrated in the following table:

	Dec	Jan	Feb	March	April
Authorized	19026	21397	22030	23939	23781
Assigned	18162	18554	19147	19947	20336

Complete breakdown of the above figures by individual organizations is shown in Exhibits 24 through 24C. The large increases in authorizations as shown for January and March were occasioned by the shift from peace to war strength in the 2d and 97th Wings, respectively.

The immediate conclusion after reading the above statistics is that the command was considerably under strength at the end of April, however it should be kept in mind that the total authorization of 23,781 provides for war manning of the four medium bombardment wings and their air refueling squadrons. As has already been pointed out, the SAC Development Plan provides for gradual and systematic manning toward a goal of 100 percent strength, and that goal is to be reached by phases. During this reporting period the Eighth Air Force has been concerned with Phase I of the manning program, which provides for the manning of units to effective peace strength. It is anticipated that additional personnel will be assigned to the command as the manning program progresses through the five phases previously outlined.

With the above in mind it becomes evident that from the standpoint of numbers alone, the command has had sufficient

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personnel during this period to assure the required peace strength manning. This, of course, is not entirely the case. It is true that sufficient numbers of potential personnel were available within the command, but the next question was whether or not those people could be effectively assigned by their primary specialties.

Effectiveness of Personnel Assigned

In discussing the percentages relating to the effectiveness of personnel assigned to the command during the period 1 January through 30 April 1949, it will be necessary to present two separate sets of figures. The first applies to effectives based on the SAC Development Plan. It is again pointed out that during this period the Eighth Air Force was concerned with Phase I, or peace strength manning. The second percentage figures are based on effectiveness toward war strength manning in the 509th, 43d, 2d and 97th Bombardment Wings. Information presented below is taken from charts on file in the Officer and Airmen Sections, Directorate of Personnel, Headquarters Eighth Air Force. All percentages shown are as of 30 April 1949. It should also be noted that the term "potential effectives" means personnel working in their primary SSN or those training in positions authorized under existing Tables of Organization.

On a command wide basis potential effectives under the SAC Development Plan are 77.7 percent for officers and 83.6 percent for airmen. By including non-effectives, these two percentage figures are raised to 106.1 and 114.6.

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On the basis of war strength manning, potential effectives are 72.8 percent for officers and 70.7 percent for airmen. The inclusion of non-effectives brings these figures to 77.7 for officers and 84.2 for airmen.

From the percentages shown above it should be noted that under Phase I of the SAC Development Plan, the potential effectives of the command were considerably below the desired 100 percent manning. At the same time, the non-effectives assigned constituted a segment of personnel more than sufficient to bring the command up to peace strength insofar as numbers alone are concerned. This being the situation relative to percentage of effectives under the SAC program, it naturally follows that percentages of effectives under war strength manning would be even lower.

Potential effectives in the individual organizations are shown in the following tables:

Effectiveness Under SAC Development Plan, Phase I
30 April 1949

	Officers	Airmen
509th Wing		
Potential effectives	95.6	92.3
Plus non-effectives	176.3	155.6
43d Wing		
Potential effectives	94.9	92.9
Plus non-effectives	161.6	150.3
2d Wing		
Potential effectives	89.3	87.3
Plus non-effectives	139.2	118.8
97th Wing		
Potential Effectives	96.3	87.5
Plus non-effectives	122.3	111.0
7th Wing		
Potential effectives	92.5	91.5
Plus non-effectives	109.8	115.2

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	Officers	Airmen
11th Group		
Potential effectives	28.9	56.4
Plus non-effectives	-	66.5
27th Wing		
Potential effectives	95.9	91.5
Plus non-effectives	110.9	116.6
1st SSS		
Potential effectives	90.8	84.9
Plus non-effectives	101.5	96.6
2d SSS		
Potential effectives	64.6	71.4
Plus non-effectives	75.3	78.2

Effectiveness Under War Strength Manning
30 April 1949

	Officers	Airmen
509th Wing		
Potential effectives	88.9	72.8
Plus non-effectives	94.5	90.1
509th ARS		
Potential effectives	78.8	72.6
Plus non-effectives	81.1	95.5
43d Wing		
Potential effectives	84.3	72.5
Plus non-effectives	86.5	87.0
43d ARS		
Potential effectives	65.2	82.5
Plus non-effectives	72.7	95.2
2d Wing		
Potential effectives	74.2	62.7
Plus non-effectives	-	68.4
2d ARS - Negative		
97th Wing		
Potential effectives	62.8	58.9
Plus non-effectives	-	65.0
97th ARS - Negative		

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Critical Shortages

For months one of the major problems encountered in effective manning of the units of this command has been the existance of critical shortages in certain authorized positions. Among the more critical shortages are the following: flight engineers (1028), Navigator-Bombardiers (1037), medical officers (3100), nurses (3449), flight test maintenance officers (4821), airplane armament officers (4822), cooks (060), food service apprentice (062), powerman (166), classification specialists (275), airplane hydraulic mechanics (528), airplane sheet metal worker (555), airplane power plant mechanics (684A-684B), airplane propellor mechanics (687), flight engineers (737), airplane and engine mechanics (747), radar mechanics (867), camera technicians (941), airplane electrical instrument mechanics (957), airplane electrical mechanic-gunners (1685), and radio operator-mechanic (2756).

Complete lists of shortages under the SAC Development Plan are shown in Exhibit #24C. 7/

Manning of these positions is of the utmost importance if Eighth Air Force units are to be completely and effectively manned as required by the SAC program.8/These shortages can be overcome either by the assignment to the command of personnel qualified in the required specialties, or by extensive utilization of on the job training and technical school facilities.

7/ Command Book, 8AF, 1 May 49. See exhibit #24C.

8/ Ltr CG, 8AF to CG, SAC, 31 Mar 49. See exhibit #51.

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Utilization of Technical Schools

With hundreds of new personnel, both officer and airmen, being assigned to this command every month, the requirements for technical school training have been continuous. Statistics quoted earlier in this chapter indicate a net gain of 706 officers and 1,468 airmen, and although many of these personnel were already qualified to fill slots in the Tables of Organizations of the various units, many of the airmen required training. In addition to the inputs, large numbers of personnel already assigned required specialized training before they could be utilized effectively in positions authorized. As has already been pointed out, the problem of manning is not simply a matter of having as many people available as there are jobs authorized, rather it is a question of having properly trained and qualified people for those jobs. To a large degree non-effectives already available in the command must be made effective through the use of on the job training and technical school facilities. Utilization of technical schools received considerable attention at a manning conference held at this headquarters on 23 and 24 February 1949.

During the conference, Wing personnel officers were directed to conduct a vigorous campaign for volunteer trainees, and in addition, quotas to fill remaining shortages in critical specialties were to be requested.

The following table summarizes the utilization of technical school facilities by this command during the first four months

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of 1949:

Technical School Attendance Jan - Apr 1949

Officers	Jan	Feb	Mar	Apr	Totals
Number entered	126	59	57	145	387
Number graduated	29	38	47	170	284
Avg number in school	148	169	183	157	164
Airmen					
Number entered	200	175	458	157	990
Number graduated	274	206	233	295	1008
Avg number in school	695	664	889	751	749

The above represents attendance in approximately 35 technical schools for officers and approximately 125 technical schools for airmen. In addition to the officers attending technical schools, others were assigned to the various major command and staff schools and civilian institutions which are not included in the above table.

It will be noted that the total number of airmen graduates for the four month period is 1008. This compares favorably with the last four months of 1948, when the total number of airman graduating from technical schools amounted to only 803. The rate of increase in the number of officers graduating from technical schools is approximately the same. During the last four months of 1948, officer graduates of technical schools totaled 234, whereas for the first four months of this year the number was 284. 9/

9/ Reports on file, Directorate of Personnel, Hq 8AF.

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Discharges and Reenlistments

In the preceding history of this command attention was given to the serious manning problem created by the loss of large numbers of experienced personnel through completion of enlistment contracts. The problem was particularly acute during closing months of 1948, due to the fact that three year enlistments contracted in the early post-war months were being completed. Discharge and reenlistment statistics of the Eighth Air Force revealed that during the period, 16 August through 15 December 1948, 3583 men completed their enlistments and of that number only about 46 percent reenlisted for their own vacancies. 10/

During the first four months of 1949, the total number of discharges in the command amounted to 3095. The reenlistment rate for the same period was approximately 46 percent. By comparing the two periods it is noted that although the number of discharges dropped off, the reenlistment rate remained about the same. Since discharges, except those given for administrative causes, are governed entirely by completion of contract of enlistment, no control can be exercised over that phase of the problem. On the other hand, the rate of reenlistment is influenced by local conditions, and thus becomes a matter of considerable concern for operating officials. The low reenlistment rate in this command was made the subject of a letter from the Commanding General, Eighth Air Force, to all wing

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10/ Eighth Air Force History, July - December 1948.

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commanders, on 3 May 1949. 11/

The letter referred to the downward trend in reenlistments and emphasized the fact that steps must be taken to increase the rate. The following is quoted from that letter:

> "Conducting recruiting drives, making a wide distribution of recruiting literature, and publicizing the advantages of being a member of the United States Air Force are insufficient; recruiting must be practiced 365 days out of the year through military leadership. This military leadership is the art of influencing and directing airmen to an assigned goal in such a way as to command their obedience, confidence, respect, and loyal cooperation. To assure the success of the recruiting mission, this leadership is necessary throughout all echelons of command."

Indorsements to this letter by wing commanders, indicate that some of the major reasons for low reenlistment rates are: housing, curtailed medical facilities, lack of stability of assignments, frequent transfers, and other reasons of less importance. These reasons apply particularly to married personnel when considering reenlistment. Housing appears to be the number one headache and it is believed that pending legislation will furnish at least a partial solution to this problem.

One proposal for building morale, and thereby boosting the command enlistment rate, was suggested by Colonel F. E. Glantzberg, commanding officer, 2d Bombardment Wing, who wrote:

> "If money and qualified personnel could be obtained, it is believed that film, produced "on the spot" at all Eighth Air Force bases by Eighth Air Force personnel, for showing to all personnel of the Eighth Air Force and

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11/ Ltr, CG, 8AF to CO, 27th Wing, subj "Recruiting and Reenlistment," 3 May 49. See exhibit #52.

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their families would result in unifying the command. The Eighth Air Force has a wealth of material which it sometimes tends to underplay." 12/

Command and individual station discharge and reenlistment figures for the period January through April 1949, are shown in the following table: 13/

	Jan	Feb	Mar	Apr	
Bergstrom					
Discharges	32	27	30	58	
Reenlistments	18	9	15	28	
Percent Reenlmt	56.3	33.3	50.0	48.2	
Biggs					
Discharges	182	90	143	152	
Reenlistments	69	28	49	76	
Percent Reenlmt	37.9	31.1	34.3	50.0	
Carswell					
Discharges	428	154	173	177	
Reenlistments	219	90	71	67	
Percent Reenlmt	51.2	58.4	41.0	37.8	
Chatham					
Discharges		23	20	27	
Reenlistments		12	9	18	
Percent Reenlmt		52.2	45.0	66.6	
Davis-Monthan					
Discharges	299	100	121	237	
Reenlistments	145	51	61	152	
Percent Reenlmt	48.5	51.0	50.4	64.1	
Walker					
Discharges	195	85	109	233	
Reenlistments	69	25	34	135	
Percent Reenlmt	35.4	29.4	31.2	57.9	
8AF Totals					
Discharges	1136	479	596	884	3095
Reenlistments	520	215	239	476	1450
Percent Reenlmt	45.7	44.9	40.1	53.8	46.8

12/ 1st Ind, CO, 2d BW to CG, 8AF, 14 May 49, to Ltr CG, 8AF to CO, 2d BW, subj "Recruiting and Reenlistments," 3 May 49.

13/ a. Weekly Activity Rpt, 8AF, 9 Apr 49.
b. Command Book, 8AF, 1 June 49.

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Administrative Discharges

Following is a table showing consolidated report of airmen separations for administrative causes for period ending 30 April 1949:

	Jan	Feb	Mar	Apr	Total by Cause
Medical (AR 615-361)	1	4	3	3	11
Minority (Sect II, AR 615-362)	2	3	6	0	11
Hardship (Sect III, AR 615-362)	26	23	33	33	115
Fradulent Enlistment (Sect I, AR 615-366)	1	2	1	2	6
Physically Unfit Deserters (Sect II, AR 615-366)	0	0	1	2	3
Conviction Civil Court (Sect IV, AR 615-366)	3	3	9	4	19
Unfitness (AR 615-368)	18	3	36	12	69
Inaptitude, Unsuitability (AR 615-369)	6	2	4	6	18
Total discharges by months	57	40	93	62	252

It will be noted from this table that the command policy of leniency in granting hardship discharges was continued through this period. Attention is also called to the fact that AR 615-368 and AR 615-369 were used frequently in ridding the command of undesirable airmen.

Data on administrative discharges were taken from charts maintained in the Directorate of Personnel, Headquarters Eighth Air Force.

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Elimination of Sub-standard Officers

In an earlier history of this command, attention was given to the inauguration of a program designed to identify and eliminate sub-standard officers. At that time it was pointed out that for several months this matter was handled through the Officer Qualification Committee. Then in September 1948, this procedure was changed with the publication of Air Force Regulation 36-2. 14/ Under this regulation officials responsible for executing the program were given more tools to work with, and personnel officials were of the opinion that the new program would show more results than the procedure formerly used. In general the new program provided for continuation of the semi-annual screening at base level of all officers records. When information was uncovered which indicated an officer was sub-standard, the case was turned over to the station screening board. This board would then conduct an investigation and report it's findings to Headquarters Eighth Air Force. If facts justified continued action toward removal of the officer from the service, the case was to be returned to the originating base where it was to be acted upon by a board of fitness. Findings and recommendations were then to be submitted to Headquarters USAF for final determination.

Implementation of this program and procedure was begun late in 1948 and the early part of 1949 saw some definite progress in identification of sub-standard officers. At this point it should

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14/ AF Reg 36-2, 13 Sept 1948.

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be noted that the program had the complete backing of both this headquarters and SAC, and was pursued vigorously through the period covered by this report. This is indicated in letters from General LeMay to General Ramey, dated 9 February and 13 April 1949. 15/ An interview with the officer responsible for handling the program in this command revealed that during the period from January through April 1949, 27 sub-standard officers were identified and action was taken immediately toward elimination of these men from the Air Force. 16/ Of this number three First Lieutenants resigned from the service in lieu of appearing before boards of fitness. In four other cases board of fitness actions were forwarded to USAF, although final action by that headquarters was not received on the four cases prior to 1 May 1949. These four cases included one major, one lieutenant colonel, and two first lieutenants. Action on the remaining 20 cases was contemplated during the period immediately following 1 May 1949. The program is to be continuous and subsequent histories will record additional information on this subject.

While on the general subject of officer evaluation, records in the files of the Directorate of Personnel, this headquarters, reveal that during this same four months, eight officers in the

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15/ a. Ltr, CG, SAC to CG, 8AF, 9 Feb 49.
b. Ltr, CG, SAC to CG, 8AF, 13 Apr 49.

16/ Interview, WOJG V. C. Mills, Chief Officer Status Unit, Directorate of Personnel, Hq 8AF, 25 Aug 49. See exhibit #53.

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command were placed on the deferred list. 17/ These eight officers were passed over for the first time for permanent promotions and a second pass over for permament promotion will result in the elimination of these men from the service.

Unauthorized Personnel Commitments

On 16 April 1949, wing commanders were directed to caution personnel within their commands against making unauthorized personnel commitments. The action was a result of a letter from USAF. It was pointed out that the overall Air Force strength had reached the total authorized, and although vacancies might occur in certain commands, this did not modify the general picture. Personnel commitments regarding recall to active duty and transfers between commands are to be made only by USAF. 18/

Medical Services

For the past two years every effort has been made at the bases of this command to provide medical care for military dependents insofar as facilities existed. This care has consisted of emergency treatment, obstetrics, gynecology and pediatrics. Because of the shortage of doctors throughout the Air Force, a considerable part of this service will be discontinued at Eighth Air Force bases during the coming months. Services expected to go

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17/ Ibid

18/ Ltr, Hq 8AF to All Wing Commanders, subj "Unauthorized Personnel Commitments," 16 April 49. See exhibit #54.

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are obstetrics and gynecology. Pediatric clinics will continue to operate as long as possible, however with the critical shortage of doctors, this service may also be discontinued. The loss of doctors is expected to be heaviest between 15 May and 1 September, and in some stations the entire staff will be lost. There remains little doubt that the few doctors remaining in this command after that period will be spread very thin to provide essential services, unless additional personnel are made available. Civilian physicians may be employed on a part time basis to augment the military staff but as indicated in earlier histories, many bases of the command find it difficulty to secure the services of local physicians.

The seriousness of the problem regarding the shortage of Medical Corps Officers was the subject of a memorandum from Mr. James Forrestal to the Secretaries of the Army, Navy and Air Force, dated 1 March 1949. 19/ This was followed by a teletype from the Surgeons Office, USAF, which was relayed to this headquarters on 18 March 1949. The message is quoted below:

> "In view of the extremely critical situation regarding shortage of Medical Corps Officers, the following action will be taken immediately: No Medical Officers will be assigned as members of Courts Martial Boards, or Committees, or other duties except where specifically required by regulations. Utilization of Medical Officers on duties considered primarily precautionary in nature such as on firing

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19/ a. Ltr, Air Surgeons Office, USAF to CG, SAC subj "Impending Visit by Members of the Cooper Committee," 8 Mar 49. See exhibit 55.
b. Memorandum, Mr. James Forrestal to Secretaries of Army, Navy and Air Force, subj "Reduction in Medical Workload," 1 Mar 49. See exhibit 55A.

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ranges, dispensary services near other medical facilities, athletic events, etc., is not deemed advisable. Commanding officers will immediately review all assignments to both routine and special duties and adjust them where indicated in accordance with this policy."

Although it appears that dependents care will be drastically curtailed, Colonel E. M. Sager, Air Surgeon, Eighth Air Force, indicated that the services will be reopened when sufficient medical personnel are available.

Other medical activities of the command were routine during the early part of the year, except for the establishment of one additional station medical group. During the time the 2d Bombardment Wing was getting established at Chatham, the medical facilities at that base were practically nil. In fact, during most of this reporting period the medical group operated strictly on a "sick call" basis. Seriously ill patients were sent to either the United States Public Health Marine Hospital at Savannah, or to the Oliver General Hospital at Augusta, Georgia. In March, the station medical group received medical supplies and equipment for a ten bed dispensary, however this was considered entirely inadequate to properly perform the mission of the medical group at that base. Later in the same month orders were issued by SAC setting up the T/O&E for an adequate base hospital and medical staff effective 1 April, however actual realization of the complete program will not likely be effected for some time. 20/ The organization calls for a 125 bed hospital with a compliment of 30 officers and

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20/ G.O. #13, Hq SAC, 10 March 49.

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114 enlisted men. Medical services at the installation are under direction of Lt Col Louis B. Arnoldi, Medical Corps. Colonel Arnoldi was formerly with the 7th Medical Group, Carswell AF Base.

The station hospital at Davis-Monthan AF Base has been designated as an overnight stopping point for patients being moved cross-country by Military Air Transport Service (MATS). A 25 bed ward was set up in order to take care of these patients, many of whom require special care and handling. MATS flies patients in on Monday, Wednesday, and Friday, and takes them out the day following each respective arrival.

Personnel Records Maintenance

Early in this period personnel officials responsible for the classification audit program initiated a program looking toward the improvement of classification procedures in the command. As has been previously reported, a classification audit team from Headquarters Eighth Air Force makes periodic audits of classification records and procedures at the various installations. These visits revealed a number of discrepancies in classification procedures at the different bases and in an attempt to eliminate practices responsible for these discrepancies, personnel were called in from the bases to discuss classification problems and maintenance of personnel records. The substance of the new program is this. Following a visit by the audit team, classification personnel of the base concerned will visit the Personnel Division,

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Eighth Air Force, to discuss mistakes and malpractices found in their records. Upon returning to their home station, they will take with them Form 66's on which discrepancies have been noted and conferences will be held with all personnel responsible for maintaining these records.

That personnel record maintenance in this command needs improvement, particularly at squadron level, is indicated in a letter from SAC, dated 24 March 1949. 21/ The following is quoted from that letter:

> "Inspection reports, staff visits, and the processing of normal correspondence within Strategic Air Command provides ample indication that the maintenance of basic records and allied documents, particularly at squadron level, leaves much to be desired."
>
> "Certain outstanding general discrepancies can be cited as a result of the failure of the responsible individuals to maintain records properly, and the subsequent neglect on the part of supervisory personnel to inquire into the state of record maintenance. Improper maintenance of records can and does have an immediate effect on the individual concerned and frequently works an aggravated hardship on a member of the United States Air Force. The fact that in many instances the government suffers financial loss is obvious. Specifically, recently completed surveys reveal a probable loss of $300,000 in partial payments in Strategic Air Command in six months as a result of neglect or ignorance on the part of individuals responsible for the upkeep of basic records. A survey now in process indicates a potential loss of $8,000 on statements of charges within one sub-command during a twelve month period. The records involved in these happenings and in other instances are in frequent use and cover a vast field of information, all of which are essential at one time or another. Such records include among them the following partial list: Service Records, Qualification Records, Classification and Audit Lists, Morning Reports, Special

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21/ Ltr, Director of Personnel, SAC to CG, 8AF, subj "Establishment of Record Maintenance Schools," 24 March 49. See exhibit #56.

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Orders, Sick Book, Training Records, Reports of Survey, and Statement of Charges."

It has already been reported that much of the trouble with personnel records maintenance was due to the lack of trained personnel to do the work. The SAC letter directed that administrative schools be set up at base level to provide instruction of responsible administrative and clerical personnel in the maintenance of basic records.

Immediately after receipt of this letter an Eighth Air Force indoctrination team was set up for the purpose of assisting administrative personnel in improving their personnel records bookkeeping. The team will visit all command bases and will offer instruction to administrative sections in airmen and officers qualification records, morning reports, sick books, personnel reports, statements of charges, service records, etc. The team is composed of one officer and six airmen, and visits to stations started the first week in May.

This headquarters was notified the last of April, that a Classification School was being established at Lowry AF Base, Denver Colorado. Courses were to run four weeks, with a class for officers opening 1 June 1949, and a course for airmen starting on 15 July 1949. Quotas for the Eighth Air Force were eight officers and 18 airmen, with one officer and two airmen for each of the seven combat groups and command headquarters. The courses

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are in conjunction with implementation of the Airmen Career Porgram. 22/

Miscellaneous

Statistical information on civilian personnel, ground accident rates, court martial rates, AWOL rates, and other miscellaneous subjects is shown in the Eighth Air Force Command Book, dated 1 May 1949. 23/

22/ Ltr, SAC to Hq, 8AF, subj "Training of Classification Personnel," 26 Apr 49. SAC 352.

23/ Command Book, 8AF, 1 May 49. See exhibit #24C.

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CHAPTER IV

SUPPLY AND MAINTENANCE

The activities of Supply and Maintenance organizations of this command are varied and the successful accomplishment of the assigned mission of the Eighth Air Force is dependent upon the proper functioning of these service units. In general the primary objective of Supply is the procurement, storage, and issue of all types of supplies and equipment necessary to the operation of the tactical and service units of the command. Included in the multiplied thousands of items handled by Supply Squadrons are such things as food, clothing, motor vehicles, airplanes, airplane parts, petroleum products, ordnance equipment, ammunition and medical supplies and equipment. This brief listing gives a fairly good idea as to the magnitude of the Supply function. Closely related to supply is the question of maintenance. This all important function is responsible for the maintenance of aircraft and all related equipment. Maintenance requires skilled technicians and specialists to keep aircraft in commission and flyable, and yet the effectiveness of this work is almost totally dependent upon the degree of success of supply organizations.

Shortage of Aircraft Spare Parts

Supply and maintenance activities in the Eighth Air Force have been complicated in recent months by the delivery of four

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types of aircraft. 1/ These are the B-36, B-50, F-82, and C-97. The major problem has been the critical shortage of aircraft parts and the main reason for shortage of parts for these aircraft, particularly the B-36 and B-50, is attributed to the fact that the new aircraft were delivered almost directly to the tactical organizations. Ordinarily when new types of aircraft are introduced they are first delivered to the Air Materiel Command for extensive study and testing before being turned over to tactical units. This process usually takes a couple of years, and when the aircraft actually reach the operating units most of the bugs have been eliminated. During this period supply consumption data is compiled, stocks of parts are built up, and maintenance problems are pretty well in hand. In the case of the B-36 and B-50, this was not true. Actually, the tactical units and their service organizations have had the job of shaking down these aircraft. From the standpoint of supply, this has meant almost complete reversal of normal supply procedure. With no stock piles of parts on hand, or in normal supply channels, securing needed items has been on a day to day basis, and as a result AOCP rates on B-36 and B-50 aircraft have mounted accordingly. 2/ With respect to the B-36, an entirely new airplane, regular supply procedures had to be disregarded. Parts were secured

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1/ Interview, Lt Col D. S. Williams, Chief Supply Section, Directorate of Materiel, 8AF, 2 Sept 49. See exhibit #57.

2/ a. Conference Minutes, S&M Conf, SAAMA, 13-14 Apr 49. See exhibit #58.
b. Report of Staff Visit to SAAMA, Maj L. P. Williams, Directorate of Materiel to CG, 8AF, 15 Apr 49. See exhibit #59.

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directly from the Consolidated-Vultee factory, and special maintenance equipment was borrowed from the same source.

The deviation from normal supply procedures has resulted in a greatly increased administrative workload in manhours required to requisition, receive and issue parts. As an example, where under normal supply conditions it would require ten manhours to requisition, receive, and issue 100 line items, under present B-36 supply difficulties this time could run as high as 100 manhours to procure 10 line items. Certainly, this situation would occur only in rare instances, but it does illustrate one of the problems of supply personnel.

From the above it can be seen that the critical shortage of spare parts for the B-36 and B-50 has been a matter largely outside the province of this command. In order to get the new aircraft into the tactical organizations as quickly as possible, a very important phase of the usual development program was passed over, and as a result the tactical units are not only training their crews in the operation of these aircraft, but are also testing and breaking in the aircraft at the same time.

Complete lists of critical parts shortages of the organizations equipped with the different types of production aircraft will not be included in this report, however, examples of critical items are shown in correspondence with some of the units concerned. Early in the year, Lt Col L. D. Van Mullen, Director of Maintenance and Supply, 27th Fighter Wing, wrote the Commanding

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General, Eighth Air Force, relative to the difficulties encountered in securing spare parts and allied spares for the F-82 type aircraft. 3/ Some of the parts listed in this letter are: tail assembly vertical stabalizers, brake assemblies, propellers, regulators, accumulator assemblies, starters, box assemblies, circuit breakers, pumps, and aluminum alloy sheets. It was pointed out that these and other shortages were largely responsible for the high AOCP rate in the 27th Wing and that as a result the fullfilment of the unit's mission is more difficult. Statistical data on the "in commission" percentage of aircraft in the 27th Wing indicate that this situation continued during the full period covered by this report. 4/

As reported in previous histories, the 43d Bombardment Wing at Davis-Monthan AF Base, was equipped with B-50 aircraft. During the early months of 1949, the 2d Bombardment Wing was also equipped with these aircraft, and both organizations were handicapped by the problem of parts shortages. The situation in the 43d Wing is indicated in a report covering the Annual Air Inspection of the Davis-Monthan installation. 5/ Some of the critical supply items revealed in this report are: supercharger cruise valve actuators; pump assembly, water injection; regulator

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3/ Ltr, Lt Col L. D. Van Mullen, 27th Wing to CG, 8AF, subj "Critical Items of Supply for F-82E Aircraft," 7 Jan 49. See exhibit #60.

4/ Command Book, 8AF, 1 May 49, See exhibit #24C.

5/ Case Report No. 1, 43d Bomb Wing, I G, 8AF to CG, 8AF, 22 Apr 49. See exhibit #61.

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assembly, turbo supercharger; valve assembly, nose gear steering; alternator assembly, engine driven; transmitter, oil pressure; adapter assembly, internal wrenching; and exciters. The report went on to point out that there are numerous other items of supplies and equipment considered critical, the majority of which are in Classes 03C and 03I. All of these shortages contribute to the high AOCP rate in the 43d Bombardment Wing. 6/

The 43d Bombardment Wing reported a noticeable increase in aircraft out of commission because of parts during the month of March. This increase appeared to be due to the time lag in the receipt of B-50 spares. Both AMC and SAC were aware of the situation and attempts were made to alleviate the condition. One of the reasons for the lag in shipments was the necessity for extraction of certain items to other AMC Depots or to contractors. Extraction to contractors results in the greatest amount of delay in getting the required parts. A common practice in keeping the AOCP rate down was the cannibalization of other aircraft for necessary parts, however this practice was stopped during March and the AOCP rate went up immediately. The AOCP situation assumes alarming proportions when the flying training program is handicapped by a shortage of flyable aircraft. With 10 or more planes AOCP plus those out for routine maintenance work the number remaining available for flying presents a major problem, and this situation has arisen more than once during the period covered by this narrative.

6/ Ibid.

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One of the difficulties encountered in B-50 maintenance was with respect to the failure of turbo-superchargers. In all cases, bearing failure was noted. This was presumably caused by oil starvation or faulty bearings, but since turbos cannot be disassembled at station level, it was not determined that this was the actual cause. Investigation did reveal in one case, a faulty anti-leak valve. A pressure of 15 to 20 PSI was required to open the valve. In another case it was revealed upon removing the cover plate on the Turbo Speed Control Generator, that the leads were not connected. The Cannon Plug and cover were safetied, indicating that it was connected.

Due to the critical supply of this part, AMC authorized the base to make such repair as was possible at that level in order to return the part to service.

The parts shortage situation at Carswell AF Base, home of the two B-36 groups of the 7th Wing, has been critical since initial delivery of the new bombers. Major shortages have been experienced in Class 01B, which covers the airplane proper, and in other Classes covering related equipment. Numerous conferences were held between supply and maintenance representatives of Eighth Air Force, SAC, USAF, AMC, and various AMC Depots, in an attempt to eliminate some of the supply and maintenance difficulties. One such conference was held at Carswell AF Base on 1 March 1949, and in a memorandum dated 11 March 1949, John S. Carrell, Supply, Requirements and Distribution Officer, AMC, reported on maintenance difficulties encountered with the B-36. Particular attention was

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given to discussion of problems concerning field and depot maintenance. 7/

Individual reports from several of the sections of the 7th Maintenance and Supply Group, indicate the type problems confronting section personnel. As a result of the conference referred to above, AMC representatives visited the 7th Maintenance Squadron to discuss equipment requirements and promised expeditious shipment of items needed. They requested that lists of desired equipment be compiled in order that authentic information and descriptions would be available upon their return to Wright-Patterson AF Base.

The radar section reported it was still hampered in operations due to lack of component parts for AN/APQ-24 and AN/APG-3 sets. A list of essential components of these sets was made at the request of AMC in order that they might be stocked at Carswell AF Base. Parts for these sets were received periodically but not in sufficient qualtities for prompt and efficient operation. Radar maintenance was emphasized during March and personnel gained a great deal of experience in trouble shooting.

Operations of the engine build-up section were handicapped by the lack of a parts catalog for R-4360-41 engines. In a conference at Consolidated-Vultee Aircraft Corporation on 18 March, base personnel were advised that they would be furnished a catalog.

7/ Memorandum, Individual Report of Travel, Hq, AMC, 11 March 49. See exhibit #62.

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When the item was not received a TWX was sent to AMC explaining the difficulty and requesting additional aid in securing this catalog. The build-up section also reported that final assembly of engines was slow due to incomplete delivery of Quick Change Kits from the aircraft factory (CVAC).

Representatives from the SAC armament department visited Carswell AF Base during March, to determine parts needed for armament and ordnance equipment. Malfunctions had occurred on the B-36B and B-36A type aircraft, and a request was made to coordinate work between Consolidated-Vultee and armament personnel of the bombardment squadrons in eliminating the difficulties. The armament section reported shortages in such items as nose sights and gun chargers which will be furnished by the factory. The malfunction of electrical body contacts was responsible for their being removed from the guns. Continuity tests of all contacts were made and a requisition for the replacement of broken contacts was accomplished. Turret door relays broke on several aircraft due to vibration of members on which the relays were mounted. Unsatisfactory reports were submitted with the suggestion that relays be mounted in a different position or manufactured of heavier material. The section also submitted an unsatisfactory report on the inaccessibility of turrets and guns. It was suggested that a crank or other mechanical means be furnished for opening turret doors without the use of power units.

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On 11 May 1949, Colonel John A. Roberts, Chief of Staff, Eighth Air Force, wrote SAC, regarding B-36 supply problems. 8/ The following is quoted from that letter:

* * * * *

"Procedures as established by current directives are written on the assumption that for the most part stock levels can be maintained through normal stock replenishment requisitions. This condition is not true of Carswell Air Force Base supporting B-36 Aircraft. The Bi-Zonal Depot for class 01-B has furnished very little Class 01-B spares for stock due to non-availability. This condition overloads the AOCP, or "hand to mouth" method of supporting the B-36 program. The great majority of Class 01-B is being requisitioned from CVAC on a first three priority basis. The inability of Carswell Air Force Base to build stocks of fast moving items of Class 01-B necessitates special handling of numerous items. This in turn prevents extra special handling of AOCP items in that the majority of the items consumed require special handling."

"Until such time as Carswell Air Force Base is able to receive stock from depots through stock replenishment requisition the AOCP section in base supply will be overloaded."

"The present procedure has caused considerable confusion and delay at CVAC. The factory is not set up to operate as a depot to supply B-36 parts to Carswell. Six months ago it was assumed that by this date depot stocks would be in condition to serve Carswell Air Force Base on 01-B spares."

* * * * *

"The following is a study made by Carswell Air Force Base pertaining to 235 AOCP items for month of April:

3.4% were returned for local manufacture.
.9% were cancelled and instruction issued to order component parts
12.0% were AOCP because of inadequate levels having been established at CAFB.

8/ Ltr, C/S, 8AF to CG, SAC, subj "B-36 Supply Difficulties," 11 May 49. See exhibit #63.

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5.4% failure to order established levels and errors in requisitioning such as part number or semi-improper identification.
26.3% were new items which had not previously been requisitioned.
6.2% not available in AF Stock.
42.7% delay in receipt of items on requisitions which had been submitted for a period of over 30 days.
3.1% miscellaneous."

The foregoing is indicative of the general situation existing relative to parts shortages, however the most illuminating data on the overall picture are found in the maintenance statistics recorded on pages 45 through 49 in Exhibit #24C. 9/ Although these statistics show the percentage of aircraft out of commission for a number of general reasons, particular attention is called to the AOCP rates for the B-36, B-50 and F-82.

Before leaving the subject of shortages of aircraft parts, reference is made to supply requirements for tactical units engaged in training at overseas bases. In the preceding history of this command, reference was made to the SAC Mobility Plan. In general this plan provides for tactical units to proceed to overseas bases and train for periods of 30 days. Spare parts and equipment for such periods of training are assembled in flyaway kits prior to departure from the home station. Instances have occurred in recent overseas training programs where the tactical units waited until just before departing for the overseas station before requisitioning needed items of equipment. Higher

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9/ Command Book, 8AF, 1 May 49. See exhibit #24C.

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headquarters is cognizant of this situation, and in a letter dated 19 January 1949, SAC advised that units alerted for overseas movement would take action to procure needed equipment well in advance of the actual move. 10/ To quote from Colonel Tibbetts' letter:

* * * * * *

"Last minute supply action is costly, inefficient, impairs the organizations ability to move as directed, and places an extra burden on Air Materiel Command supply channels. Recent instances have come to the attention of this Headquarters wherein organizations have submitted emergency requisitions for material required and then requested this Headquarters 48 to 72 hours prior to departure time to expedite supply action on the requisition. Requirements must be anticipated if organizations of this command are to achieve the degree of operational efficiency expected by this Headquarters."

The two Eighth Air Force organizations which were engaged in overseas training during this period were the 97th and 509th Bombardment Groups (M). Both units trained in England.

Opening New Bases

One of the usual problems faced by supply and maintenance organizations of this command, and one which always means additional work for those units, is the activation and deactivation of stations. 11/ Past and present histories of this command record movement of units between stations, however some attention should be given to the actual work involved in such moves.

10/ Ltr, Dir. of Materiel, SAC to CG, 8AF, subj "Anticipation of Supply Requirements," 19 Jan 49. See exhibit #64.

11/ Interview, Lt Col D. S. Williams, Chief Supply Section, Dir of Materiel, 8AF, 2 Sept 49. See exhibit #57.

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During the period January through April 1949, supply and maintenance groups of the Eighth Air Force were involved in two major movements of tactical units. One of the movements involved in the transfer of the 27th Fighter Wing from Kearney AF Base, Nebraska, to Bergstrom AF Base, Austin, Texas. In this particular case, the move was not to difficult since the station at Austin was an active installation and the physical properties were in pretty good shape. The 27th Maintenance and Supply Group did have the job, however, of moving all unit equipment and setting up that equipment at the new station. Such moves place a very heavy work load on the personnel responsible for packing, crating, and shipping equipment. As a result of this move, initial preparations had to be made for deactivation of the Kearney station, and this work also fell to the supply and maintenance group. With the departure of the 27th Wing, responsibility for closing out the installation was given to the 4003d Base Service Squadron, which was activated for that purpose, however the overall project was still the responsibility of the Directorate of Materiel, Eighth Air Force.

The biggest job concerning the movement of a tactical unit, was that involving the transfer of the 2d Bombardment Wing from Davis-Monthan AF Base to Chatham AF Base. As already pointed out, Chatham AF Base was an inactive installation, and in addition to extensive rehabilitation which will be discussed in the next chapter, considerable work was required of supply and maintenance

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in getting the base ready to receive the incoming tactical organization. At Davis-Monthan AF Base, the 2d Bombardment Group had been dependent on the 43d Bombardment Wing for many of the essential services necessary to operation, however at Chatham the organization was strictly on it's own. In a letter dated 21 February 1949, the Director of Materiel, Eighth Air Force, wrote the Commanding Officer, 2d Air Base Group, relative to Materiel activities at the new installation. 12/ In this letter reference was made setting up supply at the new station to handle parts for B-29, B-50, B-25, and C-47 aircraft, and in addition, special attention was called to the establishment of maintenance facilities at the station. In this respect the following is quoted from Colonel Jamison's letter:

* * * * * * *

> "It is desired that at the earliest possible date, your station call on the 2d Bomb Wing to send a party from the 2d Maintenance Squadron to Chatham Air Force Base consisting of at least one (1) shop officer or two (2) NCO's from each shop for the purpose of laying out their shops, designating location of shop equipment and initiating the necessary projects and/or work orders with Air Installations for permanent installation of this equipment. For initial operation it may be necessary to place shop equipment in temporary locations utilizing temporary electrical installations."

An indication as to the extent of the job required to get the base ready for the tactical unit is the fact that the installation was transferred to this command about 1 December 1948, and the 2d Wing was not in place until about the end of

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12/ Ltr, Dir. of Materiel, 8AF to CO, 2d AB Gp, Chatham AFB, subj "Materiel Activities in Connection with Chatham Air Force Base," 21 Feb 49. See exhibit #65.

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of April 1949.

Monorail for Engine Build-Up Line

Upon the advent of the B-36 bomber program at Carswell AF Base, the necessity for better facilities for handling of engines became obvious. Under date of 2 July 1948, a project estimate of $82,000 was submitted to higher headquarters to cover installation of a monorail loop in one of the base hangers. The monorail was to be used on the engine build-up line, to include disassembly and assembly of engines. The request was approved by USAF in third indorsement, 11 October 1948. Actual work on the project started in January and was expected to be completed and ready for use by May 1949.

The project was originally conceived by M/Sgt Leo R. Ankrum, Aircraft Engineering Section, 7th Bombardment Wing, who took his idea to the Air Installation Officer. He had worked on a monorail loop and believed that some sort of facility could be erected to serve the engine build-up and tear-down line. The next step was a visit to Consolidated-Vultee Aircraft Plant, where a study was made of the monorail loop used by the manufacturers of the B-36 airplane. Plant officials furnished the inspection party with blueprints and photographs of the monorail, and since the facility had been found to be the most efficient, safe, and economical method of handling the B-36 engines, plans were prepared along similar lines for the Carswell project. In submitting the project request, wing officials pointed out that the existing facilities for accomplishing work on the engines were inadequate,

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unsatisfactory, and to some extent dangerous.

The general contract for the monorail project was let to E. C. Cloer Construction Company, Fort Worth, Texas, and the initial phase of the actual construction started on 25 January. The steel work was sub-let to the Maxwell Steel Company of the same city, and that part of the job started on 25 February. Work on the project was approximately 85 percent complete of the end of April. The monorail loop is powered by an electric motor for hoisting engines. It handles six engines on tear-down, eight on dress-up, and seven on final assembly. It will materially facilitate the maintenance and assembly of B-36 engines, as well as other engines, and it is contemplated that other bases will transport engines to Carswell AF Base for quick overhauling. Representatives of SAC, AMC, and Fifteenth Air Force have already visited the base to study the facility because of it's potential recognized serviceability.

Fabrication of B-36 Instrument Flying Hood

When the first B-36 was delivered to the 7th Bombardment Group late in June 1948, there were no provisions made for installation of any type instrument flying hood. This was another of the instances in which unit personnel had to use their own ingenuity in overcoming a problem relating to the new type aircraft. In this case group operations requested recommendations and models from each of the three squadrons. The president of the Instrument Examing Board, Captain H. S. Trewitt, was designated as

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coordinator of the project. Several plans were submitted but none was found which embodied all the required specifications. In view of the urgency of the situation from the standpoint of operations and training, Captain Trewitt and Lieutenant E. O. Cox, collaborated in designing a workable instrument hood. Measurements were taken for dimensions of the interior of the B-36 cockpit, including length of shock cord extensions, hooks, and snaps. A rough model was submitted to the Base Fabric Shop with instructions for making a test hood for demonstration. This hood was approved by the 7th Group, S-3, Group Air Inspector, Instrument Examining Board, and the Wing Standardization Board. Although Air Force Technical Orders specify that all instrument flying hoods will be constructed of plexi-glass in complementary colors, it was found that the Base Supply was short of the required material. In view of this shortage and the pressing necessity for conducting instrument training in the B-36, verbal approval was obtained from Colonel Alan D. Clark, 7th Wing Commander, for the manufacture of a cloth hood in the Base Fabric Shop. Eighteen of the hoods were manufactured and distributed three each to the tactical squadrons of both the 7th and 11th Bombardment Groups. Snaps for installation of the hood were installed in all aircraft. The danger of mid-air collision was deemed very unlikely due to the excellent visibility in the B-36 pilots "greenhouse" plus the presence of a qualified third pilot on the flight deck. In addition,

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safety observers can be placed in each of the six gun-sighting blisters in the observers compartment in the lower forward nose section. 13/

Special Missions Highlight Supply and Maintenance Activities in 27th Fighter Wing

Reports from Kearney indicate that the four day mission to Langley AF Base for participation in the Presidential Inaugural Air Review afforded a maximum amount of maintenance training insofar as maintenance of the aircraft on maneuvers away from the home base was concerned. Flyaway kits were made up from base stock and airlifted by C-47 to Langley along with 15 maintenance personnel from each of the three squadrons. As a result of carrying the kits no support was required from Langley and the in-commission status on the day of the actual flyover was 89 percent.

During the month of January, a total of 44 unsatisfactory reports were submitted by group maintenance and two of the reports were of particular note. One of the reports was submitted on the exhaust stack retaining nuts as a result of the loss of exhaust stack assemblies from approximately ten aircraft while in flight. The Maintenance Technical Section of AMC concurred with the recommendations of the fighter group to replace the installed retaining nuts with stainless steel self locking nuts. The second major unsatisfactory report was submitted on corrosion of the underside of the wing center sections. Corrosion was caused

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13/ Unit History, 7th Bombardment Wing, March 49.

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by gun exhaust gases blowing back below the midwing sections. Corrective action taken was to clean the affected areas and apply a neutralizing agent as outlined in T. O. 01-1-2. This condition was especially noticeable after extensive gunnery training which was carried on by the organization during the closing weeks of 1948.

The long range F-82 flight to Howard AF Base, discussed in another chapter, furnished another opportunity for maintenance personnel to follow their aircraft and perform necessary maintenance away from the home station. In this instance the unit was supported by 40 crew chiefs and specialists who were transported in C-47's of the 27th Group. Spare parts were taken from Kearney and with the exception of several items procured from the Panama Air Depot, supply throughout the entire mission was by the home station. Maintenance on all aircraft participating was performed by assigned personnel of the group and no unusual problems arose during the operation.

Outside of the flight referred to above, most of the activities in the supply and maintenance group of the wing were concerned with "operations hayride." Although the operation got under way in January, the full impact of the undertaking hit the Kearney installation during February. Very little preparation was made for the emergency due to the short notice given that the unit would be the source of supply and maintenance for the project operating out of Kearney AF Base. During the days preceding

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8 February, cargo aircraft of the 27th and other units were utilized primarily for dropping hay to livestock marooned on the isolated ranches in the snowbound area, however after that date the aircraft were used to support ground operations by moving equipment, personnel, and repair parts for weasels and other snow removing equipment. The latter activities extended from 10 to 17 February. Due to the number of aircraft involved, the drain on the supply resources of the group was heavy. Snow removal equipment from the base was utilized at O'Neil, Nebraska to clear the airport of ice and also to help clear highways in that area.

During the emergency operations the following services were performed by supply and maintenance group at Kearney AF Base: Air Force supplies costing $2198.00; Quartermaster supplies costing $141.00; amount of 100 octane gasoline used, 104,169 gallons; oil, 1529 gallons; equipment used for snow removal operations - one Snogo, one Walters heavy duty snowplow, one Oshkosh heavy duty snowplow, one 2½ ton truck, one service truck, one jeep, one F-2A fuel trailer, one 5 ton Federal tractor, and one 40 foot flatbed trailer. Aircraft brought in from outside organizations and operated out of Kearney included: 21 C-47's, 11 C-82's, 5 RF-51's, and two RB-26's. The 27th was responsible for housing and feeding approximately 100 personnel manning the outside aircraft.

In other phases of supply and maintenance activities, the 27th reported that final complete lists on Flyaway Kits and Unit

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Essential Equipment were completed and approximately 95 percent of the components were received during February. Receipt of these parts insured unit mobility and an independent source of supply during the type of extended maneuvers for which the kits were designed.

Supply continued to be hampered by the shortage of such items as right hand engine starters, thermoisters, control boxes, brake assemblies, and left engines which became critically short during February.

On 19 March, all F-82's of the 27th Wing were grounded on instructions from Headquarters Eighth Air Force. Authority for grounding was Technical Order No. 01-60-JJ-28 which required replacement of all propeller control shafts. New parts were supplied direct to all organizations using F-82's by the North American Aviation Corporation and modifications were started immediately upon receipt of the necessary parts. The entire project was completed by 25 March.

During the same month a TWX unsatisfactory report was submitted on Fillister head crews used to position plated hold down for generator contained within aero propeller regulator. A one time inspection pulled on all propeller assemblies disclosed a total of 97 broken crews on F-82's assigned to the 27th Group. Airlift was arranged to pickup replacement screws to correct this condition.

The F-82 Mobile Training Unit arrived at Bergstrom shortly after the 27th Wing moved to that station and classes began on 25 April. Attendance for all new pilots was mandatory and a

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refresher course for more senior pilots was also scheduled.

A one time inspection of all aircraft was accomplished on 21 April to determine excessive wearing of the propeller control pulley shaft. Those shafts which were found to be excessively worn were replaced by standard aircraft bolts made of nickel steel.

The 27th reported that as a general trend, the number of AOCP's decreased from 13 to eight during April, however the predominant cause items of AOCP remained the same, namely, manifold pressure regulators, auxilliary stage superchargers, speed density pump carburetors, and broken pucks. These particular items have appeared as shortages in 27th Fighter Wing histories for several months.

Supply and Maintenance Support for "Round-the-World Flight"

Although the "Round-the-World Flight" of the Lucky Lady II is discussed in another chapter of this history, no small amount of credit for this outstanding aviation accomplishment goes to the supply and maintenance personnel of Davis-Monthan AF Base, who prepared the tanker and receiving aircraft necessary for the successful accomplishment of the flight. First word of the proposed flight was received in the 43d Wing on 26 January. The tactical group at that time had had very little operational and maintenance training in air to air refueling. The air refueling squadron was in the process of organizing, drawing equipment, and receiving tanker type aircraft. The only refueling parts and

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equipment on hand, for both tankers and receivers, was that which was installed in the aircraft. The stock list available on refueling equipment was incomplete and in most cases the items could not be identified from the information in the stock list. There were no qualified maintenance personnel on the base. There were no special refueling tools on hand, nor were the requirements known as to what tools were needed. One of the tactical squadrons, the 65th, was still on maneuvers and was not scheduled to return to Tucson until the first week in February.

With this picture facing the 43d Wing, and the short time allowed for the training of personnel and securing of supplies, positive action had to be taken. The requirements for the accomplishment of the mission were broken into two parts: the requirements for training and the requirements for actual performance of the mission itself. The major problems that faced supply and maintenance personnel were as follows:

1. There were immediate requirements for qualified refueling equipment maintenance personnel for use as instructors. This was necessary since there were no group personnel familiar with the maintenance and repair techniques of the refueling equipment.

2. There were immediate requirements for refueling equipment spare parts for training prior to the mission. This presented the major problem as it was realized that the air refueling equipment was relatively new to the Air Force and procurement

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had not as yet been made for spares, therefore, normal supply procedure and channels would be inadequate.

3. Four flyaway kits had to be prepared to be taken by the tanker aircraft to the four designated refueling areas. These kits required refueling equipment spares, aircraft frame and engine spares, and necessary tools and handling equipment.

4. Although the flight was to be made by a single B-50, five receiver aircraft were prepared for the flight. Each of these aircraft had to be supplied with spares and other essential equipment necessary for the mission. The four stand-by aircraft were provided as insurance against last minute mechanical failure or an abort by the airplane designated to make the flight. As the flight developed the initial aircraft had to abandon the mission several hours after taking off from Fort Worth, and the Lucky Lady II, one of the stand-bys, was called on to perform the mission.

Although work was carried on simultaneously on the above problems, how they were attacked and accomplished will be covered individually.

In the order of importance, the training of personnel in refueling maintenance techniques took high priority. Contact was made with the USAF representative at Boeing's Wichita plant relative to securing the services of personnel from the factory for use as maintenance instructors on the refueling equipment. Boeing immediately dispatched two civilians and one airman for this purpose. Upon arrival at Davis-Monthan, these men went to

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work on the job of not only instructing group personnel in proper maintenance procedures, but actually doing a large part of the repair work themselves. They were relentless in their efforts and it was largely through their knowledge and leadership that it was possible to keep the refueling equipment operational for the necessary training missions. On 7 February, Mr. P. R. Allison, British representative of Air Refueling Limited, arrived at Davis-Monthan to lend his aid to the project. As Mr. Allison was very familiar with both operational and maintenance problems his services were invaluable in ironing out "bugs" encountered. His instruction and lectures did much to lessen the workload of maintenance personnel, as was evidenced by an immediate decline in the number of broken hose, cables, etc. When not flying on a refueling training mission, he worked with maintenance personnel, showing them additional maintenance techniques and explaining the operation of each piece of refueling equipment. Local maintenance personnel quickly picked up the procedures and applied them to their highest degree.

The ingenuty displayed by several of the airmen working on this project was highly commendable. For example, one airman reduced the time required to install the nozzle on the refueling hose from seven to two hours by devising a better and faster method of unwinding the protective cords on the refueling hose. Another airman, after noticing that the contact lines were breaking too frequently, decided to do something about it. He found that the contact lines in use were made of 3/32 inch cable and evidently

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too weak. The 1/8 inch armored tow target cable was tried and although strong enough was not flexible enough to insure a positive engagement with the grapnel for the hook-up. He then took hauling lines made of 5/32 inch cable that had become too short for use as hauling lines, connected them into contact lines and the problem was solved. The number of contacts possible with 3/32 inch cable was approximately three, whereas as high as 25 contacts were made with the 5/32 inch cable.

Another top priority job was the procurement of spare parts for the refueling equipment both on the tanker and receiver aircraft. As the only refueling equipment available at the start of the training program was that which was installed in the aircraft, an immediate flow of spares was necessary to prevent the loss of valuable time in preparing for the actual mission. To expedite this matter, Headquarters Air Materiel Command provided two representatives. These men checked the supply lists for the items needed and initiated immediate action to get them. Spares came from the following sources: the production line at the Boeing plant, supply at the Boeing plant, supply at Oklahoma City AMA, manufacture at Oklahoma City AMA, Headquarters AMC, Davis-Monthan base shops, and the manufacturer of refueling equipment in England. The AMC representatives made trips to Wichita and Oklahoma City to expedite the shipment of the supplies and establish production on those items not in stock.

During the first phase of the training period the supply situation was mostly a touch and go affair. Before supplies

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started to arrive on the station it was necessary for base supply to maintain very close control on a number of items. This required the maintenance of an up-to-the-minute status on certain equipment and the allocation of it to only those aircraft scheduled for refueling training flights. Some days there was barely enough equipment collectively to equip the required number of airplanes. Several times at the end of a days training there would be insufficient equipment such as hauling lines, contact lines, grapnels, wind socks, and sinkers, available for the next days training missions. These items usually arrived during the night, having been flown in by base flight aircraft or by base flight aircraft or by aircraft dispatched from Wichita. Between 5 and 17 February, the base flight section at Davis-Monthan made fourteen flights of high priority freight or passengers.

A central supply warehouse was established by group supply for the purpose of receiving and issuing the refueling equipment needed in the training missions. This agency also assembled the refueling equipment and spares required for the four flyaway kits and the kits for the five B-50A receivers. The flyaway kits were required for the four bases at which refueling was accomplished on the mission itself. Each kit contained the necessary spares, etc., for the five tanker aircraft dispatched to each of the refueling areas.

During the early part of March, aircraft that participated in the non-stop flight returned to Davis-Monthan. The Lucky

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Lady II was flown to Oklahoma City AMA for checking and research. Tanker aircraft participating in the operation were given very thorough 100 hour inspections upon their return and replacement of some engines and innumerable cylinders was necessary.

With reference to the general subject of air to air refueling, attention is invited to a report of a visit to the Boeing Airplane Company, Wichita, Kansas, by a representative of the Directorate of Materiel, Headquarters Eighth Air Force. This report deals with the program of modification of B-29 aircraft to receiver and tanker aircraft, and also touches on the training of maintenance personnel to handle this equipment. 14/

Loading of Bomb Bays in Saddletree Aircraft

Materiel personnel in Headquarters Eighth Air Force have been interested for some time in a method by which bomb bay bins and engines could be loaded into the front bomb bay of Saddletree aircraft without removing the "H" frame. In a staff visit to Walker AF Base early in February it was found that personnel at that station had devised a way to accomplish the job. The following is quoted from Report of Staff Visit, 7 February 1949:

14/ Report of Staff Visit, Capt L. A. Smith, Mat. Div., 8AF to CG, 8AF, 29 Mar 49. See exhibit #66.

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"Two practice loadings were performed, one loading two bomb bay bins in the front bomb bay and one loading an engine in the front bomb bay. The loadings were accomplished by suspending the "H" frame from cables attached to the top of the bomb bay. The pins were then removed and "H" frame raised up by means of turn buckles. The side supports were then removed and placed on top of the first bomb bay bin to be loaded. Standard 1,000 lb. racks were then installed and C-3 hoists were used to load the bins. This arrangement provides sufficient room for two bomb bay bins; however it is necessary for a hole approximately 1" x 3" to be cut in the center section of 1,000 lb. standard racks because the "H" frame is just a little too wide. It is believed that the hole cut in the bomb rack does not weaken the rack."

In loading the engine "It was found necessary to relocate the shackle lugs on the engine mount because the old lugs allowed the engine to hang too low, thus interfering with the closing of the doors. By placing a new lug in the side of the frame, instead of the top, this difficulty was eliminated."

As soon as sufficient material has been assembled, AMC will be requested to grant authority to modify sufficient racks in this command for loading of necessary bomb bay bins and engines. 15/

Service Testing of XC-99

During the early months of 1949, personnel in the 7th Bombardment Wing were making plans for service testing of the Convair XC-99, cargo version of the B-36. It was expected that the aircraft would be attached to the 7th Wing sometime in May

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15/ Report of Staff Visit, Rep. of Materiel Div, 8AF to CG, 8AF, 7 Feb. 49.

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and following service tests would eventually be assigned to one of the Strategic Support Squadrons at Biggs AF Base. Testing was planned in the 7th Wing due to the fact that personnel of that organization were familiar with operation of the B-36 and also due to the supply and maintenance facilities available at Carswell and Consolidated Plant.

In anticipation of attachment of this new cargo aircraft, wing officials placed a requisition for additional personnel to conduct the ground and flight tests on 28 March 1949. 16/

The request was for 22 personnel for ground testing and 13 persons for the air phase tests. It was further requested that Airplane Maintenance Technicians (750) and Airplane Electrical Mechanics (685) assigned to the aircraft be placed on temporary flying status since they would have to accompany aircraft to any base away from the home station.

The request was denied by SAC on 2 June 1949, for the following reasons:

1. Current authorizations for 7th Group not presently filled.

2. Transfer of B-36A aircraft from wing to Consolidated for modification will leave adequate personnel in 11th Group.

16/ Ltr, 7th BG to 7th Wing, "Temporary Authorization for Aircraft Service Test Personnel," 28 March 49, SAF 320.4.

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T/E strength will not be reached until late in the year.

3. Efforts being made to bring personnel authorizations up to strength.

The request to place 750's and 685's on temporary flying status was approved.

Food Service Activities

In January, Davis-Monthan was selected as the model food service base in the entire Strategic Air Command. Selection was made on the basis of training and efficiency of personnel, their appearance, and preparation and handling of food. While mess personnel are trained in Air Force Cooking Schools, plans are also under way in this command for key personnel to receive training in local hotels in cities adjacent to Eighth Air Force bases. This plan was one of the subjects discussed at a Food Service Conference held at Offutt AF Base, on 11-13 April 1949. 17/

While on this same subject reference is made to the proposed installation of Maxon ovens in B-36 type aircraft.

During the latter part of 1948 the 7th Bombardment Wing, Food Supervisor, obtained two Maxson Ovens from the Navy for testing in the B-36. The ovens were installed in two of the bombers with only a few modifications being necessary for operation. Operating from a 208 volt alternating current the ovens heating system is similar to that used in the Navy R-5D, sister ship of the Air Force's C-54. The tests were conducted in an

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17/ Report of Staff Visit, Maj C. S. Looker, Food Serv Sup, 8AF to CG, 8AF, 14 Apr 49. See exhibit #67.

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effort to determine the type of heating equipment necessary to provide hot meals for B-36 crews while on long range flights. The Maxson ovens operated satisfactorily and it is planned to install the equipment in all B-36's. The B-36 will thus become the first bombardment type aircraft to carry it's own kitchen. This does not imply however that the B-36 will add a mess attendant or cook to the fifteen man combat crew. The meals are of the packaged variety and the ovens are to be used for heating only.

At least 60 different varieties of food are available for men flying the long range aircraft. Near each oven is a freezing chest which will hold up to 54 packaged meals. Kept at a 10 degree temperature each chest will hold sufficient food to feed nine crew members six meals, or the equivalent nutrition for 36 hours of continuous flight for a full crew of 15 persons. The plates of food are wrapped in tinfoil and may be prepared six at a time within 18 minutes. When the food reaches the correct temperature a small warning bell sounds. In addition to the packaged food various types of pastries, fruits, bread, butter, and milk will be carried aboard before departing on a long flight. Crew members desiring coffee will have it. Thermos bottles containing hot water will be heated to boiling off the ship's electrical system and soluble coffee can be added.

Mobile Air Materiel Area May Service B-36 Aircraft

In a letter dated 8 March 1949, General R. K. Taylor, commanding General, Mobile Air Materiel Area, wrote General

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Ramey requesting that a B-36 be dispatched to Brookley AF Base on a routine training mission. In the request it was pointed out that under the AMC bi-zonal plan for supply and maintenance of B-36 aircraft, Brookley AF Base had been designated as the supply and maintenance point in the eastern zone of the country. To quote directly from General Taylor's letter -

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> "In consideration of these things, there is a little doubt but that occasion will arise sometime in the future for B-36 airplanes to operate from this establishment. My purpose in writing is to ask that you dispatch down here at your convenience a B-36 airplane on one of its training missions with, of course, the provision that our flying field meets your minimum requirements. Our flying people are anxious to have the comments of some of your experts concerning the suitability of this airdrome and, in addition our depot maintenance people are interested in the suitability of our repair hangars for the airplane." 18/

The proposal met with the approval of this headquarters and the 7th Bombardment Wing was directed to dispatch a B-36 to Brookley AF Base on one of the Wing's routine training missions. In the letter to the 7th Wing, dated 30 March 1949, that organization was advised to send a qualified materiel representative to discuss supply and maintenance problems with the Brookley people.

In compliance with the above a B-36 of the 26th Bombardment Squadron, 11th Bombardment Group, was dispatched to Brookley AF

18/ Ltr Brig Gen R. K. Taylor, Mobile AMA to General Ramey, 8 Mar 49. See exhibit #68.

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Base on 29 March 1949. The aircraft remained over night and returned to Carswell on 30 March 1949. Airplane commander was Captain Edward L. Warner, and the materiel representative making the trip was Major J. W. Stansbury. The following is quoted from Captain Warner's account of discussions which took place with the AMC people and his report on the flight: "It was the opinion of all present that with slight modification of turn-around spots at each runway intersection and with the addition of peculiar ground handling equipment the base could handle moderate B-36 transient traffic." 19/

Recommendation for Streamlining Maintenance

In concluding this chapter attention is given to a proposal for streamlining maintenance and supply procedures in the tactical units of this command. The recommendations for streamlining these functions were made in a letter from Colonel Cecil E. Combs, Deputy Commander, Eighth Air Force, to the Commanding General, SAC, on 22 April 1949. 20/ Recommendations from this headquarters were requested in a SAC teletype dated 11 March 1949, and at that time it was pointed out that the purpose of the proposed change in maintenance and supply procedures was to find a means of more effective utilization of personnel and equipment. 21/

19/ Ltr, "Mission to Brookley AFB, Mobile, Ala," 1 Apr 1949. See exhibit #69.

20/ Ltr, Col C. E. Combs, Hq 8AF to CG, SAC, subj "Streamlining Maintenance and Supply Procedures," 22 Apr 49. See exhibit #70.

21/ T/T DM2A828, SAC, 11 March 1949.

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Under present Tables of Organization and Equipment, the individual tactical squadrons are organically capable of performing organizational maintenance on their aircraft, however to effectively utilize personnel and equipment it was recommended that certain functions be consolidated within the tactical group. Briefly the plan recommended by this headquarters provided for maintenance on a group wide basis, with special sections set up to handle the various maintenance functions. Suggested sections were as follows: shops, armament, electronics, communications, scheduled inspections, engine change, flight line, and technical supply. Each of these sections would be manned by specialists from the combat squadrons. Technical supplies would be consolidated to the extent necessary to pool all maintenance tools and equipment necessary for the operation of the group maintenance program. Tools and equipment would retain individual squadron markings to insure quick withdrawal in the event a single squadron within the group was moved to another location.

The following is quoted from Colonel Combs' letter:

"Recommendations for consolidation of certain functions within the combat group are not intended to alter the present squadron structure but are intended only as a temporary measure in order to maintain an increased number of aircraft with a limited number of qualified personnel. It is believed that the present system of squadron maintenance provides a greater degree of individual training and is satisfactory when a squadron is fully manned and equipped only with T/E aircraft."

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Since the proposed changes in maintenance procedures were recommended late in April, action on the program will be discussed in the next history of this air force.

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CHAPTER V

FACILITIES

As in previous histories, the term "facilities" is construed to mean the physical plants of the various bases of this command, and the related services necessary to the operation of the stations. In this chapter attention will be given to three or four major projects which were in progress during the first four months of 1949. Topics to be discussed include housing, rehabilitation of recently acquired installations, and major construction projects.

Military Housing for Eighth Air Force Stations

Shortage of suitable housing for military personnel continued as a major problem of the command during the period covered by this report. For the last six months of 1948, little progress was made in this direction as no additional military housing was provided at bases of this command, and the housing situation in cities adjacent to Eighth Air Force bases remained critical. As previously indicated, military housing projects were completed at Carswell and Kearney Air Force Bases during the first half of 1948, however completion of these two projects contributed only a small number of units toward alleviating the housing shortages for married personnel on these two bases.

During the early part of 1949, only two military housing projects were actually being planned in this command. Funds for projects at Bergstrom and Carswell AF Bases were included in the FY 1949 appropriations and although construction on these

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projects did not start during this period it was expected that work would get under way toward the end of the fiscal year. Preliminary plans for the Bergstrom project called for approximately 128 family units. Details on this project will be included in a subsequent history. Although contracts had not been let on the new housing scheduled for Carswell AF Base, planning on this project was well advanced by the end of April 1949. A meeting was held at the Fort Worth installation on 27 January 1949, for the purpose of discussing and recommending the type of construction to be used. 1/ The meeting was attended by representatives of the Galveston District Office, United States Engineers, and Air Installation Officers of both the 7th Bombardment Wing and Headquarters Eighth Air Force. Among the topics discussed were: style of units to be built, type of roof, heating system, floor plans, and other topics relating to the development of the project.

In discussing the type architecture to be used attention was given to Spanish, Colonial, and Modern, and it was recommended that Spanish design be used in the proposed construction. This type construction is particularly suited to the Southwestern states. It was also recommended that the units have bungalow style roof, with red tile or red asbestos shingles, floor plan to include a basement, and cement block masonry covered with stucco for the walls. The alternate suggestion for wall

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1/ Minutes, "Special Meeting on Proposed Family Housing for 1949," 27 Jam 49. See exhibit #71.

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construction was buff colored brick veneer. Three methods of heating were considered, namely hot water, unit forced air, and floor and wall heaters. The latter was selected because of factors of flexibility and maintenance. Full details of the meeting were forwarded to the Commanding General, Eighth Air Force, in a letter dated 31 January 1949. 2/

In February, the Chief of Engineers directed the District Engineer, Dallas, Texas to proceed with planning covering 88 NCO type family quarters, consisting of eleven 8 row units. 3/ Stated briefly, the planning consisted of detailed architectural drawings, site plans, and specifications. On 4 March, the Air Installation Office, Carswell AF Base, forwarded to the District Engineer, drawing AIO 400/148.0 showing general proposed location of the new units. 4/ The land is already owned by the base and lies in the area between the north gate to the base and the hospital area. The designated area is adjacent to the 90 unit officer housing project completed last year, and embraces the area presently occupied by government owned house trailers. The house trailers, originally loaned to the Air Force by the Federal Housing Agency in 1947 and later transferred outright, are in

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2/ Ltr, CO, 7th Wing to CG, 8AF, "Proposed Family Housing at Carswell AF Base, Fiscal Year 1949," 7th Wg A4A1 620, 31 Jan 49.

3/ Dir. Chief of Eng., WD, to Dist. Eng, Dallas, Texas, "Authorization - Carswell Air Force Base - Design, Family Type Quarters," 15 Feb 49. See exhibit #72.

4/ Ltr, Hq Carswell AF Base to Dist. Eng, "Family Housing Carswell AF Base, FY 1949," 4 March 49, C7AF 620

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very poor condition, and will be taken out of use in the near future.

Referring again to the family housing constructed at Kearney AF Base early in 1948, subsequent inspections of the project revealed a number of deficiencies in construction which brought on an exchange of correspondence between this headquarters, SAC, USAF, and the Corps of Engineers. In answering complaints against this particular project the Corps of Engineers justified the deficiencies as resulting from limited funds allowed for the project. In a letter dated 21 January 1949, General Ramey wrote all base commanders directing that Air Installation Officers make frequent visits to new construction projects to insure against inferior materials and construction. Instances of sub-standard construction were to be reported to this headquarters.

SAC Housing Plan

Aside from military construction of housing units, two other housing programs received considerable attention during this period. One of these projects was the SAC Housing Plan referred to in the preceding history. This plan provides for a Strategic Air Command Housing Association with member associations chartered at each SAC installation. The local association will be composed of military personnel and the association will provide mutual aid and financial assistance for the purchase, erection, maintenance, repair, and operation and administration of low cost housing for its membership. The plan provides for

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the purchasing of prefabricated houses with erection of the units to be performed by participating members of the association. It was expected that the initial SAC purchase would be for approximately 5,000 housing units. Houses will be distributed to SAC bases in numbers varying according to relative need and interest of personnel and the amount of land available at the different stations. From the standpoint of the individual, each participant would deposit $300.00 before occupancy of a unit. This money to be returned upon termination of occupancy, subject to deductions for repair of the house caused by negligence or carelessness of the renter. Rental on the units was estimated at approximately $40.00 per month plus approximately ten dollars for utilities, maintenance, insurance, and other costs. The $300.00 deposits by participating members would not provide sufficient money to swing the plan, however loans from Reconstruction Finance Corporation, bankers, private individuals, and other sources, were expected to provide the necessary funds. Loans would be amortized over a period of four or five years. With financial backing assured, Sears Roebuck and Company and other house fabricators will be approached toward negotiating large scale purchase of homes. Various features of the proposed plan, and the selling of the idea to command personnel, were discussed in a SAC Housing Conference on 21-24 February 1949. 5/

5/ Report of SAC Visit, AIO, SAF to CG, SAF, 28 Feb 49. See exhibit #73.

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In considering developments of the SAC Housing Plan during the first four months of 1949, there appears to have been little actual progress except preliminary planning. Whether or not the program will develop as hoped is a matter of conjecture. With the possible exception of Biggs AF Base, personnel at other stations of this command have shown only nominal interest in the program. Operating officials are interested in carrying out the program, but getting sufficient numbers of personnel who are willing to participate in the plan is another matter. A report from Colonel Alan D. Clark, C.O., Carswell AF Base, dated 11 February 1949, lists a number of questions on the plan and is typical of reports from other bases. 6/ The report is based on a meeting held for the purpose of indoctrinating a cross section of officers and airmen on the proposed housing association. The following are some of the points raised in this meeting:

1. In general, the $300.00 initial deposit and rent of $50.00 per month would be beyond the means of airmen below the grade of Sergeant.

2. It was not clear as to whether dependents could continue to occupy association houses should the male member be transferred overseas. Should families be required to vacate as they are when occupying government quarters, then undue hardships would be encountered. On the other hand, if an officer or airman buys

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6/ Ltr, CO, 7th Wing to CG, 8AF, subj "Strategic Air Command Housing Association," 11 Feb 49.

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a house in a civilian community, his transfer overseas has no effect upon his family continuing to occupy their home.

3. No provision made for the immediate return of deposits or loans in the case of death of members of the association.

4. Possibility of transfer to stations where housing associations were not set up. The point made in this instance was that the member might spend time, money, and effort in erecting a unit, and then find himself in a situation where he could not occupy the unit because of transfer or other reasons.

5. Instead of a 50-50 split of housing units between officers and airmen, the larger number of units should go to airmen.

6. Approximately 50 percent of the people interested in utilizing the housing units would have to borrow the initial $300.00 deposit.

7. Approximately 60 percent of the personnel attending the meeting indicated they would make loans of varying degrees to the association if their loans were guarenteed. The feeling was that since the proposed association was not backed by the government, should a base be closed after housing was built, the association would suffer a tremendous loss.

8. Of approximately 80 people attending the meeting only 13 indicated interest in the plan.

Colonel Clark concluded his letter as follows:

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"I believe there are two major reasons why this housing association plan did not create more enthusiasm. The first is that they felt a plan could be instituted whereby private contractors or major insurance companies, such as Metropolitan Life, could be permitted to construct permanent houses on government land on a term payment plan. The monthly rental allowances of the occupants could be utilized to pay interest and reduce the principal of the cost involved. Secondly, it is a fairly simple matter for most personnel in this area to purchase a home for as little as $150.00 down, with the remainder financed through FHA, wherein their monthly payments are not as much as the contemplated rental and utility costs of the prefabricated houses. In addition, they obtain stability for their dependents, and eventually over a period of years, would pay off the cost of the house and would own it outright."

Biggs AF Base appeared to be the one station in the command that made substantial progress in setting up machinery toward implementing the SAC Housing Plan, should it materialize. This is partly explained by the fact that Biggs AF Base had been working on a similar plan before the SAC plan was introduced. Interest in such a program at Biggs stemmed from a housing program developed at Ft. Bliss. The Biggs AF Base Housing Plan was presented to this headquarters in a letter dated 27 January 1949, and was approved and indorsed to SAC on 8 February 1949. 7/

The essence of the Biggs plan is as follows:

1. Extend existing utility lines and roads to the site of the housing area.

2. Form an association of first three graders. Over 120 have already indicated a desire to join the association and with men returning from maneuvers in England, the total

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7/ Ltr, CG, Biggs AF Base, to CG, 8AF, subj "Developments in SAC Family Housing Situation," 27 Jan 49, 1st Ind, 8AF to SAC, 8 Feb 49.

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number should reach 200.

3. The association will obtain a ten year lease on that part of the Biggs reservation on which the houses are to be constructed.

4. Each member will pay into the association $300.00 and the Air Force Aid Society has indicated it will lend $250.00 to any member requiring this assistance.

5. The association will obtain a loan from local banks at five percent for three years.

6. The association will purchase 200 prefabricated houses from Sears Roebuck and Company.

7. The association will lay concrete slabs at the site of each house. These slabs will be the foundation on which houses will be erected, and will also be the interior floors.

8. Houses will be shipped to the base and will be erected by teams of laborers recruited from the ranks of the association. A survey revealed that skilled personnel were available among the potential association members. A sample house was erected by members of the neighboring Ft. Bliss Housing Association. Workers volunteered and were picked without regard for skill. The house was erected in three days. It is believed that teams working on concrete, carpentry, and roofing, can erect the houses at the rate of one a day. Each team to consist of six men.

9. Project will be financed and loans amortized by rental payments of $40.00 per month on each house.

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10. The association will handle administration and maintenance of the housing units, while outside utilities and roads are to be maintained by the government.

11. The entire project will revert to the government upon expiration of ten year lease, or should the association so desire, the project could be turned over to the government when all indebtedness has been liquidated.

It will be noted that the Biggs plan is similar to the SAC Housing Plan in many respects. Actually, no action was taken on the proposed project since the SAC Housing Plan was getting under way and it was expected that the command-wide program would eleminate the need for independent station projects.

Rental Units Financed by Private Capital

In addition to regular military housing projects such as those scheduled for Bergstrom and Carswell AF Bases, and the proposed SAC Housing Plan, one of the best bets for housing developments appears to be through private capital. With any reasonable assurance from the Air Force that a base is to continue operation over a period of years, private capital appears willing to step into the picture to provide rental units either on government owned land or on land adjacent to military reservations. This is particularly true where the individual interests concerned are assured backing of the Federal Housing Authority.

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Recognizing the potentiality of this source of housing, SAC wrote this headquarters on 22 December 1948, emphasizing the importance of such a program. 8/ The following is quoted from that letter:

> "The development program of this command is being seriously hampered by the shortage of family housing at its bases and installations. The importance of family housing deserves the utmost command attention to insure that every advantage is taken of the provisions of Public Law 364, 80th Congress, to secure construction of rental units by private capital either on Government owned land or using Government owned utilities."

This was followed by another SAC letter, dated 6 January 1949, directing that command installations submit semi-monthly reports on progress made toward securing commitments for rental units. 9/

Although no private capital rental projects were actually started prior to the end of April, reports from the different stations indicated that negotiations were being carried on with private interests and indications were that the next several months would see the development of such projects at several bases. The first concrete example of this type housing for an Eighth Air Force station was at Chatham AF Base, Savannah, Georgia. On 15 April 1949, this station advised that the firm of Worrell,

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8/ Ltr, SAC to CG, 8AF, subj "Construction of Air Force Rental Housing Units by Private Capital," 22 Dec 48. SAC 620.

9/ Ltr, SAC to CG, 8AF, subj "Developments in SAC Family Housing Situation," 6 January 1949.

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Eyck, and Oliver, had received FHA approval to construct 400 housing units on a tract of land about one and one-half miles from Chatham AF Base. 10/ The units to consist of two bedrooms, kitchen, living room, and bath, and the project will be named Chatham City. Of concrete block construction, the units will rent for approximately $50.00 per month or less. There was also the possibility that additional units would be built at a later date. In another letter dated 18 May 1949, the 2d Bombardment Wing notified this headquarters that construction on the Chatham City project was scheduled to start on or about 20 May, and that the first 100 units should be completed by 15 July. The remaining 300 units to be completed in blocks of 100 units each 30 days thereafter. It was also disclosed that a plan to construct 168 duplex homes in a residential section of Savannah, had been formulated and forwarded to the FHA for approval. If approved, these units will rent in the $50.00 to $60.00 class.

At Roswell, New Mexico, the Roswell Housing Corporation, proposed to build rental units for officer and airmen personnel of Walker AF Base, provided the Air Force designated that station as a permanent installation. In a letter dated 9 May 1949, the commanding officer of that station, recommended that

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10/ Ltr, CO, 2d Air Base Gp to CO, 2d Wing, subj "Development in SAC Family Housing Situation," 15 April 1949.

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action be taken by the Secretary of the Air Force to designate Walker AF Base as a permanent installation, only after the following program was agreed to by the Roswell Housing Corporation: 11/

> "Phase 1. A written guarantee by the Roswell Housing Corporation to the Commanding Officer of Walker Air Force Base that construction will be initiated prior to 1 July 1949 on 100 sets of officers quarters and 100 sets of non-commissioned officers quarters in the City of Roswell.
>
> "Phase 2. That a written guarantee be furnished the Commanding Officer of Walker Air Force Base by the Roswell Housing Corporation prior to 31 December 1949 for the construction of 200 additional sets of officers quarters in the city of Roswell.
>
> Phase 3. That a written guarantee be furnished the Commanding Officer of Walker Air Force Base by the Roswell Housing Corporation prior to 1 July 1950 covering the construction on Walker Air Force Base of 200 additional sets of officers quarters and 200 additional sets of non-commissioned officers quarters.
>
> NOTE: The above construction on the base is continued (contingent) upon the passage of the Wherry Bill or similar legislation. In the event such a bill is not passed, it would be acceptable but not desirable for subject units to be constructed adjacent to the base on private property."

On 5 May 1949, Colonel C. S. Irvine, CO, Walker AF Base, attended a meeting in Washington between representatives of the Secretary of the Air Force, Headquarters USAF, and the Roswell Housing Corporation. The following is quoted from letter reporting on the conference: 12/

11/ Ltr, CO, Walker AF Base to CG, 8AF, subj "Housing Requirements at Walker Air Force Base," 9 May 1949.

12/ Ltr, Walker AF Base Housing Board to CG, SAC, subj "Progress Report - Provision of Family Housing for Air Force Personnel," 18 May 1949.

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"Out of the above-mentioned meeting came a written commitment from the Roswell Housing Association to construct 800 housing units by 1 July 1950. Plans call for 600 units off and 200 units on the station.

Mr. Eugene M. Zuckert, Assistant Secretary of the Air Force, assured the Roswell Housing Association that Walker Air Force Base would be designated a permanent installation on or about 1 July 1949."

Additional developments in the Walker Housing Program will be discussed in subsequent histories.

No definite commitments on private capital rental units had been secured at Biggs AF Base, El Paso, Texas, prior to 30 April, however a meeting was held in El Paso on 3 May 1949, for the purpose of discussing such a program. Attending the meeting were approximately 75 representatives of building and financing interests in that locality, plus representatives of Biggs AF Base, Fort Bliss, and William Beaumont General Hospital. After general discussion it was decided that interested builders would submit their proposals for consideration through appropriate channels. Most of the private concerns are interested in the outcome of pending housing legislation. 13/

Rehabilitation of Chatham AF Base

As has been indicated earlier in this history, two major installations were added to the Eighth Air Force during the early months of 1949. These two stations were Chatham AF Base, Savannah, Georgia, and Bergstrom AF Base, Austin, Texas. One of the stations,

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13/ Ltr, CG, Biggs AF Base to CG, SAC, subj "Developments in SAC Family Housing Situation Monthly Report," 16 May 1949.

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Bergstrom AF Base, had been an active Air Force installation up to the time it was added to this command, and consequently was in reasonably good condition. 14/ The base at Savannah, however, was an entirely different situation since it was declared surplus shortly after the end of the war. The long period of inactivity, during which the installation was under the jurisdiction of the War Assets Administration, resulted in facilities deteriorating to the point that extensive repairs and reconditioning were necessary to put the physical plant back in operating condition.

Custody of, and accountability for, Chatham AF Base was transferred to the Department of the Air Force effective 0001, 28 November 1948. Major Roscoe G. Rector, Air Installation Officer, Headquarters Eighth Air Force, represented the Air Force in the transfer of the property from the War Assets Administration. Immediately after transfer of the station to the Air Force, the installation was assigned to this command and the 2d Bombardment Wing was designated as the occupying organization.

At the time of the transfer, the Georgia Air National Guard was occupying a portion of the field, under a permit issued by the War Assets Administration. It was undecided at the time of transfer whether or not the guard unit would continue

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14/ Report of Staff Visit to Bergstrom AF Base, 21 Feb 49. See exhibit #74.

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to use facilities of the installation, however subsequent to the transfer agreement, the permit was cancelled. During November and December 1948 various technical inspections were made by representatives of the USAF, SAC, and Eighth Air Force for the purpose of determining the condition of real and installed property on the base, to estimate the cost for reactivation, and to recommend methods and procedures to prepare the base for operation of a tactical unit.

Based on findings of initial inspections, a repair and renovation project for the reactivation of the station was approved by USAF, 23 December 1948. Rehabilitation of facilities were set forth in 14 major projects prepared by representatives of SAC. A summary of the projects, exclusive of new work projects and regular repairs and utilities, is as follows:

1. Rehabilitation of 176 barracks.

2. Rehabilitation of Base Headquarters, Operations, Fire Stations, and Air Installations Technical Buildings.

3. Rehabilitation of Base Chapel.

4. Rehabilitation of two shop buildings.

5. Rehabilitation of two hangars.

6. Rehabilitation of water heating systems.

7. Rehabilitation of cold storage plant and warehouses.

8. Rehabilitation of post exchange, recreation, theater, and service club buildings.

9. Rehabilitation of four mess halls.

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10. Rehabilitation of 15 buildings in hospital area.

11. Rehabilitation of refrigeration equipment on the base.

12. Repair of 10 operations type buildings.

13. Residing of 28 buildings with 90 pound roll roofing.

14. Repair and installation of utilities in one hangar. 15/

The above list of major projects and reports of staff visits to the station gives a fair idea as to the initial work necessary to put the base in shape to receive the tactical organization scheduled to move in during the first three or four months of 1949. 16/ As in the case of other bases of this command, responsibility for accomplishment of repairs and maintenance of facilities was in the hands of the Air Installation Office, however all units on the base assisted in the rehabilitation program.

On 26 November 1948, Captain Joseph H. Maloney, Corps of Engineers, 307th Bombardment Wing, MacDill AF Base, was assigned to Chatham as acting Air Installations Officer. An advance party of two officers and nine enlisted men from the 2d Installations Squadron arrived at Chatham on 3 January 1949. By the end of

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15/ Unit History, 2d Air Base Group, March 49.

16/ a. Report of Staff Visit, Air Surgeon, 8AF to CG, 8AF 20 Jan 49. Exhibit #75.
b. Report of Staff Visit, AIO, 8AF to CG, 8AF, 7 Feb 49. Exhibit #76.
c. Report of Staff Visit, Chief, Special Serv Sec, Dir of Pers. 8AF to CG, 8AF, 21 Feb 49. Exhibit #77.

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the month the complete squadron was in place and during February, 81 civilian employees were on duty.

During the initial phase of the rehabilitation program, efforts were directed toward making necessary repairs to barracks in the several areas for housing of personnel and for repair of maintenance shops. Engineers from the AIO Division, SAC, arrived at the station 15 January to assist in the preparation of project estimates and procurement. The services of these men proved to be of great value in initiating the rehabilitation program. In addition to troop housing and shop repairs, steps were taker to renovate office buildings and warehouses. Progress was hampered during this period due to lack of equipment and all types of building supplies. The absence of heavy engineering equipment caused considerable delay in the repair of roads, grounds, and runways. Excavation for a sanitary fill at the refuse dump was made with a dragline obtained on loan from Camp Stewart. Lumber necessary for making repairs was salvaged from buildings that had either blown down or were beyond repair. By the end of February repair work had been completed on approximately 40 percent of the buildings. Additional improvements were to be made on the buildings when funds were available.

On 10 February, 33 airmen of the 2d Aviation Squadron were assigned for duty with the Air Installation Office. These men were assigned to work details responsible for improvement

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of facilities. Work continued at a rapid pace during March with the main objective being the readying of the base for arrival of the tactical group and squadrons in April.

One of the major activities during March was the working out of preliminary plans for the setting up of a 125 bed hospital to meet the requirements of Eighth Air Force letter dated 8 March 1949, which directs the establishment of hospitals of that capacity for medium bombardment bases.

Late in this reporting period a meeting was held at Chatham for the purpose of discussing possible expansion of the base with particular attention given to the possibility of lengthening one of the existing runways. The meeting was attended by representatives of USAF, Eighth Air Force, and Chatham AF Base, and a report of findings was prepared by Lt Col C. C. Clement, USAF Liaison Office, Atlanta, Georgia. 17/

Matagorda Island

During March and April, Matagorda Island, a long and narrow strip of land lying just off the southern coast of Texas in the Gulf of Mexico became a familiar name to personnel of the 27th Fighter Wing and officials of Headquarters Eighth Air Force. 18/ The site was placed in use as a gunnery training range for the 27th Fighter Group and was also scheduled for use as a bombing range for aircraft of the 7th Bombardment Wings'

17/ Memorandum, Lt Col C. C. Clement, Hq USAF, Office of the Liaison Officer, Atlanta, Ga, to Deputy Chief of Staff, Materiel, USAF, Washington, subj "Report on Visit to Chatham Air Force Base," 4 April 1949. See exhibit #78

18/ Description of Matagorda Island. See exhibit #79.

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7th and 11th Groups. Plans were also being made to develop the island into a recreational area for personnel of the entire Eighth Air Force. Activation and actual operation of the island's air base and adjacent gunnery range started in March and the 27th Fighter Wing assumed control of the installation on 1 April.

The 27th Air Base Group was assigned the task of housekeeping and maintaining the needed base services and personnel to man the project were drawn mainly from the 27th Wing and it's component units. This action resulted in six officers and 71 airmen being transferred to the Matagorda installation during April. Lieutenant Colonel Roswell Freedman was appointed Commanding Officer of the satellite base on 1 April.

In order to effect needed repairs, construction, and maintenance on the island base, inspections were made and immediate action was taken by the Air Installation Offices at Headquarters Eighth Air Force and 27th Fighter Wing. 19/ A number of Repair and Utility projects were prepared and submitted to higher headquarters for approval. During this period a study was made regarding the feasibility of dredging the channel between the island and the mainland in order that gasoline barges might be used to supply the installation. The project was found to be both practical and essential and a contract for dredging the channel was negotiated with the Smith-Bauer Dredging Company, Port Lavaca, Texas. Work on this project was scheduled to get under

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19/ Report of Staff Visit, Civil Engineer, Dir of Mat., 8AF to CG, 8AF, 18 Feb 49. See exhibit #80.

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way during May 1949.

One of the major problems which developed at the island during April was with reference to feeding the personnel assigned to the service unit. This problem was further complicated by the necessity of feeding large groups of additional personnel who visited the island for gunnery practice and administrative visits. Due to heavy demand for supplies and equipment, air freight more than doubled March requirements. Several base functions were established during April and included: point radio contact, a branch NCO club, post exchange, and officers club. Base security was maintained by the assignment of six air police from the 27th Air Police Squadron.

Transfer of Land - Camp Campbell and Camp Hood

In the preceding history reference was made to the acquisition of minimum operation bases at Camp Campbell, Kentucky and Camp Hood, Texas. These two stations were acquired and placed in operation during 1948, however actual transfer of the land embracing the two air bases from the Department of the Army to the Department of the Air Force was not effected until the early part of 1949.

Actual transfer of Campbell Air Force Base and improvements was worked out at a meeting held at Camp Campbell on 3 and 4 March 1949. At that time 1387 acres of land were transferred from the jurisdiction of the Army to the Air Force. Air Force representatives participating in the negotiations were Colonel Frank Jamison and Major Roscoe Rector, Headquarters Eighth Air

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Force, and Colonel L. B. Washbourne, Headquarters Strategic Air Command. 20/

The second transaction of this nature was the transfer of approximately 1800 acres of land from the Department of the Army to this command in January 1949. The land in question was that portion of Camp Hood which included the Camp Hood airstrip. Although the initial operation of the station was on a tenant basis, action was initiated on 5 March 1948, requesting the outright transfer of the land to this command with the view of developing the facilities as a permanent base. 21/ On the basis of this request and subsequent indorsements, the Director of Logistics, General Staff, Department of the Army, approved transfer of the land on 9 September 1948. Pursuant to instructions contained in the notice of Army approval, the Chief of Engineers, under date of 30 September 1948, initiated the transfer proceedings by letter to the Southwestern Division Engineer, Dallas, Texas. 22/ To coordinate necessary participation of all parties concerned, this letter was channeled through Fourth Army, Headquarters Camp Hood, Galveston District Engineer, Southwestern District Engineer,

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20/ Report of Staff Visit, Maj Rector, AIO, 8AF to CG, 8AF, 7 March 1949.

21/ Ltr, Hq SAC to C/S, USAF, subj "Land Requirements for Development of an Airstrip at Camp Hood, Texas," 5 Mar 48, SAC 601.

22/ Ltr, Office C/E, WD, to Div Eng, Dallas, Tex, subj "Transfer of Land at Camp Hood, Texas, to the Department of the Air Force for the Development of an Air Strip," 30 Sept 48, WD 602.

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Resident Engineer at Camp Wood, Headquarters Eighth Air Force, and finally Carswell AF Base. Accountability for the land was transferred to the jurisdiction of Carswell AF Base, under eleventh indorsement dated 27 January 1949. At the end of April 1949, transfer agreements on certain improvements on the property were still pending. The delay in completing the overall transfer was caused by failure of the Area Engineer to furnish applicable drawings of the improvements. Drawings have been requested and final transfer papers will be signed upon their receipt at Carswell AF Base.

AMC Storage Space at Davis-Monthan

On 19 April 1949, Air Materiel Command queried SAC relative to the storage of additional AMC aircraft in the storage area at Davis-Monthan AF Base. 23/ There was already an agreement between the two commands for the storage of aircraft at that location and AMC pointed out that as a result of this agreement they were currently maintaining a total of 683 aircraft in the storage space allocated. To quote from the letter:

> "...Although the overall total number of storage aircraft at Davis-Monthan Air Force Base has been decreasing, a requirement for placing additional aircraft into storage now exists. This requirement involves the temporary storage of new production aircraft and the storage of aircraft turned over to AMC in exchange for other aircraft. Insofar as possible new aircraft will be stored at Air Depots as a matter of policy; however, AMC storage facilities at Air Depots are presently filled to near capacity."

23/ Ltr, Hq AMC to Hq SAC, "Joint Operation at Davis-Monthan AF Base," 19 Apr 49, and 1st, 2d & 3d Indorsements. See exhibit #81.

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AMC went on to point out that only two bases are utilized for this purpose and they are Pyote and Davis-Monthan. The latter is preferable both because of climate and manpower availability. Considerable damage has occurred at Pyote due to storms, and manpower is scarce at that location.

The request asked confirmation of storage area at Davis-Monthan and that the size of the area be the only limiting factor as to the number of aircraft stored. The letter was indorsed to this headquarters on 6 May, and to the 43d Wing on 13 May 1949.

In third indorsement dated 27 May, Colonel Selser expressed agreement with the AMC proposal for continued use of storage space at D-M however he pointed out that post war planning being done at this station called for expansion of the base and the only direction for expansion was in the area now utilized by AMC storage. This will eventually require the removal of part or all of the stored aircraft to another area adjacent to the base. With this potential expansion in mind he recommended that AMC negotiate for the procurement of 640 acres of land east of the Post War Boundary of the base. Thus aircraft would be stored under favorable climatic conditions, and future expansion of D-M AFB would be unrestricted.

Colonel Selser called attention to an Air Force TWX, 18 July 1947, addressed to AMC in which it was stated that no more aircraft would be stored there and that aircraft presently stored would be removed to Pyote and Hobbs as quickly as economy

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permits. 24/

Parking Aprons Carswell AF Base

With the activation of the 11th Bombardment Group, one of the major problems to face base officials was a shortage of parking aprons necessary to handle the increased number of B-36 aircraft to be located at Carswell AF Base. Parking aprons were inadequate even with the one unit already operating on the base, and the addition of a second tactical group necessitated immediate action to remedy the situation. Projects had already been initiated for construction of additional apron space, and early in January an advance element of some fifty officers and men of the 862d Engineer Battalion arrived from MacDill AF Base, Florida. These men were the first contingent of the 360 man unit which was to be utilized in accomplishing the project. The remainder of the troops and necessary equipment reached Carswell AF Base a short time later and actual construction started on 3 March 1949.

The project, to be completed in approximately nine months, calls for expenditure of $500,000 and when completed will comprise a million square feet of parking aprons. 25/ The construction includes excavation to provide for a gravel base which is to be covered with a three inch layer of course asphalt and topping this will be a three inch coating of fine, finishing macadam

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24/ TWX, Hq USAF, 18 July 1947. See exhibit #82.

25/ Report of Staff Visit, Asst AIO, 8AF to CG, 8AF, 14 Mar 49. See exhibit #83.

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paving. The additional parking space will be adjacent to the northwest and southeast ends of the present parking apron. The high priority accorded this project was emphasized in a SAC letter dated 26 March 1949:

> "In order to provide funds for the apron project now under execution by the 838th Engineer Aviation Battalion at Carswell Air Force Base, the Chief of Staff, United States Air Force found it necessary to defer other Air Force projects of pressing priority. It therefore follows that the Carswell apron project is recognized to have top priority among the construction projects in this command, and it is essential that a corresponding amount of command attention be given to the supervision and execution of this project." 26/

Repair and Utility Maintenance Funds

Early in January attention of this command was called to the fact that normal maintenance funds for the Repair and Utility (R&U) program for 1948 were not properly utilized. In a survey conducted by SAC it was determined that in the case of maintenance funds for airfield pavements and railroads, funds allocated for normal upkeep purposes were not utilized fully and at the same time costs of abnormal maintenance of these two activities were very high. It was pointed out that normal funds are for the purpose of protecting initial investments and to insure operational capability. These funds are not for the purpose of expansion. To quote from the letter covering the report of 1948 expenditures:

26/ Ltr, SAC to CG 8AF, "Engineer Planning for 838th Engineer Aviation Battalion, Carswell Air Force Base," 26 March 49, SAC 600.1

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"Operating policies will be established and practiced in accordance with unalterable necessity for expenditure of authorized maintenance funds for "most essential" rather than "merely desirable" work. Any appreciable diversion of maintenance effort and maintenance funds to work other than that for which the local organization is geared must of necessity be made at the expense of normal maintenance. Future efforts will be directed toward the maintenance and protection of existing facilities so as to preclude the necessity for excessive expenditures for abnormal maintenance or for major replacement.

... Dependence will not be made upon the future availability of deferred and abnormal maintenance funds to accomplish work which can and should be performed with regular quarterly R & U funds. A continuation of extensive improper application and resultant partial utilization of regular maintenance funds can only result in more stringent fund control, and the imposition of further limitations upon the flexibility of R&U funds at base level." 27/

In replying to the above, this headquarters pointed out that stations under this command are confronted with facilities that have never been thoroughly rehabilitated since the prolonged period of deferred maintenance which marked the war years and the readjustment years immediately following. For this reason, the "most essential" work has not fallen in the category of normal preventive or everyday maintenance. It is noted that the figures referred to by SAC as "abnormal maintenance" are in fact the aggregate of approved projects which were necessitated by conditions to which facilities had deteriorated and by the changes of mission which have resulted in overcrowding of facilities. Examples of this are Carswell, Davis-Monthan,

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27/ Ltr, SAC to Hq 8AF, "Maintenance of Essential Facilities," SAC 121, 5 Jan 49. See exhibit #84.

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and Walker AF Bases, where the original one-group manning and equipping was succeeded by two-group assignment on each base.

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> "Where projects have accordingly been submitted and approved **in order to modify and render serviceable** the facilities, and where past deterioration and non-adaptability have had to be overcome in order to cope with overcrowding and in order to carry out the assigned mission, it is believed that the resulting project expenditures cannot properly be termed as "abnormal maintenance" of a "merely desirable nature." 28/

After discussing major projects and problems relating to maintenance at stations of this command, the indorsement submitted by this headquarters ended as follows:

> "The above should not be in any way construed as not being in full accord with the policies prescribed in the basic communication. This headquarters will take every action possible to bring maintenance costs more in line with the budgeted limitation. However, an attempt has been made to present some of the problems encountered in the field. And until such time as personnel authorizations and materials funding are more in line with operational requirements, the condition described will continue to exist to a certain extent in all accounts. A base commander forced to draw on his normal maintenance resources in order to construct, alter or improve the essential operating and housekeeping facilities necessary to perform his mission cannot at the same time perform the required preventive maintenance." 29/

28/ 1st Ind, Hq 8AF to CG, SAC, 4 Feb 49, to ltr, Hq SAC to CG, 8AF,"Maintenance of Essential Facilities," 5 Jan 49. See exhibit #34A.

29/ Ibid

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CHAPTER VI

TRAINING AND OPERATIONS

As will be shown by the training and operational activities discussed in this chapter, tactical units of the Eighth Air Force were very active during the initial months of 1949. Flying activities were highlighted by the round-the-world flight of the Lucky Lady II, a long range navigational training flight by F-82 fighters of the 27th Wing, participation in the Presidential Inaugural Flyover, aerial demonstration in conjunction with the eighth anniversary celebration of the Eighth Air Force, and a continuation of the overseas training program for bombardment units. These activities, together with the routine training accomplished both on the ground and in the air, will be discussed in the following pages. Initial attention will be given to training, with the last part of the chapter devoted mainly to field order missions originating in this or higher headquarters.

On-The-Job Training

Earlier in this history attention was given to the general problem of manning. It was pointed out that from a personnel standpoint the command was engaged in implementing the SAC Development Plan which provides for the systematic manning of certain command units to full war strength and other units to full peace strength. The ultimate objective of course being 100 percent manning both from the standpoint of numbers of personnel assigned and effectiveness of personnel in relation to the positions authorized. Statistics were included to show the percentages of effectives

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and non-effectives assigned and it was pointed out that the problem of non-effectives can be overcome, to a great extent, by the utilization of technical school facilities and on-the-job training. When properly trained and qualified these people can be assigned in authorized positions and thus the percentage of effectives goes up and at the same time shortages in critical SSN's are decreased.

Since the utilization of technical school facilities has already been discussed, attention at this point centers on the OJT program. On-the-job training provides for the training of individual airmen in administrative and technical specialties at unit and job level and affords a steady supply of qualified personnel. The scope of the program at the individual stations is determined by the needs of the organizations concerned. For this reason the OJT program is especially suited to the needs of the command since the operating officials in the field are cognizant of their own shortages and can govern their training activities accordingly. Training officials point out that in one respect the training of men on the job offers a definite advantage over training secured through technical schools. When airmen are sent to a technical school their services are lost to the parent organization during the period of training, whereas in the case of OJT the men remain in the organization and a part of their services can be utilized while training is being given. Under the OJT program, the trainee spends a part of his time in formal classroom

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instruction, while the remainder of his time is spent actually learning the work he is being trained for. When the individual completes his training and is considered qualified to perform the duties of the particular specialty he is then awarded the proper SSN and the entry is made on his Form 20.

A consolidated report of OJT activities in this command is shown in the following table:

OJT Summary, January - April 1949

	Jan	Feb	Mar	Apr	Avg. in Trng.	Total SSN Awarded
Carswell						
In Training	500	450	420	390	440	-
Awarded SSN	45	20	120	90	-	275
Davis-Monthan*						
In Training	215	290	190	165	215	-
Awarded SSN	123	24	74	50	-	271
Walker						
In Training	275	260	250	220	251	-
Awarded SSN	112	110	10	60	-	292
Biggs						
In Training	160	315	365	170	252	-
Awarded SSN	0	45	130	62	-	237
Bergstrom**						
In Training	108	112	124	150	123	-
Awarded SSN	24	30	10	45	-	109
					1281	1184 1/

*Includes OJT for both 43d and 2d Wings

** Includes OJT at both Kearney and Bergstrom

It will be noted from the above that the monthly average of personnel doing OJT was 1281, and during the four month period a total of 1184 airmen were awarded SSN's. Statistics quoted

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1/ Charts in Trng Sect, Dir. of Opns, 8AF

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earlier in this narrative show that the monthly average of airmen attending technical schools was 749 and the total number graduating from these schools amounted to 1008. Training officials in this headquarters point out that the number of personnel awarded SSN's through OJT increased about 10 percent over the previous four month period. This is substantiated by OJT statistics quoted in the preceding history of this command. During the six month period, July through December 1948, total SSN's awarded amounted to 1486.

The largest increase in OJT during the early months of 1949, was experienced at Biggs AF Base. It will be noted from the above table that during the month of February, the OJT program increased approximately 50 percent. This increase coincided with the return of the 97th Bombardment Group from maneuvers in the United Kingdom.

Utilization of Mobile Training Units

Another activity in the general training field was the utilization of Mobile Training Units. During the first four months of this year, three of these units were located at bases of this air force. Two of the units, the B-36-1 and the B-50-1, were available at Carswell and Davis-Monthan AF Bases respectively, and were used extensively. The third unit, the F-82-1, returned to the 27th Fighter Wing on 15 April 1949, and was placed in service on 1 May 1949. This MTU was in service with the 27th during most of 1948, but late in the year was transferred to another organization. In passing it should be noted that in the case of the B-36 and F-82

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type aircraft, only one MTU is available for each type. This shortage of MTU's necessitates moving the units when other organizations require their services.

The following table shows the assignment and utilization of Mobile Training Units in this command during the period January through April 1949:

	Jan	Feb	Mar	Apr	Avg In Trng	Total
B-36-1 (Carswell						
Pers. in trng.	126	138	174	66	126	-
Graduated	69	86	82	43	-	280
Man hours	6950	4900	7750	3200	-	22800
B-50-1 (D-M)						
Pers. in trng.	130	127	257	301	303.7	-
Graduated	82	74	130	*	-	286
Man hours	9050	8750	10000	9100	-	36900

2/

*Figures not available

Late in this reporting period announcement was made that the Fifteenth Air Force's 20th Bombardment Wing, Rapic City, South Dakota, had been designated as the next unit to be equipped with B-36 aircraft. Although no definite date for delivery of aircraft was made, the first step toward fulfillment of the change over to the new bombers, was the arrival at Carswell AF Base of a group of ground crew personnel of the 28th Bombardment Group, on 21 March 1949. The visiting personnel were trained in the maintenance and supply phase of B-36 operations, and were scheduled to remain at Carswell for approximately 90 days. The scheduled assignment of B-36 aircraft to the 28th Bombardment Group resulted in the movement

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2/ Reports on file in Trng Sect, Directorate of Operations, SAF.

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of the MTU B-36-1 to Rapid City late in April 1949. This accounts for the curtailed MTU training at Carswell during the month of April.

During the period covered by this report the B-50-1 Mobile Training Unit at Davis-Monthan was used in training groups of personnel from the 91st Photo Reconnaissance Squadron, McGuire AF Base, Fort Dix, New Jersey. A group of approximately 70 airmen finished training in April and were replaced by a similar group immediately. Personnel completing the course were given an opportunity to work on B-50's and received some flying time in the aircraft. The Photo Reconnaissance unit personnel are former B-17 men and the unit will receive B-50's during the summer if delivery schedules are achieved. While at Davis-Monthan AF Base the personnel were quartered with the 43d Air Police Squadron.

During the early part of 1949, the 2d Bombardment Group was equipped with B-50 aircraft replacing the B-29's formerly assigned to the unit, and with the assignment of B-50 airplanes came the need for a B-50 MTU. The MTU B-50-2 was assigned to the 2d Wing effective 1 May 1949. During this same period the 97th Bombardment Wing, Biggs AF Base, requested the services of a B-29 MTU, and preliminary information indicated that the MTU B-29-9 would be assigned the organization during June 1949.

In February, the 7th Bombardment Wing recommended that action be taken to reinstate the in-flight course of instruction formerly authorized to be taught by the B-36-1 Mobile Training Unit. This

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course was deleted from the MTU by Air Training Command in June 1948. The following is quoted from the letter recommending that in-flight instruction be resumed:

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"The B-36 aircraft is a very complicated piece of equipment. Each flight may encounter troubles that have never been catalogued and are, therefore, unforseen by the flight crew. If qualified instructors were aboard the trouble might be diagnosed and corrected in the air."

"It is believed that if the Mobile Training Unit instructors were required to participate in transition flights of B-36 air crews assigned to this Wing the monetary renumeration they would receive would be far less than the direct savings their instructions would insure for such items as damaged parts, in-commission time of aircraft, and length of time necessary for transition training. Every system of the aircraft will require in-flight instruction for one or more members of the aircrew. All of the Mobile Training Unit instructors are thoroughly familiar with the system they teach on the ground and should be able to do a competent job in the air." 3/

No Mobile Training Unit was assigned to the 509th Bombardment Wing, Walker AF Base, during the period covered in this report. This organization is currently equipped with B-29 aircraft, however B-50's are to be assigned in the future, and 509th officials have requested that a B-50 MTU be made available prior to assignment of the new aircraft. 4/

On 28 March 1949, this headquarters wrote the Commanding

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3/ Ltr, CO, 7th Wing to CG, 8AF, subj "In-flight Courses of Instruction," 8 February 1949. See exhibit #85.

4/ Report of Staff Visit, Major F. E. Wickstrom, Trng Sect, Dir. of Opns, 8AF to CG 8AF, 20-22 Mar 49. See exhibit #86.

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General, SAC, recommending that Flight Simulators be procured for utilization in training flight crews in the B-36 and B-50 units assigned to this command. 5/ These training devices would expedite the training of crews in new type aircraft. The air training time normally required in familiarization and indoctrination would be reduced, possibly by 60 or 70 percent, thus allowing the aircraft to be available for its primary mission at an earlier date. Use of these trainers would also allow the crews to practice under conditions not normally imposed. It was also recommended that the trainers be set up as Mobile Training Units rather than as installed devices. This would provide for mobility in case of change of mission or type of aircraft assignment. It was further recommended that trainers be keyed to the production of the aircraft so that the delivery and installation would precede the delivery of the new aircraft by approximately 90 days. With the Flight Simulator delivered to an organization that far in advance, the crew members could be exposed to several hundred hours of mechanical and weather emergencies prior to actual delivery of the aircraft.

In replying to this letter, SAC stated that two trainers to be mocked-up for the B-50D type aircraft, had been contracted for. Delivery is expected in approximately a year and at that time the units will probably be assigned to MacDill AF Base.

In a letter to all wing commanders, dated 21 December 1948,

5/ Ltr, CG, 8AF to CG, SAC, subj "Curtis Wright Flight Simulator," 28 Mar 49. See exhibit #87.

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General Ramey emphasized the utilization of Mobile Training Units and other training devices during the current period, and indicated that in forthcoming visits members of his staff would be especially critical regarding the spirit of directive compliance and precision performance in accordance with presently approved standard operating procedures. 6/

Ground Training for Air Crews

Reports on file in the Training Section, Directorate of Operations, Eighth Air Force, indicate normal activities in ground training and flight line maintenance for air crews in this command during the initial quarter of 1949. Statistics on this phase of the general training program are compiled on a quarterly basis, and the figures quoted below represent totals for the last quarter of 1948 and the first quarter of 1949. 7/ These figures include all ground training engaged in by flight crew personnel.

Ground Training (Hours)

	Oct Nov Dec	Jan Feb Mar	Trends
Airplane Commanders	6,983	4,719	Decrease 33%
Pilots	10,529	8,514	Decrease 20%
Navigators	5,407	5,783	Increased 6%
Bombardiers	6,185	5,844	Decrease 6%
Flight Engineers	9,780	10,663	Increase 7%
Radar Observers	5,297	6,032	Increase 13%
Radio Operators	9,059	10,708	Increase 9%
Gunners	24,738	22,715	Decrease 8%
Spec. Weaponeers		3,116	
TOTALS	77,978	78,094	Increase 1%

6/ Ltr, CG, 8AF to CO, 509th Wing, 21 Dec 48. See exhibit #83.

7/ Files, Trng Sect, Directorate of Opns, 8AF.

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Flight Line Maintenance (Hours)

	Oct Nov Dec	Jan Feb Mar	Trends
Pilots	23,103	11,304	Decrease 51%
Flight Engineers	12,437	14,855	Increase 17%
TOTALS	35,540	26,159	Decrease 26%

Synthetic Trainers (Hours)

Link Trainers	1,213	2,036	Increase 41%
Loran Trainers	530	1,217	Increase 57%
Supersonic Trainers	626	995	Increase 37%
Bomb Trainers	848	1,049	Increase 19%
Navigation Trainers	342	578	Increase 31%
Gunnery Trainers	1,522	2,550	Increase 31%
TOTALS	5,081	8,425	Increase 36%

The ground training statistics quoted above furnish a basis for comparison of the amount of training accomplished during the two quarterly periods indicated. Monthly reports for the first quarter of 1949, show that the total of 78,094 hours of ground training was evenly divided with approximately 26,000 hours per month.

In order to cover the entire four months included in this history, ground training figures for the single month of April, are as follows: Airplane Commander, 2,337; Pilots, 3,241; Navigators, 1,901:30; Bombardiers, 1,663; Flight Engineers, 4,536; Radar Observers, 1,640; Radio Operators, 4,714; and Gunners, 8,197. Total ground training for the month was 28,573:30 hours. During the same month the total hours of line maintenance for air crew personnel amounted to 10,805:30. This time was divided as follows: Pilots, 5,515:30 hours, and Flight Engineers, 5,290 hours. Total synthetic trainer time for April was 2,233:35 hours. 8/

8/ Ibid.

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Ground training covers a wide range of subjects some of which are: interior guard duty, security, marksmanship, medical and first aid, parachutes, destruction of classified equipment carried in aircraft, combat tactics and techniques, chemical warfare, leadership, electronic counter measures, bomb loading, and evasion and escape.

Evasion and Escape Program

In passing, attention is given the evasion and escape phase of ground training mentioned above. This program was provided for in a SAC letter, dated 22 October 1948. 9/ The letter directed the establishment of an evasion and escape unit in the intelligence divisions of subordinate headquarters, down through the combat squadron level. The major provisions of the program, insofaras command units were concerned, were to provide constant instruction to combat crew members in the use of Russian language phrases, and the training of combat crew members in evasion and escape technique. The original letter was corrected on 15 December 1948, and implementation of the program in the tactical units was started in January 1949. 10/ Some delay was encountered during the early stages of the program due to the shortage of qualified Russian language instructors. The SAC letter directing establishment of the program indicated that graduates of the Russian

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9/ Ltr, Dir. of Int. SAC, to All SAC Units, subj "Evasion and Escape," 22 Oct 48, SAC 322. See exhibit #89.

10/ Ltr, Hq 7th Wing to CO's, 7th and 11th Groups, subj "Evasion and Escape Program," 10 Jan 49. See exhibit #90.

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Language Course of the Army Language School would be assigned to the command on the basis of one instructor per group, however it was several months after the program started before all tactical groups of the Eighth Air Force were assigned qualified Russian language instructors. In the meantime, the various units proceeded with setting up the program by assigning evasion and escape officers at wing, group, and squadron level. Although some of the personnel delegated were to act in a temporary capacity, a consolidated list of evasion and escape officers was forwarded to SAC on 25 February 1949. 11/ During most of this period the Russian language program was handicapped both by the shortage of qualified instructors and the limited amount of material available for instructional purposes. In general, the evasion and escape program during March and April consisted of lectures on the Geography of Russia, People of Russia, History of the USSR, and the beginning of instruction on Russian phrases.

One phase of the general evasion and escape program carried out during this period was the screening of military and civilian personnel of the command for information on the Soviet Union. The screening program was directed by a SAC letter, dated 2 November 1948, however implementation of the program was delayed as a result of a TWX from SAC, dated 14 December 1948. 12/ In a letter dated 6 January 1949, SAC advised this headquarters to proceed with the screening program, and a letter giving instructions regarding

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11/ Ltr, Dir of Int, 8AF to SAC, subj "Evasion and Escape," 25 Feb 49, 8AF 350.09. See exhibit #91.

12/ a. Ltr, Dir of Int, SAC to CG, 8AF, subj "Information Relative to the Soviet Union," 2 Nov 48
b. TWX, SAC IDCI 5207, 14 Dec 48.

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the program was sent to all stations this command on 17 February 1949. 13/ As indicated in the preceding history of this command, the purpose of the program was to screen all command personnel to identify those who had lived or traveled in the USSR, or who had personal contact with Soviet nationals. It was believed that personnel thus identified would furnish a valuable source of intelligence information on the Soviet Union. Personnel conducting the screening program were instructed to emphasize that the program was not a loyalty investigation, but was simply a matter of getting information on the Soviet Union. Most of the screening was completed by the end of April, and the program was officially terminated on 31 May 1949. 14/ The final report revealed that a total of 19,152 persons were screened and from this number a total of 430 positive contacts were made. From these people an additional 1100 leads were received. 15/

Flying Training

The general training objective of the Eighth Air Force for the early months of 1949, was designed to achieve and maintain a state of tactical proficiency that would enable each unit to perform immediately and effectively the mission assigned. This objective required a continuous and progressive flying training program throughout all tactical units of the command. Minimum

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13/ a. Ltr, Dir of Int, SAC to CG, 8AF, subj "Information Relative to the Soviet Union," 6 Jan 49, SAC 350.09.
b. Ltr, Dir of Int, 8AF to All Stations, same subject, 17 Feb 49.

14/ Ltr, Dir of Int, 8AF to All Stations, same subject, 19 May 49.

15/ Ltr, Dir of Int, 8AF to SAC, subj "Information Relative to the Soviet Union," 14 July 49. See exhibit #92.

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requirements for bombardment units were provided for in Eighth Air Force Regulation 51-1, 2 February 1949, and 51-1A, 23 March 1949. 16/ Although the determination as to the amount of individual training each crew would require was left to the unit commander, emphasis was placed on maintaining crew integrity, and insofaras possible, all training was to be accomplished by integral combat crews. To quote from the regulation:

> "It is the intent of this regulation to provide for a regular procession of training from the elementary to the advanced. The wing commander will determine the rate of this progression for individual crews and will use the desired goals as stated in this regulation as a guide in establishing his local training requirements and policies."

Flying training requirements for the 27th Wing, the only fighter unit in the command, were listed in Eighth Air Force Regulation 50-23, 28 July 1948. A copy of this regulation was included as an appendix item in the preceding history of this command.

The command flying training program as outlined in the regulations referred to above, and augmented by additional requirements and procedures imposed at wing level, was designed to guarantee proficiency both for individual crew members and for crews as units. 16A/ Some of the major elements involved in the flying training program during this period were: formation, transition, instrument time, grid navigation, night flying, air-to-air refueling, gunnery missions (air to air and air to ground),

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16/ Reg. 51-1, 8AF, "Flying Training," 2 Feb 49, and 51-1A, 23 March 49. See exhibit #93.

16A/ a. Opns, Memo, 43d Wing, 25 Mar 49. See exhibit #93A.
b. Ltr, 8AF to All Bomb Wings, "Recommendations on Long Range Tactical Missions," 13 Apr 49. See exhibit #93B.

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radar bomb scoring, long range naviational training, fighter-bomber missions, and aerial demonstrations. Although the bulk of the flying training was within the ZI, certain units of the command accomplished considerable training on overseas maneuvers.

It is believed that the best indication as to the amount and type of flying training accomplished in this command during the period January through April 1949, is found in the semi-monthly flying training reports submitted by the tactical units. A study of these reports reveals that during the four month period, a total of 22,099:30 hours flying training was accomplished by bombardment groups of this air force. Broken down by tactical groups the flying training was as follows: 2d - 4076:10 hours; 7th - 2455:55 hours, 11th - 337:45 hours, 43d - 6516:15 hours, 97th - 4141:30, and 509th - 4571:55 hours. During the same four month period the 27th Fighter Wing accomplished a total of 8,780 hours of flying training. It should be noted that the above statistics refer to flying training only and do not include all flying accomplished in this command. A complete breakdown of flying training by months, types of training, and tactical units, has been extracted from semi-monthly training reports submitted to the Directorate of Operations, this headquarters, and is appended as Exhibit #94. 17/

Before proceeding to the discussion of command flying operations, brief reference is made to two courses offered by

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17/ Summary of Flying Training Activities, 8AF, January - April 1949. See exhibit #94.

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the Air Training Command at Mather AF Base, California. One of these, the school for bombardier training, has been referred to in earlier histories. This school trains the student as a triple threat navigator, bombardier, and radar observer (SSN 1037). The second course is the so called Commanders Course and is concerned with aircraft radar and radar bombing procedures.

This command has received a number of graduates of the bombardier school and early in February of this year, a letter was received from Air Training Command requesting information as to the proficiency of graduates of the United States Air Force Bombardment School. This headquarters immediately forwarded the request to bombardment units of the command with the request that comments on the proficiency of these men be forwarded prior to 15 March 1949. Letters from the tactical units indicate that the graduates received in this command have a good background in the theory connected with navigation, bombing, and radar operation, but that it is difficulty for them to maintain proficiency in each of the three specialties concurrently. In most cases, the men need a transition period before they can be considered proficient in their work. Attention is invited to comments from the various bombardment units of this air force. 18/

During the period, 30 March through 8 April 1949, Colonel C. S. Irvine, Commanding Officer of the 509th Bombardment Wing, attended the Commanders Course referred to above. In a letter

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18/ Ltr, Hq Air Trng Comm, to CG, SAC, subj "Degree of Proficiency Attained by Graduates of the AF Bombardment School," 9 Feb 49, and Comments from 8AF, Bomb Units. See exhibit #95.

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dated 12 April 1949, Colonel Irvine reported on the instruction offered during the course. 19/ He was very enthusiastic about the training being given as indicated by the following quotation:

* * * * *

"The commanders course affords an overall understanding of the radar bombing problem that is considered a mandatory requirement for Wing and Tactical Group commanders in the Strategic Air Command. Upon completion of the attendance of Wing and Group Commanders, it is considered essential that the following additional personnel be ordered to Mather Field for the Commanders course in the priority listed: Wing A-3s, Group S-3s, Bomb Squadron Commanders, Maintenance and Supply Group Commanders, Wing A-4s, Maintenance Squadron Commanders, and Bomb Squadron Operations Officers."

B-50 Operations in Alaska

In discussing some of the major missions and maneuvers accomplished by tactical units of the Eighth Air Force, initial attention is directed to two Field Order Missions scheduled for late 1948 and early 1949. Both of these missions required TDY training outside the ZI, and since a part of the training was accomplished before the end of 1948, reference to the two missions was made in the preceding history of this command.

The first of these missions was covered in Eighth Air Force Field Order No. 65, dated 8 August 1948, and provided for the rotation of bombardment squadrons of the 43d Bombardment Group to Alaska. The purpose of this mission was to field test and shake down the B-50 in tactical work in Polar flying. Each squadron utilized five B-50s and ten combat crews during this mission. The first squadron to take part in this mission, the

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19/ Ltr, Col C. S. Irvine, 509th Wing, to CG, 8AF, subj "Commanders Course at Mather Field," 12 Apr 49. See exhibit #96.

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63d Bombardment Squadron, departed Davis-Monthan AF Base on 9 November and returned to the home station on 25 December 1948. The main difficulty experienced by this squadron was the grounding of the aircraft due to Manifold Pressure Regulators from 23 November to 12 December. As a result of this, the flying schedule had to be condensed, however the squadron accomplished the following missions:

Mission #1 - Local test flight and orientation.

Mission #2 - Orientation, Cross Country - Route: Eielson AF Base to Point Barrow to Hershel Island to Eielson AF Base, 1300 nautical miles.

Mission #3 - Grid Navigation - Eielson AF Base to Point Barrow to Eglinton Island to Hershel Island to Eielson AF Base, 2200 nautical miles.

Mission #4 - Grid Navigation - Eielson AF Base to Hershel Island to Eden Bay over Magnetic North Pole to Cornwallis Island to Hershal Island to Eielson AF Base, 2800 nautical miles.

Mission #5 - Grid Navigation - Eielson AF Base to Point Barrow to the Geographic North Pole to Point Barrow to Eielson AF Base, 3200 nautical miles.

Mission #6 - Bombing and Gunnery - Targets at random on Ice Cap, 50 nautical miles north of Hershel Island.

Although the activities of the 63d Squadron were discussed in the preceding history, a general summary of events of the six week training period of this unit has been extracted from

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the final mission report for inclusion as a supporting document to this history. 20/

The original schedule provided for the 63d Squadron to depart for Eielson AF Base, Alaska, on 1 November and return to Davis-Monthan AF Base on 15 December, the 65th Squadron was scheduled to depart on 15 December and return to the home station on 1 February, and the 64th Squadron was to complete the rotation program by departing on 1 February and returning to Davis-Monthan AF Base on 15 March 1949. Due to the fact that the 63d Squadron did not clear Davis-Monthan until 9 November, and after arrival in Alaska the B-50s were grounded for approximately 20 days, the rotation program was thrown off schedule.

The 65th Bombardment Squadron spent most of the month of December in preparing for the Alaskan mission, and the first aircraft departed on the 27th of the month. This was a C-54, carrying advance echelon personnel, and it was followed by five additional C-54s and the five B-50s to be used in training operations at Eielson AF Base. The advance C-54 arrived at Eielson at 0025, 29 December; one C-54 and three B-50s arrived on 30 December; one C-54 and one B-50 arrived on 31 December; and one C-54 and the fifth B-50 reached Eielson AF Base on New Year's Day. Arrival of the two remaining C-54s was delayed due to maintenance difficulties encountered at Spokane AF Base. All aircraft, both C-54 and B-50, made intermediate stops on the

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20/ Report, S-3, 63d Bombardment Squadron, 43d Group. Extracted from Final Report, 8AF Field Order No. 65. See exhibit #97.

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flight to Bielson, with the exception of one B-50. This aircraft, B-50 #030, flew non-stop from Davis-Monthan to Bielson, arriving at that base at 0730, 31 December. This flight required 11:30 hours and the B-50 arrived at it's destination with a fuel reserve of 1600 gallons. With reference to the six C-54s furnishing airlift support for movement of the squadron to Bielson, it should be noted that on the flight back to Davis-Monthan, these aircraft airlifted baggage and ground personnel of the 63d Squadron who were returning to their home station. The C-54s were assigned to the 1st Strategic Support Squadron, and the final mission report submitted by that organization revealed the following mission statistics:

Aircraft hours flown - 252:40
Cargo and baggage airlifted:
To Bielson AF Base - 35,732 pounds
To Davis-Monthan AF Base 48,933 pounds
Personnel airlifted:
To Bielson AF Base - 184
To Davis-Monthan AF Base - 292 21/

During the month the 65th Squadron was in Alaska, aircraft and crews flew the same six missions as were listed for the 63d Squadron. Dividing the operations of the 65th Squadron into segments, it is found that the first week of January was spent almost entirely in ground familiarization with the area and the difficulties expected to be encountered. This ground training for the crews, pointing directly toward future flights over arctic terrain, were of a varied and practical nature. The indoctrination

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21/ Ltr, CO, 1st SSS, to CG, 97th Wing, subj "Final Report on Aircraft Mission," 18 Jan 49. See exhibit #98.

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course lasted three days and was conducted by personnel of the 10th Rescue Unit. Attention was given to problems to be expected in cold weather operations and included in the instructions were essentials of crash and emergency procedures. Actual flight testing began on 6 January, with local flights scheduled and accomplished. These local flights completed the first week of operations, and it should be noted in passing that temperatures ranged from plus five to minus forty degrees, with ice fog not uncommon and light snows prevailing. This weather was experienced throughout the entire operation and officials described it as "somewhat mild."

The second week of operations saw the accomplishment of the initial long range missions. This was followed by bombing missions during the third week in January. The target area was the ice north of the land mass and photographs of results of the missions indicated an approximate circular error of 150 feet.

Required missions were completed the last week in January, and the squadron returned to Davis-Monthan on 1 February, after completing a total of 602:50 operational hours flown in Alaska 22/ Originally scheduled for six weeks training at Zielson AF Base, the 65th Squadron's stay in the arctic was cut short due to a special mission being assigned the 43d Group. The assignment of this special mission, the non-stop round-the-world flight of a B-50, also resulted in cancellation of the final phase of the mission directed by Field Order No. 65. The last part of the

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22/ Report, S-3, 65th Bombardment Squadron, 43d Group, Extracted from Final Report, SAF Field Order No. 65. See exhibit #99.

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overall operation was to have been rotation of the 64th Bombardment Squadron to Eielson AF Base for six weeks arctic training.

The following statement is quoted from the final mission report covering the complete Alaskan operation:

> "The mission was very successful in that the B-50 was proven capable of Arctic operations. The 43d Bombardment Group received very valuable experience in flying in extreme cold and the B-50 and its component parts were thoroughly operationally tested as ordered. This maneuver was particularly valuable to the Squadrons in training the flight crews, developing procedures on flying the B-50 aircraft and generally raising the level of proficiency of the personnel of the units." 23/

97th Group Completes TDY in England

The second overseas training mission which started in the closing weeks of 1948 and completed early in 1949, was that concerning the training of the 97th Bombardment Group in England. This mission was covered by Eighth Air Force, Field Order No. 68, dated 12 October 1948. As previously reported, the 97th Group departed Biggs AF Base, El Paso, Texas, for overseas training on 2 November 1948. In England the 340th and 341st Squadrons were based at Marham, while the 342d Squadron operated out of Waddington. Although a general summary of the organization's TDY training activities was presented in the preceding history, additional information including the final mission report, is being included in this history to complete the picture. 24/

23/ Final Mission Report, 8AF Field Order No. 65. Note: Complete report, approximately 200 pages, should be on file in SAC, Operations Division.

24/ Final Mission Report, YAF Training Mission, CO, 97th Group to CG, 97th Wing, 30 March 49. See exhibit #100.

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Under provisions of Third Air Division, Field Order No. 18, 20 aircraft of the 97th Bombardment Group participated in a radar bombing attack on Grosscar and Saint Field, Ireland on 11 January. Visual camera bombing attacks were made on Sculthorpe and West Raynham, England on the same mission. Excellent results were achieved in the radar attacks but cloud coverage prevented successful camera bombing. Also participating in this mission were 20 B-29's of the 22d Bombardment Group stationed at Lakenheath.

On 10 January, four aircraft from the 340th Bombardment Squadron joined with RAF Fighter Group No. 12 in a night fighter-bomber mission. A total of 17 attacks were made on the bombers during an hour and a half period. Bomber altitude was 18,000 feet. This mission was to determine the effectiveness of RAF fighters to intercept and attack B-29 aircraft along a pre-briefed course and altitude at night using ground radar to vector the fighters at the bombers. Squadron combat crews expressed the opinion that no fighter attacks would have been encountered had the bombers been flying at their combat altitude of 30,000 feet. Too, pre-mission briefing had removed the element of surprise which ordinarily would rest with the attacking bombers. The night fighter used by the RAF was the Mosquito.

Other training during the month of January included routine bombing and gunnery missions, long range navigational missions to North Africa, and search missions. The search missions were occasioned by the loss of one B-29 and crew on a long range flight

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to North Africa.

The missing aircraft, #1775 of the 341st Squadron, departed Marham, England on 18 January for a navigational training mission to Accra via Roberts Field, or Dakar. Due to a shortage of fuel the aircraft landed at Dakar for refueling and crew rest before proceeding to Accra. The following morning a pre-flight inspection revealed that a left hand fuel injection pump change was necessary before the flight could be continued. However in checking the spare parts carried on the aircraft it was discovered that two right injection pumps were carried but no left hand pump. The aircraft remained at Dakar and on 24 January, aircraft #359 was dispatched from Marham, England with the necessary parts. The commander of #359 was briefed to instruct #1775 not to proceed to Accra, but for both aircraft to return to England via Lagens, Azores, non-stop.

Aircraft #359 departed Dakar approximately one hour ahead of #1775 and the commander of #359 stated that he and the other pilot had decided against flying to Marham via Lagens because #1775 had used an abnormal amount of gasoline on the trip to Dakar. Briefed route back to England was Dakar direct 43° 10' N - 09° 20' W direct to Marham. Altitude for the return flight was to be 16,000 feet. Aircraft #359 was unable to contact #1775 as briefed on either VHF of HF frequencies after take-off from Dakar. Last known position report on #1775 was approximately 30 miles south of the Canary Islands. The airplane commander

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on #359 reported that he encountered icing conditions in a front which extended from 50 miles north of the Canary Island for approximately 240 miles. He climbed through the bad weather and was clear at 20,000 feet.

The missing aircraft disappeared on 26 January and extensive search operations were carried on by other aircraft of the 97th Group through the first week in February. In addition to other units participating in the search, the 97th flew 18 missions out of Marham and Waddington. Search activities centered in an area approximately 100 miles north of the Canary Islands. No trace of the aircraft sreckage or survivors were found.

Aircraft of the 97th Group departed England on 14, 15, and 16 February, and the return to Biggs AF Base, El Paso, Texas, was without incident.

509th Group Departs for Overseas TDY

With the return of the 97th Bombardment Group from England, initial planning was started toward dispatching another bombardment unit to the UK for extended TDY training. The unit designated was the 509th Bombardment Group, Walker AF Base. This was the third medium bombardment unit of the Eighth Air Force to be rotated to England since the program started last year. Units previously rotated were the 2d and 97th Bombardment Groups. Although the organization had been scheduled for the overseas training for some time, the official warning order directing the 509th to prepare for movement to the UK was dispatched by this headquarters on 25 March 1949. 25/ The order directed the 509th

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25/ TWX, 8AF to CO, 509th Wing, 25 March 1949.

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Wing to prepare 30 aircraft for 90 days TDY.

The official directive covering movement of the unit was Eighth Air Force, Operations Order No. 7-49, published on 15 April 1949. 26/ The order called for 21 modified ruralist B-29s and nine B-29 tankers to participate in the mission. Nine of the aircraft were to proceed from Walker to the UK non-stop by utilizing air-to-air refueling, however this headquarters cancelled the air-to-air refueling phase of the group movement on 29 April 1949. 27/ The order provided for two squadrons to be stationed at Marham, England, and the third squadron to be based at Lakenheath, England. Total personnel authorized for the mission were not to exceed 875, and those not transported in group aircraft were to be moved to the UK by Military Air Transport Service.

In accordance with the provisions of the order directing the mission, an advance party of 81 personnel were airlifted to England by MATS early in April. One B-29 of the 509th Group departed Walker AF Base on 20 April 1949, and the remaining aircraft were dispatched as follows: nine aircraft departed 28 April, seven aircraft departed 29 April, and 22 aircraft left the home station on 30 April. This makes a total of 39 aircraft sent to the UK and it should be pointed out that the additional nine airplanes were assigned to the three bomb squadrons for transport purposes. The 509th Group was led overseas by the commanding officer, Colonel John D. Ryan. Commanding the bombardment squadrons were Lt Col James I. Hopkins - 830th, Major Philip Y,

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26/ Opns Order 7-49, 8AF, 15 Apr 49. See exhibit #101

27/ TWX ODO 3025, 8AF to CO, 509th Wing, 29 Apr 49.

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Williams - 393d, and Lt Col Woodrow P. Swancutt - 715th.

A report of TDY training activities of the 509th Bombardment Group will be included in a subsequent history of this command.

Caribbean Mission - 27th Fighter Group

During the period January through April 1949, two special long range missions were accomplished by aircraft of this command. The first of these missions was a long range navigational training flight for F-82 aircraft of the 27th Fighter Group, while the second mission was the much publicized round-the-world flight of the B-50, "Lucky Lady II." These two missions will be discussed in the order of their accomplishment.

The long range flight of the 27th Fighter Group was covered in Eighth Air Force Operations Order No. 1-49, dated 31 January 1949. This order provided for 50 F-82 aircraft to fly from Kearney AF Base, Nebraska, to Howard AF Base, Panama, and then return to Kearney. Intermediate stops on the route out were at MacDill AF Base, Florida, and Ramey AF Base, Puerto Rico. Refueling and maintenance stops on the return flight from Howard AF Base, were at Vernam AF Base, Jamaica, and Carswell AF Base, Texas.

Due to supply and maintenance necessary along the route, three C-47 aircraft participated in the mission. These aircraft airlifted the spare parts and supplies necessary to the flight and also carried 39 F-82 crew chiefs to perform maintenance

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on the fighters at the several stops.

At 0915 on 1 February, the mass flight of 55 F-82's departed Kearney AF Base for MacDill AF Base and landed at the Florida station at approximately 1400 hours. The group spent one day at MacDill performing necessary maintenance and briefing and coordination with Air-Sea Rescue representatives. Fifty-three of the aircraft departed MacDill at 0900 on 3 February for direct flight to Ramey AF Base. Four of the aircraft aborted shortly after taking off from MacDill and returned to that station. The other 49 aircraft proceeded to Ramey AF Base, arriving at that station at 1414 EST. Due to late arrival of C-47s carrying ground crew personnel, the F-82s remained at Ramey AF Base on 4 February for maintenance of aircraft. Of the 49 aircraft landing at Ramey AF Base, six aborted and the remaining 43 airplanes departed for Howard AF Base at 0830 on 5 February. The flight to Howard was without incident and shortly after arrival of the group one of the Ramey aborts arrived at Howard. The 44 F-82s remained at Howard AF Base three days, departing the Canal Zone at 0900 on 8 February. One aircraft aborted back to France Field, however this plane rejoined the group later in the day at Vernam AF Base, Jamaica. The group was also joined at Vernam by the five other aircraft that had been left at Ramey AF Base. This brought the group back to the original 49 airplanes that had departed MacDill AF Base. Forty-five aircraft departed Vernam AF Base at 0940 EST, 9 February

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for direct flight to Carswell AF Base and the remaining four aircraft cleared by way of MacDill AF Base due to lack of or malfunctioning drop tanks. There were no aborts on this leg of the flight and all aircraft arrived at Carswell during the afternoon of 9 February. This was the longest single leg of the entire mission, covering 1636 miles and requiring 6:30 hours. The 49 F-82s returned to Kearney AF Base on 10 February 1949.

The mission was considered very successful. One of the main purposes of the flight was to give the pilots training in flying techniques involved in long range, overwater flights, and the final mission report indicated that approximately 90 percent of the flight was over water. The flight provided valuable supply and maintenance experience for both ground and flying personnel, and it also proved the feasibility of long range flights using dead reckoning together with celestial navigation for F-82 aircraft. The mission was completed without the usual escort bomber for navigation purposes. A rated pilot-navigator was carried in the right seat of the Group Commander's aircraft, while all other aircraft carried the regular pilot and co-pilot.

Although never needed during the flight, Air-Sea Rescue service was provided by one PBY from MacDill which accompanied the group on the over-water part of the mission, and by supporting

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Air-Sea Rescue craft from the stop-over points.

One of the major problems encountered during the ten day mission was the long hours of maintenance work required of the crew chiefs responsible for maintenance on the F-82s. As already indicated these men were airlifted by C-47s and they usually arrived at each successive stop a few hours after the fighters. This meant working most of the night getting the F-82s ready for the next leg of the mission. After two or three days of this schedule all maintenance had to be stopped for a day to give the maintenance personnel a chance to get some rest. The solution to this problem appears to be faster transports, or larger aircraft which could carry sufficient personnel to allow some of the men to have a few hours rest while the remainder continued to carry on the required maintenance.

Regarding the success of the overall mission, the following is quoted from the final mission report prepared by Colonel Cy Wilson, Group Commander, who led the unit on the Carribean mission:

> "The flight as a whole was quite successful. A total of some 1100 flying hours were accomplished in the ten day period which included six actual flying days. There was one accident and it occurred during the landing at Kearney on the last leg of the flight and has been attributed to pilot error and the presence of snow on the runway. Valuable experience was gained by all pilots both as to flying and maintenance of the aircraft. Most certainly those individuals who had never flown over water in fighters are now convinced that such flights are nothing less than everyday routine if proper planning is accomplished." 28/

28/ Ltr, CO, 27th Gp to CO, 27th Wg, subj "Report of Navigation Mission in Carribean Area," 1 March 49. See exhibit #102.

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Lucky Lady Flight

On 2 March 1949, the B-50 "Lucky Lady II" completed the first non-stop flight around-the-world. The medium bomber assigned to the 63d Bombardment Squadron, 43d Bombardment Group, Davis-Monthan AF Base, took off from Carswell AF Base at 1121 CST on 26 February. Ninety-four hours later the bomber landed at the same base after covering 23,452 statute miles. Total distance covered is based on latitude and longitude coordinates. The non-stop flight was made possible by air-to-air refueling from B-29 tankers at four points along the great circle course flown.

Crew members on the Lucky Lady II were as follows:

Airplane Commander and Pilot - Captain James Gallagher, Melrose, Minnesota.

Second Pilot - First Lieutenant Arthur M. Neal, Visalia, California.

Third Pilot - Captain James H. Morris, San Antonio, Texas.

First Navigator - Captain Glenn E. Hacker, Eldorado, Kansas.

Second Navigator - First Lieutenant Earl L. Rigor, Corvallis, Oregon.

Radar Officer - First Lieutenant Roland B. Bonner, Bakersfield, California.

Radar Officer - First Lieutenant William F. Caffrey, Boston, Mass.

Flight Engineer - Captain David B. Parmelee, Guildford, Connecticut.

Flight Engineer - Staff Sergeant Robert G. Davis, Niles, Michigan.

Flight Engineer - Technical Sergeant Virgil L. Young, Cranesville, Pa.

Radio Operator - Technical Sergeant Burgess G. Cantrell, Pond, Virginia.

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Radio Operator - Staff Sergeant Robert R. McLeroy, Alvarado, Texas.

Gunner - Technical Sergeant Melvin G. Davis, Long Beach, California.

Gunner - Staff Sergeant Donald G. Traugh , Jr., Danville, Pa.

From the above it will be noted that ten different states were represented by members of the bomber's crew. Attention is also called to the fact that Lieutenant Neal, second pilot of the Lucky Lady II, was the pilot on the original Lucky Lady, one of the three B-29s that started on a round-the-world training flight last July. The three bombers from the 43d Group, took off from Tucson, Arizona, on 22 July, and two of the aircraft made the flight successfully and returned to Tucson on 6 August 1948.

The non-stop training mission was directed in Eighth Air Force Operations Order No. 3-49, dated 12 February 1949. 30/ The order provided that the flight be made by the 43d Bombardment Group utilizing air-to-air refueling technique and standard combat equipped B-50 aircraft. It goes without saying that the proposed flight required a great deal of preparation leading up to the actual mission. Aircraft, both tankers and B-50 receivers, had to be prepared for the forthcoming operation, and intensified training of crews in air-to-air refueling technique was necessary. This maintenance and training was going on even before the actual operation was officially ordered. One of the first indications of the special mission coming up was the early return of the 43d

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30/ Opns Order No. 3-49, 8AF, 12 Feb 49.

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Group's 65th Squadron from Alaskan maneuvers on 1 February, and cancellation of the scheduled 64th Squadron's rotation to the same theater of operations. In addition to preparation of aircraft and crews for the mission, special arrangements had to be made with the governments over whose countries the B-50 was to fly and arrangements also had to be made with other governments for permission to base tankers on their airfields at strategically located points along the route.

The route directed by the operations order was the great circle course along the following listed points, Carswell AF Base; Lagens, Azores; Gibraltar; Khartoum, Egyptian Sudan; Dhahran, Suidi Arabia; Dwarka Point, India; Chance Island; Point de Camau, Siam; Clark Field, Philippines; Johnson Island; John Rogers Field, Hawaii; and Carswell AF Base. Refueling points along the route were: Lagens, Dhahran, Clark Field, and John Rogers Field. 31/

Refueling at the four points indicated was handled by four Task Detachments as follows:

Detachment #1 was dispatched to Lagens, Azores. The Detachment was commanded by Colonel W. C. Kingsbury, Director of Plans, Headquarters Eighth Air Force. This unit was composed of four B-29 tankers and one cargo aircraft supplied by the 1st Strategic Support Squadron.

31/ Polar projection, route flown by Lucky Lady II. See exhibit #103.

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Detachment #2 was dispatched to Dhahran and was commanded by Colonel Dalene E. Bailey, Deputy Commander, 43d Wing. This unit was composed of five B-29 tankers and one support aircraft of the 1st SSS.

Detachment #3 was commanded by Colonel William H. Blanchard, Director of Operations, Headquarters Eighth Air Force, and was responsible for refueling operations at Clark Field. This unit was also composed of five B-29 tankers and one support aircraft.

Detachment #4 was dispatched to John Rogers Field, Hawaii, and was commanded by Colonel James E. Selser, Commanding Officer of the 43d Wing. The unit was made up of four B-29 tankers and one cargo aircraft. "D" day for the mission was 25 February and the refueling detachments had to be in place on 21 February.

Only two tankers were actually required at each refueling point however all tankers of a detachment were in the air for possible use in the event of malfunctions by the primary or secondary tankers.

The receiver B-50s prepared for the mission were referred to as Advanced Echelon and were in place at Carswell AF Base on D minus two. This unit was made up of five B-50 aircraft completely equipped and ready to fly the mission as ordered. The plan for the flight was to dispatch a B-50 on 25 February, with other B-50s standing by. In case of an abort by the original aircraft an alternate was to be dispatched. As the flight developed the preparation of several B-50s for the mission proved to be good insurance. The first B-50, the Global Queen, departed Carswell as scheduled on Friday, 25 February, however this aircraft was forced

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to land at Lagens because of engine trouble.

The "Lucky Lady II" was moved in as alternate and took off from Carswell at 1121 CST on 26 February. She arrived over Lagens for refueling at 0255 CST, 27 February, after completing 3884 miles in 15:34 hours. Average speed for this leg was 250 miles per hour. The bomber arrived over Dhahran at 2230 CST on 27 February. Total distance covered at this point was 9189 miles, and flying time was 35:09 hours. Average speed on second leg of flight was 270 miles per hour. The Lucky Lady reached the Philippines at 1900 CST on 28 February and at this point had completed 14,178 miles in 55:39 hours. Average speed on third leg was 242 miles per hour. The fourth refueling was accomplished over Hawaii at 1815 CST on 1 March. Total distance covered at that point was 19,642 statute miles, and total flying time to that point was 78:54 hours. Average speed on fourth leg of flight was also 242 miles per hour. The Lucky Lady passed over the control tower at Carswell AF Base at 0922 CST, 2 March 1949, just 94 hours and one minute after taking off from the same base. Wheels of the bomber touched the runway at 0931.

Upon landing at Carswell AF Base, Captain Gallagher and his crew were greeted by Air Secretary, Stuart Symington, General Hoyt Vanderberg, Lt General Curtis E. LeMay, Major General Roger M. Ramey, and other high ranking military officials, plus a party or approximately 60 newsmen and radio commentators from all parts of the United States. The non-stop flight was described as highly successful and a sort of graduation exercise for the air-to-air refueling technique.

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For "extraordinary achievement" on their non-stop round the world flight, the crew members of the Lucky Lady II were presented Distinguished Flying Crosses at a formal review held at Davis-Monthan AF Base on Tuesday, 12 April 1949. Six ground crew personnel also received Commendation Ribbons for the part they played in making the flight possible.

Presentation of awards was made by General Ramey. Included among the guests present for the ceremony were Governor Dan E. Garvey of Arizona, Mayor E. T. Houston of Tucson, and families of the airmen being honored.

Ground crew personnel receiving the Commendation Ribbon were as follows: Captain Chester H. Culp, 43d Group, S-4, who was project officer for the refueling operations of the Lucky Lady; WOJG Robert W. Graham of the 65th Bomb Squadron, assistant engineering officer; M/Sgt Robert B. Corey, line chief; M/Sgt Archie B. Atherton, crew chief; M/Sgt Robert DeCutler, flight chief; and T/Sgt Alexander F. Hydak, assistant crew chief.

On 7 April the crew members making the non-stop flight were guests of the City of Fort Worth, where the flight began and ended. Highlights of the all day celebration included dedication of a granite memorial presented to the Eighth Air Force by the Fort Worth Star Telegram, a downtown parade, and a testmonial dinner at the Hotel Texas. At the dinner, attended by approximately 400 civic and business leaders, the airmen were presented with special gold medals for aeronautical achievement and were made

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lifetime citizens of Fort Worth. Other special guests included wives of the airmen and top officials of SAC and the Eighth Air Force.

The one incident to mar the overall operation was the loss of one B-29 tanker and crew of Detachment #3. This detachment, composed of five B-29 tankers and one C-54, departed for Clark AF Base, Philippines, on 16 and 17 February 1949. Tanker 1713, with the senior control officer aboard, and the C-54 left Davis-Monthan AF Base on the 16th. Tankers 1704, 1705, 1716, and 1731 departed Davis-Monthan on the 17th and all aircraft were in place at Clark AF Base on 21 February.

At 0923 local time, 1 March 1949, B-50 #6010 (Lucky Lady II) arrived over Clark AF Base. The bomber made two complete circles as all five tanker aircraft fell into position. A hookup between 1713 and 6010 was made at 0952 local time and gasoline flowed at the initial rate of 88 gallons per minute. At 1103, aircraft number 1713 broke away after having transferred 6400 gallons of gasoline. One hour and 58 minutes elapsed between the first break away and the second hookup, because of a broken chain in the receiver aircraft. At 1301 local time, the second hookup, tanker 1705 and receiver 6010, was completed and fuel flowed at the rate of 110 gallons per minute. The second break away was made at 1347 after 4800 gallons of fuel were transferred. After this break away the Lucky Lady II signaled that it had a full load and proceeded on course.

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Upon completion of fuel transfer, tanker number 1713 returned directly to Clark AF Base. At 1251 local time, tanker 1716 was forced to turn back to Clark AF Base because of turbo failure. After the second transfer of fuel by tanker 1705, this aircraft together with tankers 1704 and 1731, started the flight back to Clark. On the return flight to Clark, 1705 and 1704 checked with 1731 hourly, on the hour, to signify that their flight was progressing without difficulty. Lieutenant Colonel Michael N. W. McCoy, the refueling control officer, was aboard tanker 1731. Because of an overcast over the Island of Luzon, instrument approaches were made to Clark AF Base by tankers 1704 and 1731 landing at 1810 local time. Tanker 1705 checked in with tanker 1731 at 1700 local time. Between 1700 and 1800, the pilot of 1731 heard the pilot of 1705 ask for and receive a weather report from Clark control tower. The pilot of 1705 gave his position as 90 miles from Clark. There were no further transmissions from the aircraft.

Flight "C" of the 2d Rescue Squadron was notified at 1845 that tanker 1705 had failed to return to the base. Search operations were begun at 2200 local time. On 2 March, tankers 1713, 1731, and 1704 departed Clark to conduct a sea search for 1705. The search was to cover an area from the coast of Luzon to Polillo Island, north to Cape San Ildefonso, and then west to the coast of Luzon. The three tankers made rendezvous at Polillo Island, starting their search mission north toward Cape San Ildefonso. The three ships flew abreast at 800 feet altitude and one mile separation, however due to extensive rain squalls throughout the area, the

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search had to be discontinued. All tankers returned to the base at 1700. The senior control officer ordered the four tankers, 1704, 1713, 1716, and 1731, back to Davis-Monthan AF Base on 5 March 1949. The C-54 remained at Clark AF Base to assist in search operations for tanker 1705. On the 15th of March the wreckage of B-29 1705 was sighted near the top of a mountain located in Rizal Province, Luzon Island. Elevation of the mountain is approximately 4600 feet. A ground party left Clark AF Base, 17 March enroute to the scene of the crash. The advance echelon of the party reached the aircraft on 23 March, with the main party arriving at the scene on 24 March. The crash took the lives of all members of the crew and by 28 March, all bodies had been recovered and taken to Ft. McKinley, Luzon Island. The crew was as follows:

Captain William G. Fuller, AO-48805, Airplane Commander
Captain William W. Taylor, AO-46424, Pilot
1st Lt William S. Roegels, AO-2086918, Navigator
1st Lt Edwin W. Ryan, AO-926533, Observer
1st Lt Robert C. McCormick, AO-937281, Engineer
SSG-3 Andrew J. Brooks, AF 6933277, Operator
SSG-3 Arthur W. Stear, AF 6913792, Radio Operator
Lt Col Jack S. Hunt, AO-42132, Asst. Observer

Complete information on the round-the-world flight is contained in the final mission report. A copy of this report should be on file in Operations Division, Strategic Air Command. Additional reports, letters, and photographs relating to the

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flight are included in the appendix of this narrative. 32/

32/ a. Pilots Log, Lucky Lady Flight, 2 March 1949. Exhibit #104
b. Radar Officers Log, Round-the-World Flight. Exhibit #105
c. Recommendation for DFC for Lucky Lady Crew, Hq 8AF, 21 March 49. Exhibit #106.
d. List of Newsmen at CAFB for Return of B-50. Exhibit #107.
e. Photograph, showing take off of Lucky Lady, on 26 Feb. Exhibit #108.
f. Photograph, Lucky Lady taxiing toward reception committee at end of flight on 2 March. Exhibit #109.
g. Photograph, Vandenberg, LeMay, Carter, Symington, and Ramey wait on ramp as Lucky Lady comes in for landing, 2 March. Exhibit #110.
h. Photograph, VIPs congratulate crew at end of flight, 2 March. Exhibit #111.
i. Photograph, Secretary Symington, Captain Gallagher, and General Vandenberg, surrounded by crew are interviewed over local radio hook-up, 2 March. Exhibit #112.
j. Photograph, Generals Vandenberg and LeMay discuss flight prior to post-flight interrogation of bomber crew, 2 March, Exhibit #113.
k. Photograph, Lucky Lady crew interviewed by newsmen. Place is briefing room at Carswell AF Base. Exhibit #114.
l. Ltr, CO, 1st SSS to CG, 97th Wing, subj "Final Report on Aircraft Mission (Support for Lucky Lady Flight)," 29 March 1949. See exhibit #115.

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Major Aerial Reviews

Aircraft of the tactical organizations of this air force participated in three major aerial reviews during the initial months of 1949.

The first of the aerial reviews was in connection with inaugural ceremonies of the President of the United States on 20 January 1949. Eighth Air Force participation in this review was provided for in Field Order No. 79, dated 18 January 1949, and units concerned were the 7th Bombardment Wing and the 27th Fighter Wing. The order directed that the 7th Wing supply enough B-36 aircraft to insure a minimum of six of the big bombers to pass over in review. The 27th Fighter Wing was directed to provide sufficient number of F-82s to insure 48 of these aircraft for the review. Other Air Force Groups participating in the review were: 4th Fighter Group - 22 F-80, 56th Fighter Group - 22 F-80s, 316th Troop Carrier Group - 24 C-82s, 307th Bombardment Group - 27 B-29s, and 93d Bombardment Group - 27 B-29s. The 7th Bombardment Wing B-36s were designated to lead the aerial review with time over target scheduled at 13:15 EST.

In preparing for this mission the 7th Bombardment Group readied ten B-36s and crews. Three of these aircraft were designated as airborne spares and were to fly to the rendezvous point at Langley Radio, Va. A formal briefing was held at 1400 hours on 19 January 1949. The first B-36 took off at 0440 CST,

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20 January. This aircraft was commanded by General Ramey, and was followed immediately by five other B-36s. The four other B-36s scheduled for the mission aborted due to mechanical failure. General Ramey's aircraft was forced to return to Carswell at 0626 CST due to damage inflicted to the horizontal stabilizer caused by failure of the landing gear door. 33/ Colonel Alan D. Clark, Commanding Officer, 7th Bombardment Wing, was flying one of the five remaining B-36s and assumed command of the flight when General Ramey's plane aborted. Ten minutes before reaching the Initial Point (Chesapeake Beach), instructions were received from Andrews Airways to delay IP time ten minutes. This was done and the B-36s passed over the IP at 1330:30 EST. The B-36s passed over the Capitol at 1340 EST, and continued to Leesburg, Virginia where the formation dispersed and each aircraft reverted to individual flight plans. All B-36s were back at Carswell by 2158 CST, 20 January 1949.

The 27th Fighter Wing supplied 50 F-82s for this review. The aircraft staged out of Langley AF Base, departing their home station at Kearney on 18 January. The group spent one day in checking and performing minor maintenance on the F-82s. Following participation in the aerial review on 20 January, the aircraft returned to their home station on 21 January 1949.

The second major aerial review for aircraft of this command was scheduled in connection with the seventh anniversary celebration of the Eighth Air Force on 28 January 1949. This fly-over

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33/ Ltr, CO, 7th Gp to CO, 7th Wg, subj "Final Mission Report," 24 Jan 49. See exhibit #11C.

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was covered in Eighth Air Force Field Order No. 78, dated 21 January, and provided for an aerial review of aircraft of the 7th, 509th, and 27th Wings. The number of aircraft to be supplied by the three organizations were as follows: 7th Wing - maximum effort of B-36s, 509th Wing - 22 B-29s, and 27th Wing - maximum effort or a minimum of 36 F-82s. Accomplished as scheduled, this review saw the largest formation of B-36s ever assembled in a single mission. Eleven of the big bombers led the aerial review, and the formation was commanded by Lt Col Ellery D. Preston, Commanding Officer of the 7th Group's 436th Squadron. Target for the aerial formation was Carswell AF Base and the City of Fort Worth since 28 January marked both the anniversary of the Eighth and the opening day of Fort Worth's Southwestern Exposition and Fat Stock Show. The anniversary ceremonies at Carswell included a formal review of the troops of the 7th Bombardment Wing. The following former commanders of the Eighth Air Force were in the reviewing stand with General Ramey: General Carl Spaatz, retired; Lt General Ira C. Eaker, retired; Major General William E. Kepner, and Major General Clements McMullen. Also taking part in the ceremony were Lt General Curtis E. LeMay, Brigadier General Robert Landry, president Truman's Air Force aide, and Brigadier General Robert J. Smith, national president of the Air Reserve Association. 34/

34/ a. Photograph, Present and past commanders of the Eighth Air Force in reviewing stand at Carswell, 28 Jan 49. See exhibit #117.
b. Montage, Commanding Generals of the Eighth Air Force. See exhibit #118.

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The third major aerial demonstration participated in by units of this command was the Air Progress Demonstration at Andrews AF Base on 15 and 16 February 1949. The aerial demonstration was arranged by the United States Air Force at the request of Chairman Vinson of Georgia of the House Armed Services Committee. Present for the aerial parade were President Truman, cabinet members, members of both houses of Congress, and other high officials of the government and military forces. The Eighth Air Force part of the demonstration was covered in Operations Order No. 4-49, and command units participating were the 7th, 43d, and 509th Bombardment Wings. The 7th Wing was to furnish one B-36 for static display and a maximum number of B-36s for formation fly-over, the 43d Wing was to furnish one B-50 for static display and one B-50 for a fly-over, while the 509th Wing was to supply one B-29 for static display and one B-29 for fly-over. The fly-over of Eighth Air Force aircraft took place on 15 February 1949, and the mission marked the largest formation of B-36s yet assembled. Sixteen of the bombers made the 2380 mile non-stop flight to Andrews and return.

The flight of the B-36s was marked by one unusual incident. Seventeen of the aircraft departed Carswell AF Base on the mission, however one aircraft returned to the home station without completing the mission. This aircraft was struck by a bolt of lightning which knocked out the ships electrical system. The

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incident occurred just south of Texarkana, Texas, on the outward leg of the flight, and the scorched bomber returned to Carswell immediately. There were no injuries to members of the 15 man crew, and damage to the B-36 was slight. 35/

B-36s Set Records

On 12 March, just ten days after the "Lucky Lady II" made it's non-stop round-the-world flight, another Eighth Air Force Bomber chalked up a record. This second record was a 9600 mile non-stop flight of a B-36 of the 492d Bombardment Squadron, 7th Bombardment Group. This was the longest flight recorded to date by the B-36 and consumed 43 hours in the air. The flight was accomplished without refueling and was pin pointed entirely within the borders of the United States. Taking off at Carswell on 10 March, the bomber banked northward and set its course for Minneapolis, Minnesota. The aircraft then turned westward to Great Falls, Montana and from that location followed a diagonal path across the nation to Key West, Florida. While enroute to Houston, Texas, a bomb load of nearly 10,000 pounds of dummy bombs were salvoed in the Gulf of Mexico. Turning north at Houston the aircraft passed over Fort Worth, Denver, Great Falls, and Spokane, Washington, before retracing its route to Carswell AF Base.

Pilot and airplane commander of the B-36 was Captain Roy Showalter with Lt Clarence F. Horton as co-pilot. The flight was directed by Major John D. Bartlett, assistant group operations

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35/ Photograph, lightning strikes a B-36. See exhibit #119.

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officer, who also directed the B-36 flight to Hawaii on 7 December. At the end of the flight Major Bartlett stated that the airplane held enough fuel for at least another two hours in the air. The bomber carried a crew of 12 instead of the usual B-36 crew of 15.

Members of the ground crew responsible for preparing the aircraft for the record flight received letters of commendation from Colonel C. D. Farr, 7th Bombardment Group commander. The following is quoted from the commendation:

> "I wish to take this opportunity to highly commend you for your unselfish devotion to duty in the preparation of B-36B 2035 for its recent long range flight. The long hours of arduous work, in some instances periods of 28 hours without rest, resulted in the success of the mission as well as the procurement of vital engineering data that will improve our operational efficiency. I wish to especially cite the leadership and airmanship displayed by your actions. Your example was an inspiration to others. It is this type of spirit which is necessary to make this group an outstanding organization."

An accomplishment of singular importance with relation to the capabilities of the B-36 type aircraft was a test flight conducted jointly by Consolidated Vultee and AMC representatives on 29 January. The event in question was a non-stop 2900 mile flight in which a B-36 carried a bomb load of 42 tons, and although the flight was not made by Eighth Air Force personnel, it is believed that the test should be mentioned briefly in this narrative.

The B-36 piloted by Major Stephen P. Dillon, deputy district chief of the AMC office at Consolidated Vultee factory, took off from the Carswell runway at 7:50 a. m. The bomb load was made up

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of two 42,000 pound bombs which were dropped several hours later over the Muroc, California bombing range. One bomb was dropped at an altitude of 35,000 feet while the second was dropped from 40,000 feet. The bombs, without explosive charges, were carried in the normal manner within the huge bomb bays of the B-36, one in each bay. In previous tests the 42,000 pound bombs have been dropped from B-29 type aircraft, with each carrying only one bomb and this shackled to the underside of the aircraft. By way of comparison the weight of the two bombs dropped from the B-36 were equal to the weight of the wartime B-17 Flying Fortress. Takeoff weight for the B-36 on the flight was upwards of 300,000 pounds and average speed over the 2900 mile flight was more than 250 miles per hour.

When the aircraft returned to Carswell AF Base at 7:30 p. m., the main landing gear under the right wing of the bomber collapsed as the plane was being moved off the runway. Damage to the aircraft was to the landing gear, right wing, and one of the six pusher type engines and propellers. Convair officials stated that the landing gear collapsed because of "an apparant flaw" in materials.

Initial Gunnery Missions for B-36

As mentioned elsewhere in this history, the acquisition of Matagorda Island Bombing and Gunnery Range provided a suitable range for training of crews of the B-36 bombardment units. The initial gunnery training missions at the range were flown by a B-36B of the 98th Bombardment Squadron, 11th Bombardment Group,

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on 28 and 31 March 1949. The same aircraft, #44-92050, was used on both missions. On the first mission the aircraft departed Carswell AF Base at 1145 hours, and entered the Matagorda Gunnery Range at 10,000 feet at 1340 hours. Prior to departure from the home station each gun was loaded with 50 rounds of ammunition. Firing commenced immediately upon entering the Range and lasted for approximately one hour and a half. Of the 600 rounds of ammunition carried, 400 rounds were fired during the mission. The mission report listed malfunctions in the following guns: right gun, upper left forward turret; left gun, upper right aft turret; left and right guns, lower right aft turret; and right gun, radar tail turret. Both guns in lower left aft turret were red-lined prior to mission. In some of the gun positions listed above, some ammunition was fired prior to the development of the malfunction. The basic difficulty causing malfunctions was attributed to faulty ammunition. Class III ammunition was used on this mission and it was recommended that Class I be used to give the equipment a fair test. 36/

The second gunnery mission was flown by the same aircraft. The B-36 left Carswell AF Base at 1230 hours and entered the Matagorda Range at approximately 1420 hours. Firing continued for one hour and 25 minutes during which time 1,127 rounds were

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36/ Ltr, Hq 7th BW to CG, 8AF, "Initial B-36B Gunnery Training Mission," 31 March 49. See exhibit #120.

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fired from a total load of 1400 rounds. This represented a percentage of approximately 80.5 whereas in the initial mission only about 66 percent of the ammunition was fired. The final mission report listed malfunctions in five of the 14 guns. Four of the five malfunctions were attributed to ammunition and links. Ammunition was the same class as that used on the initial mission and it was again recommended that Class I be made available as soon as possible. 37/

RBS Field Order Missions

This headquarters directed two RBS Field Order Missions during the period January through April 1949. The first of these missions was against the Dayton Bomb Plot, and was directed by Field Order No. 80, dated 25 January 1949. The order prescribed that the 7th Wing would supply four B-36 aircraft for missions on 2, 4, 8, and 10 February. The 509th Bombardment Wing was directed to provide six B-29 aircraft for missions on the same dates. Participation in the Dayton mission by the 2d and 43d Bombardment Wings was left to the discretion of the organization commanders. The 2d Bombardment Wing scheduled mission on 3, 5, 9, and 11 February, however the 43d Wing did not participate in the mission due to maintenance and training being carried on preparatory to the round-the-world flight. During the overall mission only two organizations managed to get an appreciable number of aircraft over the target.

37/ Ltr, Hq 7th BW to CG, 8AF, "Second B-36B Gunnery Training Mission," 5 April 49. See exhibit #121.

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With respect to the 7th Wing, weather, maintenance difficulties and aircraft aborts limited the operations of this organization to the extent that only one B-36 completed the Dayton bomb run and this run was not scored due to malfunction of radar equipment. This flight was made on 8 February.

The 2d Bombardment Group cancelled it's mission scheduled on 3 February due to T/O compliance on aircraft. On 5 February, this group scheduled five aircraft, however three of the aircraft aborted with only two scoring bomb runs. Circular error scores for these two aircraft were 12,912 feet and 8,208 feet. The 2d Group scheduled five aircraft for the mission on 9 February, and of this number a total of four completed the bomb run. Circular error scores were 7,680', 15,840', 6,936', and 23,138'. Reports indicated the target was obscured by an undercast. The final 2d Group mission against Dayton Bomb Plot was flown on 11 February 1949. Six aircraft were scheduled for this mission, however two aborted prior to take-off, and only four airplanes made the bomb run. Circular error scores were 21,408', 5,568' and 6,096'. The fourth aircraft was not scored. 38/

With reference to the participation of the 509th Group in the Dayton mission, weather forced cancellation of it's initial mission scheduled on 2 February, however on the three remaining missions the unit was successful in fulfilling it's assignment.

38/ Ltr, CO, 2d Gp to CO, 2d Wg, subj "Final Mission Report (Dayton Bomb Plot 3, 5, 9, and 11 February 1949)," 23 Feb 49. See exhibit #122.

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Six B-29s made the bomb run on 4 February, with the following circular error scores: 16,880', 3,936', 22,840', 32,050', 28,320', and 14,136'. Of the six aircraft sent against the target on 8 February, four completed the bomb run and two aborted after take-off. Circular error scores on the aircraft completing the run were 1,440', 33,120', 2,040', and one aircraft was not scored. On the mission scheduled on 10 February, the 509th Group dispatched six B-29s against the target and all aircraft completed the bomb run. Circular error scores on this mission were 14,544', 1,584', 11,328', 12,192', 8,448', and 17,376'. The final mission report submitted by the 509th Group, indicated that the 10 February flight was the most successful mission flown by that organization against the Dayton Bomb Plot. 39/

The second Radar Bomb Scoring Mission scheduled out of Eighth Air Force during the first four months of 1949, was on 27 April 1949. This mission included bombardment aircraft of the 7th, 97th and 43d Bombardment Groups and was provided for in Eighth Air Force Operations Order No. 8-48, dated 21 April 1949. 40/ The order directed that the 7th Group would prepare enough B-36 aircraft to insure a minimum of six for the mission, the 97th Group was to furnish eight B-29s and the 43d Group was to dispatch eight B-50s. Targets were San Francisco, Denver, and Fort Worth Bomb Plots in that order. The original Operations Order provided

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39/ Ltr, CO, 509th Gp to CO, 509th Wg, subj "Final Report, 8AF, FO #80, Missions 1, 2, 3, and 4," 23 February 1949.

40/ Operations Order #8-49, 8AF, 21 April 49, plus three amendments See exhibit #123.

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for the lead group, 43d Group, to be over the IP at San Francisco at 1600Z. The 97th Group was scheduled to be second over the San Francisco target and IP time for that unit was 1800Z. The last unit over the target was the 7th Group, with time at the IP set 2000Z. Individual aircraft were scheduled to make the bomb run at 15 minute intervals following the lead aircraft of each group represented in the mission. Amendment No. 3 to the original Operations Order changed the times over the IP as follows: 43d Group - 1600Z, 97th Group - 1900Z, and 7th Group - 2200Z.

In the actual accomplishment of the mission, the 43d Group had all eight of their scheduled aircraft over the San Francisco Bomb Plot as scheduled. Circular error scores were as follows: 7,680', 2,910', 870', 2,880', 1,350', 5,640', 3,120', and one aircraft was not scored. Two aircraft aborted before reaching the Denver target and the other six recorded the following circular error scores: 15,840', 9,660', 14,970', 7,950', 10,140', and 6,690'. Two more aircraft aborted before reaching the Fort Worth Bomb Plot, which left only four aircraft making the bomb run. Circular error scores for these aircraft were 5,580', 25,860', 18,270', and one aircraft was not scored. 41/

The 97th Group had three aborts prior to the bomb run on San Francisco, and only five aircraft were scored on that target. Circular error scores were 1,890', 20,400', 4,680', 4,170', and 270'. This unit had four aircraft reach Denver but only two were

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41/ Ltr, CO 43d Gp to CO, 43d Wg, subj "RBS Evaluation Mission," 29 April 1949.

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scored on that target. Circular error scores on these two airplanes were 30,720' and 19,590'. Additional aborts resulted in only one B-29 of the 97th Group reaching the Fort Worth Bomb Plot, and this aircraft was not scored. 42/

As previously noted the 7th Group was scheduled to have a minimum of six B-36s participate in this mission. The unit scheduled a total of eight aircraft for the mission and at take-off time there were two ground aborts. Of the remaining six B-36s, there were three air aborts before the mission was completed. Two of these aborts occurred before reaching the San Francisco target and the remaining four aircraft had the following circular error scores on that target: 11,010', 1,530', 1,110', and 29, 880'. The third air abort occurred prior to reaching the Denver Bomb Plot and only three aircraft made the bomb run at that target. Circular error scores were as follows: 14,100', 9,660', and 12,570'. No bomb runs were made on the Fort Worth target by the B-36s. 43/

Additional information on RBS training is included in Exhibit #94 of the appendix.

42/ Ltr, CO, 97th Gp to CG, 97th Wg, subj "Narrative Report (8AF Reg 55-2) on RBS Mission, 27 April 49," 11 May 49. See exhibit #124.

43/ Ltr, CO, 7th Gp to CO, 7th Wg, subj "Final Mission Report," 2 May 1949.

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Operational Readiness Tests

On 25 January 1949, Colonel W. H. Blanchard, Director of Operations, Eighth Air Force, wrote all units of this command advising of the schedule of Operational Readiness Tests (ORT) for the various organizations. Units were advised that tests were to be conducted at their stations on the following dates: 2d Group - ORT suspended indefinitely due to movement of unit to new station, 509th Group - 14-18 March, 7th Group - 4-8 April, 43d Group - 18-22 April, 11th Group - 2-6 May, 27th Group - 9-13 May, and 97th Group - 16-20 May. 44/

Operational Readiness Tests for the three organizations scheduled prior to 1 May 1949, were conducted as scheduled except in the 7th Group. The ORT for this unit was conducted during the period 7-14 April. The tests were conducted by Lt Col Willard W. Wilson and a party of five other officers from SAC, and the combat effectiveness and final ORT rating of the units tested was as follows: 509th Group - 93.2, 7th Group - 80, and 43d Group - 91.4. These ratings were arrived at by a composite scoring of six major functions of each organization. Scoring was based on a possible score of 1000 points. The relative ratings of the three units is best illustrated in the following table:

44/ Ltr, Dir of Opns, Hq 8AF, to All Unit CO's, subj "Schedule of Operational Readiness Tests," 25 January 1949.

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Summary of ORT Scores - 509th, 7th, 43d Groups

Items Rated	509th Scores	7th Scores	43d Scores	Possible Points
Administration	80	74	78	85
Personnel	98	85	90	100
Training	221	188	220	225
Operations	264	228	272	300
Supply	132	101	118	140
Maintenance	137	124	136	150
TOTALS	932	800	914	1000
Combat Effective Rating	93.2%	80.0%	91.4%	45/

It will be noted from the unit scoring in the above table that the 509th Group led the 43d Group on all activities scored except operations. It is also noted that both the 509th and 43d Groups led the 7th Group in all activities scored, however in this respect consideration should be given to the fact that the 7th Group and it's activities are concerned with an entirely different airplane. Problems peculiar to the B-36 resulted in relatively low scores in several activities of the 7th Bombardment Group. Chief among these are training, operations, supply, and maintenance, and since these four activities comprise the bulk of the points on which units are graded, the 7th Group is at a disadvantage when compared to units equipped with the conventional B-29 or B-50 type aircraft.

45/ a. Report, Operational Readiness Test, 509th Group, 21 Mar 49.
b. Report, Operational Readiness Test, 7th Group 17 Apr 49.
c. Report, Operational Readiness Test, 43d Group, 18 May 49.

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Within the overall ORT the two major points of consideration are training and operations and it is noted from the foregoing table that the 509th and 43d Groups had almost perfect scores on training activities. At the same time the 7th Group had a score of 188 out of a possible 225 on this point. Factors responsible for training deficiencies in the 7th Group were: conversion to new type aircraft, shortage of synthetic training devices, several available trainers not operational, inadequate training records, and failure to maintain schedule designed to bring the unit to 100 percent combat readiness.

The operational readiness of the tactical units was scored on the following missions:

509th Group: Mission #1 - Controlled take-off to rendezvous, group formation, bombing visually by squadrons, rally group formation to base and a tactical landing.
Mission #2 - Individual night RBS mission.
Mission #3 - Controlled take-off, assembly at base, group formation, bomb reflector target by radar in squadron formation, frontal penetration, rally and a tactical landing.

7th Group: Mission #1 - Individual night Radar Bomb Scoring mission.
Mission #2 - Individual take-off at 3 minute intervals, rendezvous, visual formation bombing, frontal penetration, and a tactical landing.

43d Group: Mission #1 - Controlled take-off, rendezvous, bomb target in formation, radar with squadrons in trail, frontal penetration, rally and tactical landing.
Mission #2 - Individual night RBS mission.
Mission #3 - Controlled take-off, assembly over field, bomb target visually with squadrons in trail, and tactical landing.

Group scoring on the operational readiness phase of the test is shown in the following table:

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Summary of Scoring on Missions

Operations Items	509th	7th	43d	Possible Points
Sustained Unit Effective Flying	100	82	100	100
Bombing (Radar and Visual)	72	59	74	100
Formation	19	18	20	20
Navigation	28	27	28	30
Instrument Flying	8	9	10	10
Briefing and Critique	9	8	10	10
Communications	9	8	10	10
Oxygen Procedures	5	3	5	5
Emergency Procedures	9	10	10	10
In Flight Feeding	5	4	5	5
	264	228	272	300

46/

Commenting on the operations phase of the 7th Group's ORT, the final ORT report includes the following:

"Although this organization is considered operational to the extent indicated in the final ORT rating, certain factors exist which complicate the tactical problem.

a. Severe cabin frosting occurs at altitude which makes celestial navigation difficult or impossible. Frosting of sighting blisters also renders gunnery partially to non-effective.

b. At the time of this report, this unit is not mobile to any degree relative to standards prescribed by SAC, and it is not believed that mobility can be attained in the foreseeable future.

c. The group can conduct offensive operations employing any tactics now applicable to B-29 and B-50 aircraft.

46/ Ibid.

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d. This unit has not been operational to the extent that a reasonable factor to establish sustained unit effective flying can be determined." 47/

Aircraft Accidents

A study of aircraft accident statistics compiled in the Flying Safety Section, Directorate of Operations, Eighth Air Force, reveals that during the period January through April 1949, there were a total of 32 aircraft accidents in this command. Of this number, three were listed as fatal, while the remaining 29 were non-fatal. Total fatalities for the three accidents were 27 persons killed or missing.

The first of these accidents was recorded on 26 January 1949, when a B-29 assigned to the 341st Squadron, 97th Bombardment Group, was reported missing on the return leg of a long range training flight from Dakar to Marham, England. Extensive search operations were conducted through 6 February 1949, but no trace of the aircraft or crew of 16 persons was found. The loss of this aircraft and crew occurred while the 97th Group was undergoing TDY training in the United Kingdom.

The second fatal accident occurred on 1 March 1949, when a B-29 tanker assigned to the 43d Air Refueling Squadron, 43d Bombardment Group, crashed in the Philippines. The tanker carried a crew of nine and all were killed in the crash. This B-29 was one of a detachment of five tankers dispatched to the Philippines in connection with refueling operations for the round-the-world flight of the B-50 "Lucky Lady II."

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47/ Report, Operational Readiness Test, 7th Group, 17 April 1949.

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The last fatal accident during this period occurred near Bergstrom AF Base, Austin, Texas, on 21 April 1949. The aircraft was an F-82 of the 523d Squadron, 27th Fighter Group, and pilots of the Twin Mustang were Captain Orrin D. Rawlings, 523d Squadron, and Major Jerald Quandt, A-3 Division, Headquarters Eighth Air Force. The accident occurred while the pilot was making an instrument letdown at Bergstrom.

A breakdown of aircraft accident statistics for this command for the four month period is shown in the following table:

	97th	7th	43d	27th	509th	2d	Totals
Fatal	1	0	1	1	0	0	3
Non-Fatal	3	4	4	16	1	1	29
Totals	4	4	5	17	1	1	32

48/

From the above it is noted that the majority of the accidents in this command were experienced by the 27th Fighter Group. Of the total of 17 accidents recorded in that organization, five involved taxiing mishaps and five additional aircraft were damaged by ricocheting bullets during air to ground gunnery training at Matagorda Island.

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48/ Files, Flying Safety Section, A-3, 8AF, Jan-Apr 49.

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11. R&R's
12. Interviews
13. Station Newspapers
14. Eighth Air Force Publications
15. Strategic Air Command Publications
16. Air Force Publications

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APPENDIX I

CONFIDENTIAL

History of Eighth Air Force

1 January - 30 April 1949

520.01
JAN-APR 1949
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RETURN TO
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ASI/HOA
Maxwell AFB, AL 36112

GROUP 3 CATEGORY
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520.01
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JAN-APR 1947

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Field A5C
Washington 20, D. C.

SAC 322 (10 Jan 47) 10 Jan 1947
SUBJECT: Mission of the Eighth Air Force

TO : Commanding General, Eighth Air Force, Ft. Worth Army Air Field, Ft. Worth Texas

1. This mission supersedes that directed by letter, this Headquarters, 4 November 1946.

2. The Eighth Air Force will:

a. Assume command of and administer such units and installations as may be assigned thereto, including the administration of military justice to all personnel subject to military law.

b. Man, train and equip, in accordance with priorities established by this Headquarters, such tactical units and their associated services as are designated; maintain these units in a state of training and indoctrination with the latest available equipment necessary to permit immediate long range offensive bombardment, reconnaissance, photographic, mapping, sea search, anti-submarine patrol and long range fighter and fighter escort operations in any part of the world, either independently, or in cooperation with land and naval forces.

c. Train units, crews and individuals for maintenance of the combat efficiency of strategic combat units assigned to separate theater commands to include long range bombardment, reconnaissance, photographic, mapping, sea search, anti-submarine patrol and long range fighter and fighter escort, based upon requirements furnished by the Commanding General, Strategic Air Command.

d. Assist the Air Materiel Command in aerial experimentation in connection with development of the Atomic Bomb.

e. Conduct such Universal Military Training as may be directed by the Commanding General, Strategic Air Command.

f. Support the Air Reserve and National Guard

Group 3 Category in accordance with DOD Dir 5200.10.

9 May 1961--Per Uncl TWX DXIH 90329, 2 May 61 fr 8 AF, Westover AFB, Mass.

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Ltr CG, 8th AF, Ft Worth, Tex.,
subj: Mission of 8th AF

programs in accordance with instructions issued by this Headquarters.

g. Perform such special missions and assignments as the Commanding General, Strategic Air Command may direct.

h. The secret classification of this document refers only to paragraph 2 d.

BY COMMAND OF GENERAL KENNEY:

/s/t/ F. H. Smith, Jr.
F. H. SMITH, JR.
Brigadier General, USA
Chief of Staff

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John E. Hall.

JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

PLD 320 8 February 1949

SUBJECT: Mission of the 7th Bombardment Wing, Heavy

TO: Commanding Officer
7th Bombardment Wing, Heavy
Carswell Air Force Base
Fort Worth, Texas

1. The mission of the 7th Bombardment Wing, Heavy, will be:

a. 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.

b. To support such National Guard and Air Reserve training units as are located on the station, with personnel, equipment and supplies as are available and will not detract from accomplishment of primary mission.

c. To perform such special missions and assignments as the Commanding General, Eighth Air Force may direct.

BY COMMAND OF MAJOR GENERAL RAMEY:

JOHN A. ROBERTS,
Colonel, USAF,
Acting Chief of Staff

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John E. Hall,
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Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

PDL 320 9 February 1949

SUBJECT: Mission of the 97th Bombardment Wing, Medium

TO: Commanding General
97th Bombardment Wing, Medium
Biggs Air Force Base
Biggs Field, Texas

1. The mission of the 97th Bombardment Wing, Medium, will be:

a. 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.

b. To support such National Guard and Air Reserve training units as are located on the station, with personnel, equipment and supplies as are available and will not detract from accomplishment of primary mission.

c. To exercise administrative control and give necessary logistical support to the 1st and 2d Strategic Support Squadrons to permit accomplishment of the mission assigned those organizations.

d. To perform such special missions and assignments as the Commanding General, Eighth Air Force may direct.

BY COMMAND OF MAJOR GENERAL RANEY:

JOHN A. ROBERTS,
Colonel, USAF,
Acting Chief of Staff

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

PID 320 8 February 1949

SUBJECT: Mission of the 43d Bombardment Wing, Medium

TO: Commanding Officer
43d Bombardment Wing, Medium
Davis-Monthan Air Force Base
Tucson, Arizona

1. The mission of the 43d Bombardment Wing, Medium, will be:

a. 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, air to air refueling, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol, either independently or in cooperation with land and naval forces.

b. To support such National Guard and Air Reserve training units as are located on the station, with personnel, equipment and supplies as are available and will not detract from accomplishment of primary mission.

c. To perform such special missions and assignments as the Commanding General, Eighth Air Force may direct.

BY COMMAND OF MAJOR GENERAL RAMEY:

JOHN A. ROBERTS,
Colonel, USAF,
Acting Chief of Staff

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

PID 320 9 February 1949

SUBJECT: Mission of the 2d Bombardment Wing, Medium

THRU: Commanding Officer
43d Bombardment Wing, Medium
Davis-Monthan Air Force Base
Tucson, Arizona

TO: Commanding Officer
2d Bombardment Wing, Medium
Davis-Monthan Air Force Base
Tucson, Arizona

1. The mission of the 2d Bombardment Wing, Medium, will be:

a. 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, air to air refueling, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol, either independently or in cooperation with land and naval forces.

b. To support such National Guard and Air Reserve training units as are located on the station, with personnel, equipment and supplies as are available and will not detract from accomplishment of primary mission.

c. To perform such special missions and assignments as the Commanding General, Eighth Air Force may direct.

BY COMMAND OF MAJOR GENERAL RAMEY:

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

PLD 320 8 February 1949

SUBJECT: Mission of the 509th Bombardment Wing, Medium

TO: Commanding Officer,
509th Bombardment Wing, Medium
Walker Air Force Base
Roswell, New Mexico

1. The mission of the 509th Bombardment Wing, Medium, Will be:

a. 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, air to air refueling, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol, either independently or in cooperation with land and naval forces.

b. To support such National Guard and Air Reserve training units as are located on the station, with personnel, equipment and supplies as are available and will not detract from accomplishment of primary mission.

c. To perform such special missions and assignments as the Commanding General, Eighth Air Force may direct.

BY COMMAND OF MAJOR GENERAL RAMEY:

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Acting Chief of Staff

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

PLD 320 8 February 1949

SUBJECT: Mission of the 27th Fighter Wing

TO: Commanding Officer
27th Fighter Wing
Kearney Air Force Base
Kearney, Nebraska

1. The mission of the 27th Fighter Wing will be:

a. To organize and train a force capable of providing immediate and sustained long range 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.

b. To support such National Guard and Reserve training units as are located on the station, with personnel, equipment and supplies as are available and will not detract from accomplishment of primary mission.

c. To perform such special missions and assignments as the Commanding General, Eighth Air Force may direct.

BY COMMAND OF MAJOR GENERAL RAMEY:

JOHN A. ROBERTS,
Colonel, USAF,
Acting Chief of Staff

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

9 February 1949

PLD 320

SUBJECT: Mission of the 1st and 2d Strategic Support Squadrons

TO: Commanding General
97th Bombardment Wing, Medium
Biggs Air Force Base
Biggs Field, Texas

1. The mission of the 1st and 2d Strategic Support Squadrons will be:

a. Provide air lift incident to the logistical support of maneuvers and special exercises performed by Strategic Air Command units.

b. To provide transportation support for the Eighth Air Force and other tactical units of Strategic Air Command, in conjunction with their assigned missions.

c. To perform such special missions and assignments as the Commanding General, Eighth Air Force may direct.

BY COMMAND OF MAJOR GENERAL RAMEY:

JOHN A. ROBERTS,
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Acting Chief of Staff

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PLD 322

3 Feb 1949

SUBJECT: Mission of the 4002d Base Service Squadron

TO: Commanding Officer
4002d Base Service Squadron
Campbell Air Force Base
Camp Campbell, Kentucky

1. The mission of the 4002d Base Service Squadron is stated as follows:

a. To train and maintain a force capable of operating such of those base functions required to successfully support an Air Force tactical maneuver as are listed herewith:

(1) Control Tower operation, aircraft clearances and dispatch service

(2) Limited housing and messing facilities

(3) Field lighting, fire fighting, fuel servicing and transportation

(4) CCA

(5) Radio homing facilities

b. Such other activities as may be required to perform special missions and assignments as directed by this or higher headquarters.

BY COMMAND OF MAJOR GENERAL RAMEY:

JOHN A. ROBERTS,
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Acting Chief of Staff.

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GENERAL ORDERS
NUMBER 49

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas
21 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 Eighth Air Force, will be activated 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 units listed below will be reorganized 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
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

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SECTION II (cont'd)

1. (cont'd)

UNIT	T/O&E	Auth'd Strength OFF	WO	AIRMEN
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.

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SECTION III

ADDITIONAL INSTRUCTIONS.--1. 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 SAC, Attention: ODC, Movement Control Unit. Ten copies will be forwarded to this Headquarters, Attention: CMF, Comptroller.

2. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-80.

3. Authority: General Order Number 87, Headquarters Strategic Air Command, 16 December 1948.

BY COMMAND OF MAJOR GENERAL KEPNER:

OFFICIAL:

JOHN A ROBERTS JR
Colonel, USAF
Actg Chief of Staff

LEXIE FRYE
Capt, USAF
Ass't Adj Gen

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11

(General Orders Number 90 is the last of the series for 1948.)

GO 1

GENERAL ORDERS)
NUMBER 1)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
6 January 1949

	SECTION
ASSUMPTION OF JURISDICTION	I
TRANSFER OF JURISDICTION	II

SECTION I

ASSUMPTION OF JURISDICTION.--1. Announcement is made that command jurisdiction of Chatham Air Force Base, Savannah, Georgia, was assumed by Strategic Air Command from the Division Engineer, South Atlantic Division, Atlanta, Georgia, effective 28 November 1948.

2. Chatham Air Force Base, Savannah, Georgia, was placed on active status, effective 1 December 1948.

3. Authority: Letter, Headquarters United States Air Force, file AFMIF-2A/2, subject: "Assumption of Jurisdiction of Chatham Air Force Base, Savannah, Georgia, by Strategic Air Command," dated 28 October 1948; and message, Headquarters United States Air Force, file AFMAI 18920, dated 22 November 1948.

SECTION II

TRANSFER OF JURISDICTION.--1. Announcement is made that command jurisdiction of Mountain Home Air Force Base, Mountain Home, Idaho, was transferred from the Fifteenth Air Force, Colorado Springs, Colorado, to the 311th Air Division, Topeka Air Force Base, Topeka, Kansas, effective 1 December 1948.

2. Mountain Home Air Force Base, Mountain Home, Idaho, was placed on active status, effective 1 December 1948.

3. Authority: Message, Headquarters United States Air Force, file AFMAI 18926, dated 22 November 1948.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

OFFICIAL:

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - Office, Chief of Engineers, Wash 25, DC
2 - Div Engr, Missouri River Division, Omaha, Nebr
2 - Div Engr, South Pacific Division, Oakland AF Base, Oakland, Calif
5 - Div Engr, South Atlantic Division, Atlanta, Ga
2 - Office, Chief of Ordnance, Wash 25, DC
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Regional Director, War Assets Administration, Atlanta, Ga
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
2 - Director, Orgn & Tng Div, GSUSA, Wash 25, DC

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GENERAL ORDER
NUMBER 5

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas
31 January 1949

ATTACHMENT OF UNITS

1. Announcement is made of the attachment of *2d Aviation Squadron to Hq & Hq Squadron, 2d Air Base Group, Chatham Air Force Base, Savannah, Georgia, effective 21 December 1948. Confirming VOCG, 21 December 1948, exigencies of service precluded issuance of orders in advance.

*Colored enlisted personnel

2. Authority: Air Force Regulation 20-62 and Letter, Strategic Air Command, SAC 370.5 (22 Dec 48), Subject: "Movement Orders, 2d Air Base Group", 22 Dec 48.

BY COMMAND OF MAJOR GENERAL RUMEY:

JOHN A. ROBERTS
Colonel, USAF
Acting Chief of Staff.

OFFICIAL:

John E. Hall

JOHN E. HALL
Major, AGD (USAF)
Asst Adj Gen

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5 - CG, Fourth Army, Fort Sam Houston, Tex.
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Fld, Ohio
10 - CG, San Antonio Air Materiel Area, Kelly AF Base, Kelly Fld, Tex.
10 - CG, Warner Robins Air Materiel Area, Robins AF Base, Robins Fld, Ga.
5 - CG, 307th Bomb Wing, Medium, MacDill AF Base, Fla.
10 - CG, 43d Bomb Wing, Medium, Davis-Monthan AF Base, Tucson, Ariz.
5 - CG, Hq & Hq Sq, 2d Air Base Group, Chatham AF Base, Savannah, Ga.
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 - Movement Control Unit, SAC
10 - PLM, Plans, Eighth Air Force, Fort Worth, Texas

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13

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Fort Crook, Nebraska

ODC2A3

SAC 370.5 (22 Dec 48)

22 December 1948

SUBJECT: Movement Orders, 2d Air Base Group

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

1. It is desired that you take the necessary action to move the unit listed below from Davis-Monthan Air Force Base, Tucson, Arizona, to Chatham Air Force Base, Savannah, Georgia, effective 21 December 1948:

Unit

Hq & Hq Sq, 2d Air Base Group

2. It is further desired that you take the necessary action to move the units listed below from Davis-Monthan Air Force Base, Tucson, Arizona, to Chatham Air Force Base, Savannah, Georgia, after 10 January 1949, but not later than 25 January 1949, and not on 15 January 1949:

Units

2d Communications Sq, Bomb, Medium
2d Air Police Sq, Bomb, Medium
2d Food Service Sq, Bomb, Medium
2d Installations Sq, Bomb, Medium
2d Motor Vehicle Sq, Bomb, Medium
2d Base Service Sq, Bomb, Medium
2d Finance Disbursing Unit, Bomb, Medium

2d Supply Sq, Bomb, Medium

2d Station Medical Group

3. This is a PERMANENT change of station.

4. Units remain assigned to the Eighth Air Force.

5. Units will move with such personnel and equipment as directed by the Commanding General, Eighth Air Force.

6. Personnel transferred on permanent change of station prior to movement of their respective unit headquarters will be assigned or attached to Hq & Hq Sq, 2d Air Base Group upon arrival at Chatham Air Force Base. No personnel will be in a travel status between 3 January 1949 and 10 January 1949.

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7. Personnel and detachments of these units are authorized to remain at Davis-Monthan Air Force Base after 25 January 1949 at the descretion of the Commanding General, Eighth Air Force, pending movement of the 2d Bombardment Wing, Medium, and such personnel and detachments will be attached to other units of the 2d Bombardment Wing, Medium.

8. Movement will be by rail, military aircraft, and/or privately owned conveyance.

9. Reports of the dates of departure and arrival of the units will be made by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

10. Other details of this movement will be executed in accordance with pertinent provisions of AFR 75-20.

11. Obligate the appropriate allotments in accordance with paragraph 2b C AFL 172-80, 15 July 1948: 2190425 901-229 P433-02, 03, 04, 05, 07, S99-999.

12. Authority: Letter, Headquarters United States Air Force, AFOOP-C, subject: "Movement Directive, 2d Air Base Group," dated 13 December 1948.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

Donald S. Huber

DONALD S. HUBER
Major, USAF
Adjutant General

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10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
10 - CG, San Antonio Air Materiel Area, Kelly AF Base, Kelly Field, Tex
10 - CG, Warner Robins Air Materiel Area, Robins AF Base, Robins Field, Ga
10 - CG, Eighth Air Force, Carswell AF Base, Ft Worth, Tex
5 - CG, 307th Bomb Wing, M, MacDill AF Base, Fla
10 - CO, 43d Bomb Wing, M, Davis-Monthan AF Base, Tucson, Ariz
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 - Movement Control Unit, SAC

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HUTTLE RUN

: Editor's office to the :k Bar and Back)

tial Pinochle night at Service Club last night t to h[illegible]ite an event, iona [illegible]rris copped in the contest, with tz tailing second, and taking consolation for

ables - six teams - were l evening. It was real- bit of fun — beats the ut of playing pinochle e barracks, and there's . Be sure to show up sday evening.

—O—

been called to our at- at military and civi- onnel at Kearney AF become negligent in Retreat. When you five o'clock Retreat si- are to salute the flag. ar, d[illegible]unt and face ion [illegible]e flag while

—O—

eatrice Bell, wife of win Bell, is now a pat- Fitzsimmons Hospital . It will probably be before she will be able o her friends, but let- those friends would iated. The address is: Fitzsimmons General enver, Colorado. Drop

seph[illegible]deArmas, the s "bouncing" pride has ded considerably the for his alleged retort: etty good, Captain."

—O—

nny Dugo, TWX wheel eadquarters, says that will see him sitting at vith more than plain e him — Johnny's now ing age.

—O—

lly, when Cpl. Tom f A-4 asks you if your doesn't mean to Tex- Tav, he knows.

—O—

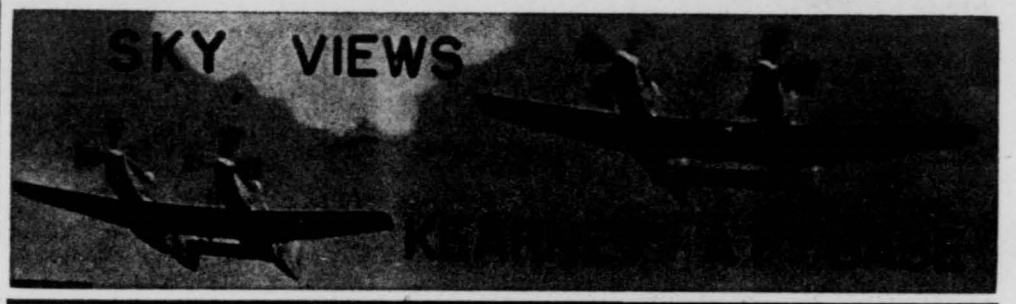
go turnout at the Ser- last Monday night was e usual — reports Mrs. ja[illegible] of over $20 he l[illegible] winner, with zes going to various go hounds. The more e, the bigger the jack- r ten cents, you can't lon't fail to play Bingo ervice Club next Mon- t.

—O—

ream girl is the one t be described without

We're On Our Way!!

14



VOL. 3 KAFB, Kearney, Nebraska Friday, February 18, 1949 No. 7

Movement Orders Here!!

Gate Contest WinnersTold

Sergeant Doyle Christoffersen of the 27th Air Installations Squadron copped first place in the Main Gate contest late yesterday afternoon. T/Sgt. H. K. Spencer, 27th Maintenance, and Cpl. L. K. Evans, Hqs ABG, took second and third respectively.

Christoffersen submitted a proposed Main Gate of modernistic design — utilizing glass to a great extent.

The entries were adjudged by Lt. Col. Dearl Beard, Lt. Col. Ira Hassler, Lt. Col. A. E. Holburn, and 1st Lt. Jack G. Furrh. The judging was made on point basis, and Sgt. Christoffersen topped the list at the final reading.

Winners will be awarded cash and untallied leave time for their efforts, to be determined by Colonel Ashley B. Packard, base commander.

Talent Show Next Friday

Gentlemen! Your attention please. We wish to announce that on Friday night next (February 25) a talent show will be held at the Base Service Club. Brush up on those scales, lads, here's an opportunity to take home prizes for warbling over the mike — or playing a guitar, piano, or any other entertaining performance.

Three prizes will be awarded

Married Men Will Leave Monday By Plane To Obtain Housing

Movement orders today reached Kearney Air Force Base regarding the transfer of the 27th Fighter Wing to Bergstrom AF Base, Austin, Texas. The orders originated at Strategic Air Command Headquarters in Omaha and were dated February 16 — just three days after Secretary of Air Force Symington nd Lt. Gen. LeMay made their inspection tour of the Kearney installation.

The orders read:

1. It is desired that you take the necessary action to move the units listed below, at current strength, to the station indicated, at the earliest practicable date, **but not later than 1 March 1949:**

. . . All squadrons of the 27th Fighter Wing were then listed and Bergstrom AF Base was the indicated station.

Colonel Ashley B. Packard, 27th Fighter Wing commanding officer, was in Fort Worth, Texas today when the orders arrived. It is expected that the long-promised **extra** edition of SKY VIEWS will be published early next week — with all the poop on the move.

Major Ray Norris, base adjutant, said that the first plane load of married personnel would leave for Bergstrom on Monday. These men have drawn lots for priority — they will fly down, locate housing for their families, and return. It is expected that 400 married men will be permitted this privilege during the week — as soon as aircraft becomes available.

In all probability, the actual move of the 27th Fighter Wing will be started next week — or at least the first echelons will be on their way. Original plans were to fly all personnel not owning their own cars or not eligible for family travel allowances.

"We're on our way . . . pack up your bags . . ."

Three Return From Alaska

They didn't exactly say "What the hell are you doing here?" —but that was generally implied when three non-flying status enlisted airmen from Kearney Air Force Base showed up at Marks Field, Nome, Alaska in mid-January for the USAF's "survival course."

Sergeant Lawrence Hess, a 523rd electrician; Corporal Al Noll, a typewriter repairman from Maintenance Squadron; and Pfc Pete Baksis of the Base Library; returned Monday from Alaska — where they underwent a 72-hour arctic indoctrination.

On arrival at Nome, the three men — with a class of 62 others — underwent briefing lectures at Marks Field for one day. And then the ice. Using sleds to move equipment, the class shifted from the field to the ice.

The "survival course" is to train airmen the art of surviving in artic climates in the event of crash or force-down. Once materials and equipment were unloaded, the sleds and mobile equipment returned to the airbase and the class were on their own.

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SKY VIEWS

The "SKY VIEWS" is published by and for the personnel of Kearney Air Force Base, under the supervision of the Public Information Office. Kearney Air Force Base is a unit of the Eighth Air Force and the Strategic Air Command.

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Address inquiries to the Public Information Office or call ext. 232.

27th Fighter Wing Commander ..... **Col. Ashley B. Packard**
Public Information Officer ..... **1st Lt. Vincent D. Zimmerman**
Assistant PIO ..... 1st Lt. Jack G. Furrh
Editor ..... Corporal Bert Tavender
Sports Editor ..... Sergeant George A. Phifer

Report From Washington

By Armed Forces Press Service

New MOS for guided missle launching crews, and training of guided missile technicians are indicated for the Air Force in the near future.

* * *

An exhibit of uniforms, equipment and medals worn and used by the elate Gen. John J. Pershing is on display at the Smithsonian Institution here.

* * *

The Army will permit qualified members of ROTC units to enlist in ERC and be assigned to ORC units for participation in home (armory) training.

* * *

Voluntary recruiting and a large volume of reenlistments have increased army enlisted strength from 573,926 on October 31, 1948, to approximately 596,000 on January 1, 1949.

* * *

A new procedure in requisitioning commissioned personnel, permits the requesting ZI commander to designate the assignment point by means of a priority system, when all requisitioned personnel cannot be supplied. Heretofore, the decision was made by DA.

* * *

The Army has completed consideration of all applications for regular WAC commissions. Appointments will be continued in the spring and summer. Applicants will be notified of their status as rapidly as possible.

* * *

Army directive provides that all personnel otherwise qualified for promotion to grade six be promoted upon completion of four months of serivce.

* * *

A new USO charter and by-laws will "provide a civilian agency through which the people of the nation may in peace or war serve the religious, spiritual **welfare and educational needs" of the Armed Forces, and war or defense industries of the U.S. and its allies. During 1949, 140 to 150 USO units are planned** for the ZI, Alaska, and Guam.

Nearly 90 products used by the Armed Forces are now being bought by one Department for the use of all. For example, Navy buys hand tools, Army buys automotive equipment, Air Force buys photographic equipment and supplies.

* * *

Army examinations for vehicle drivers' permits will be revised to insure agreement with Civil Service procedures. Regulations pertaining to permits for civilian personnel will be changed to authorize a basic permit for operation of conventional type vehicles and an unlimited permit for purely military operations.

* * *

Recall of Civiljan Component Army officers to EAD has been so successful there are now only vacancies for second lieutenants and certain specialists of higher grade. First lieutenant vacanies exist in Chaplain's Corps and JAG Department.

* * *

The Hook Commission Pay Plan as approved by Secretary Forrestal and sent to the Budget Bureau, retains the 20-year retirement provision for enlisted men, but at present retirement pay schedules.

* * *

With enlisted strength near budget limits for fiscal year 1950, the Army is now picking recruits from among the top five of the twelve physical-mental requirement groups.

* * *

Army-Air Force personnel overseas is certain "mission" assignments will receive per diem pay in accordance with the actual living cost instead of the present allowances based on geographical position, under a new point directive.

* * *

Army-Air Force lump-sum leave payments and reenlistment

Haylift Near Final Runs

Heave a sigh, laddies - it's almost over. When the pilot says "bail out" these days, he means bail out — not bale out. "Project Haylift" — the Kearney AF Base phase of "Operation Snowbound" has just about come to a screeching halt, Major Raymond E. Beckley, project officer, reported yesterday.

At present, the C-82 Flying Boxcars are delivering "weasels" to the northern Nebraska — but actual hay deliveries are no more. Two RB-26s and RF-51s are operating from KAFB on photo and visual reconnaissance missions. — sending daily reports to General Pick's "Operation Snowbound" headquarters in Omaha. The C-47 SKYtrains are no longer on the project.

Since the launching of "Project Haylift" on January 26, approximately 320 tons of hay and a 110 tons of general cargo have been delivered by planes operating from Kearney Air Force Base, Major Beckley reported.

It's about all over now — but for many a year, the Nebraskans in the area around Burwell and Loup County will recall the Air Force's immediate answed to a pressing problem. The humane effort to feed stranded cattle, the determination to locate and aid isolated people, the strife to master weather — all have served to prove that a strong Air Force can serve a peacetime purpose too.

MEN RETURN FROM ALASKA

Continued from Page 1)

Each dugout was to accomodate three men. After th dugout was cleared, a parachute was spread over it for roofing protection. And then the indoctrination began.

For 72 hours, the men remained on the ice. They had but five hourse of daylight, working the rest of the time inside their huts by candle light, trying to improve living conditions therein. The weather was ten below and 40-to-50 miles an hour winds made the cold even more unbearable.

Corporal Noll, when queried about the indoctrination, replied: "Nothing to it. Just sit out on the ice for 72-hours. Again? No thanks!"

A twenty-day delay at Great Falls, Montana on their return trip was the toughest part of the deal, the men reported. For most of their visit at Great Falls they were recruited for KP every other day.

Chapel Services

Chaplain's C

by (Capt) E. J. M
A Little About Austi

The city of Austi
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God or Man.

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from God.

In simple words.

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also exercise manner
God. "Thank you, G
prayer. "Please help
is a prayer. "Hello, G
prayer. And, "I'm so
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permentally equipped
ong with his nbor
Religious insp on is
in the way of life of a
stin, but in that of a S

Sunday School 1
Bible Class 18
Holy communion wi
the first Sunday of ea

CATHOLIC—
Mass on Sunday

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GO 21

GENERAL ORDERS)
NUMBER 21)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
20 April 1949

	SECTION
ASSIGNMENT OF 4414TH AIR BASE SQUADRON	I
DISCONTINUANCE OF 4414TH AIR BASE SQUADRON	II
ATTACHMENT OF UNIT	III
REVOCATION OF GENERAL ORDER	IV

SECTION I

ASSIGNMENT OF 4414TH AIR BASE SQUADRON.--1. Announcement is made of the assignment of the 4414th Air Base Squadron, Bergstrom Air Force Base, Austin, Texas to the Strategic Air Command, without change in strength or station, effective 20 March 1949. Concurrently with assignment, unit is further assigned to the Eighth Air Force, and is attached to the 27th Fighter Wing.

2. Authority: TWX Hq USAF, AFOOR 14379, dated 30 March 1949; AFR 20-52 and 20-62.

SECTION II

DISCONTINUANCE OF 4414TH AIR BASE SQUADRON.--1. Announcement is made of the discontinuance of the following Table of Distribution Unit at Bergstrom Air Force Base, Austin, Texas, effective 1 April 1949:

4414th Air Base Squadron

2. Personnel and equipment will be absorbed to the fullest extent practicable by the 27th Fighter Wing.

3. Records will be retained by the 27th Fighter Wing, and disposed of in accordance with instructions contained in AFL 181-20.

4. Concurrently with the above action the numerical designation of this unit reverts to the Continental Air Command.

5. Authority: TWX Hq USAF, AFOOR 14379, dated 30 March 1949; AFR 20-52.

SECTION III

ATTACHMENT OF UNIT.--1. Detachment 19-11, 19th Weather Squadron, is attached to Headquarters and Headquarters Squadron, Strategic Air Command for administration, effective 16 April 1949. Operational control will be exercised by the Staff Weather Officer, Headquarters Strategic Air Command.

2. Authority: AFR 11-40 and 20-62.

SECTION IV

REVOCATION OF GENERAL ORDER.-- General Orders 16, this headquarters, dated 17 March 1949, is revoked.

SAC, Offutt AFB-4-20-49-1,400

O-0462

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BY COMMAND OF LIEUTENANT GENERAL LeMAY:

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND — OFFICIAL

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

DONALD S. HUBER
Lt Colonel, USAF
Adjutant General

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10 - CG, San Antonio Air Materiel Area, Kelly AF Base, Tex
5 - CO, 19th Weather Squadron, 2103d Air Weather Group, Smoky Hill AF Base, Salina, Kans
5 - CO, 19-11, 19th Weather Squadron, Offutt AF Base, Omaha, Nebr
5 - Chief, Air Weather Service, Andrews AF Base, Wash 20, DC
2 - Director, Orgn & Tng Div, GSUSA, Wash 25, DC
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GENERAL ORDERS)
NUMBER 10)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
28 February 1949

SECTION
STAFF ASSIGNMENT---------- I
DESIGNATION AND ORGANIZATION OF TABI E OF DISTRIBUTION UNIT------- II

SECTION I

ACTING AIR SURGEON.-- LIEUTENANT COLONEL ALLEN D. SMITH, O575 27, MC, 3902d Air Force Hospital, is announced as Acting Air Surgeon, Strategic Air Command, effective 14 February 1949.

SECTION II

DESIGNATION AND ORGANIZATION OF TABLE OF DISTRIBUTION UNIT.--1. Effective 1 March 1949, the following Table of Distribution unit is designated, assigned to the Eighth Air Force, and will be organized, as indicated, at Kearney Air Force Base, Kearney, Nebraska:

Unit	Organization SAC-T/D No.
4003d Base Service Sq	1-4003

2. Unit will be organized under provisions of AFR 20-52. Personnel will be furnished from sources allotted to the Commanding General, Eighth Air Force, 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. Forty 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 Branch, Comptroller.

5. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

6. Authority: AFR 20-52.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

DONALD S. HUBER
Major, USAF
Adjutant General

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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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10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio

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HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
OMAHA, NEBRASKA

A13

SAC 322 (24 Mar 49) 24 March 1949

SUBJECT: Status of Kearney Air Force Base

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

1. Authority to place Kearney Air Force Base on an inactive status upon completion of movement of 27th Fighter Wing to Bergstrom Air Force Base has been authorized by Headquarters United States Air Force.

2. Since the 27th Fighter Wing assumed jurisdiction of Bergstrom Air Force Base at 2359 hours on 20 March 1949, your command will inactivate subject base in accordance with applicable regulations and procedures and notify this command when inactivation is completed and the base placed on an inactive status.

3. The change in status will be reflected on WD AAF Form 140A and in United States Air Force Installation Activity and Status Report.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

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

" A TRUE COPY"
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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SAC 322
Subject: Status of Kearney Air Force Base

MAI 322 (2d Mar 49) 1st Ind

Headquarters Eighth Air Force, Fort Worth, Texas, 8 Apr 1949

TO: Commanding Officer, 4003d Base Service Squadron, Kearney Air Force Base, Kearney, Nebraska

1. Forwarded for compliance with paragraph 3 of the basic communication.

2. Effective date for inactive status is 1 April 1949.

BY COMMAND OF MAJOR GENERAL RAMEY:

ELMER M. SWALLOW
WOJG, USAF
Asst Adj Gen

" A TRUE COPY"
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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GENERAL ORDERS)
NUMBER 19)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
8 April 1949

	SECTION
ASSIGNMENT OF RECONNAISSANCE UNITS	I
REDESIGNATION OF UNITS	II
ASSUMPTION OF JURISDICTION	III

SECTION I

ASSIGNMENT OF RECONNAISSANCE UNITS.--1. Announcement is made of the assignment of the units listed below to the Strategic Air Command, without change in station or strength, effective 1 April 1949. Concurrently with assignment, the units are further assigned to the 311th Air Division, and remain attached to commands indicated:

Unit	Attached To
31st Reconnaissance Squadron, VLR, Photo-RCM	Far East Air Forces
72d Strategic Reconnaissance Squadron, Photo	Alaskan Air Command

2. Strength accountability will be in accordance with provisions of paragraph 12, AFR 35-13, dated 16 July 1948, as amended.

3. Authority: Letter, Department of the Air Force, 322 (AFOOR 160f), subject: "Reassignment of the 31st Reconnaissance Squadron, VLR, Photo-RCM and Other Air Force Unit," dated 23 March 1949.

SECTION II

REDESIGNATION OF UNITS.--1. Announcement is made of the redesignation of the following units, effective 16 April 1949:

Present Designation	New Designation
621st Engineer Maintenance Company (Aviation)	621st Engineer Aviation Maintenance Company
464th Signal Heavy Construction Company (Aviation)	464th Signal Aviation Heavy Construction Company
468th Signal Heavy Construction Company (Aviation)	468th Signal Aviation Heavy Construction Company

2. Present attachment, station, and status of these units remain unchanged.

3. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-80.

SAC, Offutt AFB-4-5-49-1,450

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4. Authority: Letter, Department of the Air Force, 322 (AFOOR 142f), subject: "Redesignation of the 613th Engineer Maintenance Company and Other SCARWAF Units," dated 24 March 1949.

SECTION III

ASSUMPTION OF JURISDICTION.--1. Announcement is made that command jurisdiction of Matagorda Island Bombing and Gunnery Range, Texas, was assumed by Strategic Air Command from the Air Training Command, Barksdale Air Force Base, Louisiana, effective 16 February 1949.

2. Matagorda Island Bombing and Gunnery Range is hereby assigned to the Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas, effective 16 February 1949.

3. Authority: Fifth indorsement, file AFMIF-2A/4, Department of the Air Force, Headquarters United States Air Force, Washington, D. C., to Commanding General, Strategic Air Command, 27 December 1948 (and subsequent indorsements) to letter, Headquarters 7th Bombardment Wing (H), Carswell Air Force Base, file A3Sch 684, dated 16 August 1948, to Commanding General, Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

DONALD S. HUBER
Lt Colonel, 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, Far East Air Forces, APO 925, c/o Postmaster, San Francisco, Calif
5 - CG, Alaskan Air Command, APO 942, c/o Postmaster, Seattle, Wash
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
5 - CG, Oklahoma City Air Materiel Area , Tinker AF Base, Oklahoma City, Okla
5 - CG, Warner Robins Air Materiel Area, Robins AF Base, Ga
5 - CG, Ogden Air Materiel Area, Hill AF Base, Hill Field, Utah
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5 - Chief of Ordnance, Dept of the Army, Wash 25, DC
5 - CO, 464th Signal Heavy Construction Company, Aviation, Selfridge AF Base, Mich
5 - CO, 468th Signal Heavy Construction Company, Aviation, Selfridge AF Base, Mich
2 - Division Engineer, Southwestern Division, Dallas 2, Tex
2 - District Engineer, Galveston District, 606 Santa Fe Bldg, Galveston, Tex
2 - Director, Orgn & Tng Div, GSUSA, Wash 25, DC
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
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HEADQUARTERS
RANDOLPH AIR FORCE BASE
RANDOLPH FIELD, TEXAS

14 January 1949

A G R E E M E N T
COVERING TRANSFER OF JURISDICTION OF
MATAGORDA ISLAND BOMBING AND GUNNERY RANGE, TEXAS
FROM AIR TRAINING COMMAND TO STRATEGIC AIR COMMAND

1. GENERAL:

a. Pursuant to authority contained in 5th indorsement file AFMIF-2A/4, Dept of the Air Force, Hq., US Air Force, Washington, to CG, Strategic Air Command, 27 Dec. 1948 (and subsequent indorsements) to letter Hq 7th Bomb, Wing (VH), Carswell AF Base, file A3Sch 684, to Commanding General, 8th Air Force, Ft Worth, Tex., Subject: Acquisition of OC Gunnery Range at Matagorda Air Force Base, 16 Aug 1948, a meeting was held on 14 Jan 1949 at Randolph Air Force Base, Randolph Field, Texas, by and between the Air Force representatives listed below for the purpose of transferring jurisdiction of the Matagorda Island Bombing and Gunnery Range, Texas, from the Air Training Command to the Strategic Air Command; and subject range is hereby so transferred, subject however to the terms, conditions, provisions and details of transfer proceedings listed in succeeding part of this agreement and to final approval of higher commands, listed in paragraph 13 hereof.

b. Representatives:

(1) Representing the Strategic Air Command:

Major George W. Coin, USAF

(2) Representing the Flying Division, Air Training Command;

Major Jackson Y. Read, USAF

(3) Representing CG, Eighth Air Force:

Major George W. Coin, USAF

(4) Representing 7th Bomb. Wing (H), Carswell AF Base:

Major George W. Coin, USAF (Staff Engineer, CAFB)

(5) Representing Randolph Air Force Base:

Colonel Henry B. Hohman, USAF
Lt. Colonel Wilson H. Banks, USAF

(6) Representing District Engineers

Mr. A. E. Lingenfelter

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AGREEMENT COVERING TRANSFER OF JURISDICTION OF MATAGORDA ISLAND BOMBING AND GUNNERY RANGE, TEXAS, FROM AIR TRAINING COMMAND TO STRATEGIC AIR COMMAND

2. DATE OF TRANSFER:

The effective date of this transfer of jurisdiction of subject range from Air Training Command to Strategic Air Command is 0001 hours, 15 January 1949, subject to final approval of the major Air Force commands concerned.

3. PERSONNEL:

Personnel to be transferred to Strategic Air Command consist of one officer, nine airmen and one civilian, who are presently assigned to Matagorda Island Bombing and Gunnery Range. Personnel are listed as follows:

Name	Rank	AFSN	P-MOS
O'Brien, Richard C.	1st Lt	A0812125	2110
Slutak, Michael W.	S/Sgt	AF6701513	824
Anderson, Everett F.	Sgt	AF6924951	060
Flanangan, Keith H.	Sgt	AF14239903	078
Nicholas, Thomas J.	Sgt	AF42164460	824
Ator, Donald W.	Cpl	AF18271840	1383
Huttula, Arnold O.	Cpl	AF36403901	345
Jacobs, Marion A.	Cpl	AF14248856	1383
MacDonald, William C.	Cpl	AF36184322	821
Suarez, Abraham Z.	Cpl	AF38678607	345

4. TRANSFER PROCEEDINGS: RECORDS:

a. To effect proper accounting, the mode of carrying out this transfer shall be according to the provisions of Par. 6b, AFR 87-5, 24 June 1948, and par. 95, TM 5-601, to-wit: The appropriate "Transfer" Forms in the WD AGO 290 series shall be accomplished by and between the respective representatives of Randolph Air Force Base (transferring base) and the Carswell Air Force Base (receiving base) and the Real Property Record Cards covering the said range and any improvements, if there by any, (such as buildings, surfaced areas, utility systems, etc.) which may be thereon shall be delivered by the transferring base to the receiving base. Other pertinent data, if any, will also be delivered.

(1) Other Documents: Copies of all leases and/or deeds or condemnation judgments, as the case may be, which show title in the United States, said range, which may be on file at Randolph Air Force Base, shall be delivered by the transferring base (Randolph) to the receiving base (Carswell)--either by mail or through representatives.

b. Copies of the pertinent AF 140 series (with accompanying and supporting data) will be furnished to the receiving base at time of transfer.

c. There are no classified documents to be transferred with the subject range.

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AGREEMENT COVERING TRANSFER OF JURISDICTION OF MATAGORDA ISLAND BOMBING AND GUNNERY RANGE, TEXAS, FROM AIR TRAINING COMMAND TO STRATEGIC AIR COMMAND

5. AIRCRAFT:

There are no aircraft involved in this transfer.

6. FUNDS:

There are no funds involved in this transfer.
Funds now in the existing budget allotment shall be transferred to receiving base by appropriate means according to existing regulations upon completion of payment of utilities contracts on 1 February 1948.

7. PROPERTY (SUPPLIES AND EQUIPMENT):

a. Record-cards on "Installed Property", if any, included with this transfer, shall be delivered by the transferring agency to the receiving base, or through representatives of the respective bases.

b. Any supplies or equipment, if any, included with this transfer, shall be accomplished on WD Shipping Document.

c. This is 106,242 gallons gasoline, aviation, now located at this range, which has been sold by the Salvage Officer, Randolph Air Force Base, and is awaiting removal by the Purchaser.

8. UTILITIES:

Randolph Air Force Base will assume the responsibility for the payment of utilities obligations (gas and electricity) until 31 January 1949. Remaining funds in this allotment will be transferred to Strategic Air Command on 1 February 1949.

9. COURTS MARTIAL:

All cases referred to trial prior to the date of transfer will be tried and reviewed by the Air Training Command; all cases referred to trial subsequent to the date of transfer will be tried and reviewed by the Strategic Air Command.

10. GENERAL DESCRIPTION OF REAL PROPERTY:

a. The property is identified as the "Matagorda Island Bombing and Gunnery Range," consisting of approximately 61,465,07 acres, on Matagorda Island, off the Gulf Coast of Texas, approximately 15 miles from Port O'Connor, Texas.

b. There are no current authorized or uncompleted construction projects at subject range.

11. REPORTING RESPONSIBILITY:

a. Any reports with "as of" date prior to the effective date of transfer will be made by Randolph Air Force Base.

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AGREEMENT COVERING TRANSFER OF JURISDICTION OF MATAGORDA ISLAND BOMBING AND GUNNERY RANGE, TEXAS, FROM AIR TRAINING COMMAND TO STRATEGIC AIR COMMAND.

b. The reporting and accountable responsibility for subject range will be assumed by the Strategic Air Command or Carswell Air Force Base (assignee of range) on effective date of transfer.

12. JOINT USE:

It is the understanding and intention of the representatives whose signatures appear below, that this range is for the joint use of the Strategic Air Command and the Continental Air Command (see Par 2, 6th indorsement to basic letter cited in par. 1 above) but that the joint use agreement is to be prepared or initiated by representatives of the major commands concerned.

13. FINAL APPROVAL:

This transfer agreement is subject to and wholly contingent upon the final approval of the major commands concerned (Strategic Air Command and Air Training Command) (see par. 3, 6th ind. to basic letter cited in par. 1 above).

Representing the Strategic Air Command:

/s/George W. Coin
/t/GEORGE W. COIN, Major, USAF

Representing Carswell A. F. Base:

/s/ George W. Coin
/t/ GEORGE W. COIN, Major, USAF

Representing the Flying Division, Air Training Command:

/s/ Jackson Y. Read
/t/ JACKSON Y. READ, Major, USAF

Representing Randolph A.F. Base:

/s/ Henry B. Hohman
/t/ HENRY B. HOHMAN, Colonel, USAF

Representing CG, Eighth Air Force:

/s/ George W. Coin
/t/ GEORGE W. COIN, Major, USAF

Representing District Engineers:

/s/ A. E. Lingenfelter
/t/ Mr. A. E. LINGENFELTER

CERTIFIED A TRUE COPY:

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GENERAL ORDERS
NUMBER 10

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas
19 April 1949

ASSIGNMENT OF MATAGORDA ISLAND BOMBING AND GUNNERY RANGE

1. Effective 16 February 1949, Matagorda Island Bombing and Gunnery Range, having been assigned to Eighth Air Force, Fort Worth, Texas, is further assigned to Hq & Hq Sq, 27th Air Base Group, Kearney Air Force Base, Kearney, Nebraska. Confirming VOCG, 16 February 1949, exigencies of service precluded issuance of orders in advance.

2. Authority: AFR 20-62, dated 1 September 1948 and General Order #19, Headquarters Strategic Air Command, dated 8 April 1949.

BY COMMAND OF MAJOR GENERAL RAMEY:

JOHN A. ROBERTS
Colonel, USAF
Chief of Staff

OFFICIAL:

JOHN E. HILL
Major, USAF
Adjutant General

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5 - CG, Fifth Army, 1660 E. Hyde Park Blvd, Chicago 15, Ill
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
5 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Okla
5 - CG, Warner Robins Air Materiel Area, Robins AF Base, Ga
5 - CG, San Antonio Air Materiel Area, Kelly AF Base, Tex
5 - Chief of Engineers, Dept of the Army, Wash 25, DC
5 - Chief of Ordnance, Dept of the Army, Wash 25, DC
2 - Division Engineer, Southwestern Division, Dallas 2, Tex
2 - District Engineer, Galveston District, 606 Santa Fe Bldg, Galveston, Tex
2 - Director, Orgn & Trng 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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HEADQUARTERS
27TH FIGHTER WING
Bergstrom Air Force Base
Austin, Texas

19 May 1949

WA 161

SUBJECT: Interim Agreement for Joint Use of Matagorda Island Bombing and Gunnery Range

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

1. Pursuant to authority contained in 8AF TWX ODT-2G English 2352, Consummation of the Joint Use Agreement of Matagorda Island Bombing and Gunnery Range, a meeting was held at Bergstrom Air Force Base 25 April 1949, between representatives of the Twelfth and Eighth Air Forces. The results of which are as follows:

a. The facilities of Matagorda Island Bombing and Gunnery Range will be made available to the units under the jurisdiction of Twelfth Air Force, on Saturdays and Sundays beginning 14 May 1949.

b. Advance notice will be required for obtaining necessary rations for messing and housing, if so desired. This advance notice will be made on Thursday prior to the week-end.

c. All supplies made available to units under the jurisdiction of Twelfth Air Force will be issued on a reimbursable basis.

d. In reference to the summer encampment of units under the jurisdiction of Twelfth Air Force, exclusive use by these units of Matagorda Island Bombing and Gunnery Range is granted for the period 14 August through 28 August 1949.

e. All requests by units under the jurisdiction of Twelfth Air Force for use of the Matagorda Island Bombing and Gunnery Range will be made to the Commanding Officer 27th Fighter Wing or his representative through Headquarters Twelfth Air Force.

f. Terms reached in the Joint Use Agreement for Matagorda Island Bombing and Gunnery Range consummated on 25 April 1949, will be the interim agreement until its official

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WA3
Subj, Interim Agreement for Joint Use of Matagorda Island
Bombing and Gunnery Range

recognition by the headquarters concerned.

/s/ Ashley B. Packard

ASHLEY B. PACKARD
Colonel, USAF
Commanding

1 Incl:
Agreement for Joint
Use of Matagorda
Range

A CERTIFIED TRUE COPY:

John E. Hall.

JOHN E. HALL
Major, USAF
Adjutant General

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AGREEMENT FOR JOINT USE OF MATAGORDA ISLAND BOMBING AND GUNNERY RANGE

25 Apr 49

I

GENERAL INFORMATION

1. AUTHORITY:

Pursuant to authority contained in agreement covering the transfer of jurisdiction of Matagorda Island Bombing and Gunnery Range from the Air Training Command to Strategic Air Command, paragraph 12 dated 14 January 1949, and TWX 8AF ODT-2G English 2352, subject, Consummation of Joint Use Agreement for Matagorda Island Bombing and Gunnery Range between units under the jurisdiction of 12th Air Force and 8th Air Force. A meeting was held at Bergstrom Air Force Base, Texas, on 25 April 1949 between representatives of the Twelfth and Eighth Air Forces to effect details of joint use of the Matagorda Island Bombing and Gunnery Range facilities.

REPRESENTATIVES ATTENDING MEETING:

a. Twelfth Air Force:

Karl Y. Benson, Jr.	Major	AO 433451
G. H. Stallings	Major	AO 52628
Nels A. Anderson	Lt Col	AO 35012
Roy B. Caviness	Lt Col	AO 34532
Percy E. Bolser	Civilian Engr Ass't Director of Installations	

b. Eighth Air Force:

Ashley B. Packard	Colonel	AO 21169
William E. Berstram	Lt Col	AO 35290
Lyle N. Jordan	Captain	AO 438428

II

TERMS OF AGREEMENT

2. EFFECTIVE DATE: This agreement to become effective upon date of ratification by the representatives of the major commands involved.

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3. ADMINISTRATION:

a. The 27th Fighter Wing will be responsible for all functional administration of its' own activity at Matagorda Island Bombing and Gunnery Range.

b. The Commanding General who exercises General Courts Martial Jurisdiction over Matagorda Island Bombing and Gunnery Range will exercise Courts Martial Jurisdiction over all personnel under jurisdiction of Twelfth Air Force while visiting on an assigned mission.

c. Direct communication between Budget & Fiscal Officer, 8th Air Force and Director of Budget & Fiscal, Twelfth Air Force, is authorized in matters pertaining to Budget & Fiscal.

d. While at Matagorda Island Bombing and Gunnery Range, personnel under Twelfth Air Force jurisdiction, will clear all public information matters through the Public Information Officer, Bergstrom Air Force Base, Austin, Texas.

4. BASE REGULATIONS: All personnel under the jurisdiction of Twelfth Air Force while at Matagorda Island Bombing and Gunnery Range will be subject to compliance with the Base Regulations effecting the administration of Matagorda Island Bombing and Gunnery Range, except where specific exemptions are mutually agreed upon.

5. PHYSICAL FACILITIES:

a. Messing and housing facilities will be made available to the Twelfth Air Force to the fullest extent, dependent upon their availability as determined by the Base Commander of Matagorda Island Bombing and Gunnery Range.

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b. Request for Air-to-Air, Air-to-Ground, Dive Bombing, and Rocket Ranges made by units under the jurisdiction of Twelfth Air Force will be made through Twelfth Air Force, who in turn will coordinate with the Commanding Officer 27th Fighter Wing representing Eighth Air Force for its use.

c. Air-sea rescue and crash facilities will be the responsibility of the Commanding Officer, Matagorda Island Bombing and Gunnery Range.

d. Normal maintenance of the Gunnery Range will be the responsibility of the Commanding Officer, Matagorda Island Bombing and Gunnery Range. Processing of claims resulting from any mishap will be the responsibility of the unit involved.

6. REPAIRS AND UTILITIES: Normal Base utilities and maintenance of same will be provided for by the Commanding Officer Matagorda Island Bombing and Gunnery Range.

7. GOVERNMENT COMMUNICATIONS: Telephone service will be available in accordance with Matagorda Island Bombing and Gunnery Range policy. The Eighth Air Force Radio Net between Matagorda and Bergstrom Air Force Base will be made available for official messages concerning Twelfth Air Force activity upon approval of Commanding Officer, 27th Fighter Wing.

8. FLIGHT CONTROL:

a. Twelfth Air Force Units operating off Matagorda Island Bombing and Gunnery Range will be responsible for scheduling local gunnery flights involving their own aircraft. All pilots operating from Matagorda Island Bombing and Gunnery Range will

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comply with USAF, CAA, and Base Regulations while in the Airport Control Zone.

b. Clearance for flights of all aircraft will be the responsibility of the Commanding Officer Matagorda Island Bombing and Gunnery Range. Matagorda will provide weather service when available.

c. Local Air Control will rest with the Twelfth Air Force for its own units when they are operating off Matagorda Island Bombing and Gunnery Range, until such time as a control tower is installed.

d. Ground Gunnery Range Control will rest with the using unit.

e. Normal outbound flight clearance will be in accordance with the policy of the Commanding Officer Matagorda Island Bombing and Gunnery Range.

f. Personnel under the jurisdiction of Twelfth Air Force will be under the jurisdiction of the Commanding Officer Bergstrom Air Force Base, in regards to AF Regulation 62-14; however, the results of an aircraft accident involving Twelfth Air Force personnel will be recorded in such a manner that it will not reflect the accident rate of Bergstrom Air Force Base.

g. Danger warnings to water and air traffic will be the responsibility of Commanding Officer, Matagorda Island Bombing and Gunnery Range.

9. SECURITY: Matagorda Island Bombing and Gunnery Range will be responsible for normal security. Special security measures

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required by Twelfth Air Force Units will be provided for by Twelfth Air Force.

10. SUPPLY AND MAINTENANCE:

a. Emergency supplies required and used by personnel under the jurisdiction of the Twelfth Air Force will be made available when possible on a reimbursable basis.

b. Supplies, i.e. ammunition, aerial targets and other operational supplies will be the responsibility of the using unit of the Twelfth Air Force.

c. 100/130 octane fuel will be made available by the Commanding Officer, Matagorda Island Bombing and Gunnery Range, when sufficient storage becomes available approximately 1 September. Until such time as 100/130 octane fuel is available, units under the Twelfth Air Force jurisdiction will be responsible for providing their own fuel (100/130) and storage thereof. Until such time as 100/130 octane fuel is available, 115/145 fuel will be made available in emergency to units under the Twelfth Air Force jurisdiction.

d. Maintenance facilities will be made available to the limit of the existing facilities as determined by the Base Commander Matagorda Island Bombing and Gunnery Range.

e. Motor Vehicles controlled and operated by the Twelfth Air Force will be subject to Matagorda Island Bombing and Gunnery Range Regulations. The use of Matagords Island Bombing and Gunnery Range vehicles for Twelfth Air Force activities will be authorized at the discretion of the Base Commander, Matagorda Island B&GR. Fuel to be supplies on a

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reimbursable basis.

f. Operational damage to ground targets beyond repair will be repaired by the using unit or reimbursement made for same.

11. CONCLUSION:

a. The foregoing agreement will be the Interim Agreement between the Commanding General Eighth Air Force and the Commanding General Twelfth Air Force, subject to their approval, at which time it shall become the Joint Use Agreement between the above listed headquarters.

b. As of 14 May 1949, the Matagorda Island Bombing and Gunnery Range will be available for use by units under the jurisdiction of the Twelfth Air Force, subject to the Joint Use Agreement.

FOR THE COMMANDING GENERAL:
Eighth Air Force, Strategic Air Command

/s/ Ashby B. Packard, Col USAF

APPROVED:

/s/ R M RAMEY
COMMANDING GENERAL, EIGHTH AIR FORCE

FOR THE COMMANDING GENERAL
Twelfth Air Force, Continental Air Command

/s/ Blaine B. Campbell
Lt Col USAF DO

APPROVED:

/s/ G C JAMISON
COMMANDING GENERAL, TWELFTH AIR FORCE

A CERTIFIED TRUE COPY
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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GENERAL ORDERS
NUMBER 34

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas
19 July 1948

SECTION

ACTIVATION OF AIR REFUELING SQUADRONS, MEDIUM.....I
ADDITIONAL INSTRUCTIONS.....II
ANNOUNCEMENT OF DEPUTY TO THE CHIEF OF STAFF.....III

SECTION I

ACTIVATION OF THE 43D AND 509TH AIR REFUELING SQUADRONS, MEDIUM.--1. The following units, having been assigned to the Eighth Air Force, are activated with station assignment as indicated, effective 0001, this date:

Colm 1	Colm 2	Colm 3		Colm 4
		Authorized Strength		
Unit	T/O & E	OFF	EM	Station
43d Air Refueling Squadron, Medium	1-1114 23 June 48 (1 x colm 6)	132	315	Davis-Monthan Air Force Base, Tucson, Arizona
509th Air Refueling Squadron, Medium	1-1114 23 June 48 (1 x colm 6)	132	315	Walker Air Force Base, Roswell, New Mexico

a. Concurrently with activation the units listed below are assigned to their respective groups as indicated:

Unit	Group Assignment
43d Air Refueling Squadron, Medium	43d Bombardment Group
509th Air Refueling Squadron, Medium	509th Bombardment Group

b. 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.

c. Equipment is authorized in accordance with appropriate column of T/O&E cited

SECTION II

ADDITIONAL INSTRUCTIONS.—1. Initial morning reports and rosters will be prepared in accordance with provisions of AR 345-400 and current instructions issued by Headquarters Strategic Air Command.

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SECTION II (cont'd)

ADDITIONAL INSTRUCTIONS (cont'd)

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 the Commanding General, Strategic Air Command (Attention: Unit Control Branch, A-3 Division), Washington 20, D.C. Five copies will be forwarded to this Headquarters (Attention: Manpower Branch, A-5 Office).

3. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

4. Authority: General Orders #33, Headquarters Strategic Air Command, dated 12 July 1948.

SECTION III

ANNOUNCEMENT OF DEPUTY TO THE CHIEF OF STAFF. Lieutenant Colonel JOHN A ROBERTS JR, A033914, United States Air Force, is in addition to his other duties, designated a deputy to the Chief of Staff, this headquarters, for the following activities:

Plans
Statistical Control
Comptroller

BY COMMAND OF MAJOR GENERAL RAMEY:

OFFICIAL:

ROBERT W PURNS
Brigadier General, USAF
Chief of Staff

JOHN E HALL
Maj, AGD
Asst Adj Gen

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plus
30 - Chief of Staff, USAF (Attn: Publications Div, Air Adj.Gen) Wash 25, D.C.
5 - The Adjutant General (Attn: AGAO-I), Wash, 25, D.C.
5 - CG, Fourth Army, Fort Sam Houston, Texas
5 - CG, Sixth Army, Presidio of San Francisco, Calif.
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
5 - CG, San Antonio Air Materiel Area, Kelly AF Base, San Antonio, Tex.
2 - Director, Organization and Training Division (GSUSA), Wash, 25, D.C.
2 - Chief of Transportation, Movements Division, Wash, 25, D.C.
2 - Chief, Historical Divison, Special Staff, USA, Wash, 25, D.C.
2 - Director of Logistics, GSUSA (Attn: Movements Branch) Wash, 25, D.C.
10 - Unit Control Branch, A-3 Division, SAC

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GO 8

GENERAL ORDERS)
NUMBER 8)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
17 February 1949

	SECTION
CONSTITUTION AND ACTIVATION OF AIR REFUELING SQUADRONS----------	I
REORGANIZATION OF UNITS----------	II
REDESIGNATION AND REORGANIZATION OF STATION MEDICAL GROUPS-----	III
ADDITIONAL INSTRUCTIONS----------	IV

SECTION I

CONSTITUTION AND ACTIVATION OF AIR REFUELING SQUADRONS.--1. a. The following units having been constituted and assigned to the Strategic Air Command effective 2 February 1949, are further assigned to commands indicated, effective 1 March 1949:

Unit	Command Assignment
93d Air Refueling Squadron, Medium	Fifteenth Air Force
301st Air Refueling Squadron, Medium	Fifteenth Air Force
97th Air Refueling Squadron , Medium	Eighth Air Force

b. Effective 1 March 1949, the above units are activated at stations indicated in accordance with 1 x column 6 of T/O&E 1-1114, 23 June 1948, each with an authorized strength of one hundred thirty-two officers and three hundred fifteen airmen:

Unit	Station of Activation	Group Assignment
93d Air Refueling Squadron, Medium	Castle AF Base, Castle Field, California	93d Bombardment Group, Medium
97th Air Refueling Squadron, Medium	Biggs AF Base, Biggs Field, Texas	97th Bombardment Group, Medium
301st Air Refueling Squadron, Medium	Smoky Hill AF Base, Salina, Kansas	301st Bombardment Group, Medium

2. Personnel will be furnished from sources under control of the appropriate commander.

3. a. The 93d Air Refueling Squadron is authorized unit essential equipment only at home station. T/O&E equipment, other than unit essential equipment, will be stored at Warner Robins Air Materiel Area, which is the subject of a separate directive.

b. The 97th and 301st Air Refueling Squadrons are authorized unit essential equipment only at home station. Shipment of T/O&E equipment, other than unit essential equipment, will be the subject of a separate directive.

c. Supply priority for these units has been established as IB1.

SAC, Ft. Crook-2-17-49-1,375

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SECTION II

REORGANIZATION OF UNITS.--1. Announcement is made of the reorganization of the units listed below, effective 1 March 1949, as indicated:

Unit	T/O&E	Auth'd Strength OFF	WO	Airmen
Hq & Hq Sq, Bombardment Wing, Medium 93, 97, 301	1-1011, 24 Mar 48 1 x colm 6, as changed by 1-0001A, 1 Nov 48	35	0 (each)	76
Hq, Bombardment Group, Medium 93, 97, 301	1-1112, 24 Mar 48 1 x colm 6, as changed by 1-0001B 1 Jan 49	23	0 (each)	49
Bombardment Squadron, Medium 328, 329, 330, 340, 341, 342, 32, 352, 353	1-1113, 24 Mar 48 1 x colm 6	117	0 (each)	374
Hq, Maintenance and Supply Group 93, 97, 301	1-7012, 24 Mar 48 1 x colm 6	8	0 (each)	16
Maintenance Squadron Bombardment, Medium 93, 97, 301	1-7113, 24 Mar 48 1 x colm 6, as changed by 1-0001, 1 Sep 48	15	0 (each)	277
Supply Squadron Bombardment Medium 93, 97, 301	1-7114, 24 Mar 48 1 x colm 6	13	0 (each)	302
Motor Vehicle Squadron, Bombardment, Medium 93, 97, 301	1-8117, 24 Mar 48 1 x colm 6	5	0 (each)	207
Hq & Hq Sq, Air Base Group 93, 97, 301	1-8012, 24 Mar 48 1 x colm 6, as changed by 1-0001A, 1 Nov 48	21	0 (each)	78
Communications Squadron, Bombardment, Medium 93, 97, 301	1-8013, 24 Mar 48 1 x colm 6	8	0 (each)	81
Air Police Squadron, Bombardment, Medium 93, 97, 301	1-8014, 24 Mar 48 1 x colm 6, as changed by 1-0001A, 1 Nov 48	4	0 (each)	109

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Unit	T/O&E	Auth'd Strength OFF	WO	Airmen
Food Service Squadron, Bombardment, Medium 93, 97, 301	1-8015, 24 Mar 48 1 x colm 55, as changed by 1-0001B, 1 Jan 49	5 (each)	0	252
Installations Squadron, Bombardment, Medium 93, 97, 301	1-8116, 24 Mar 48 1 x colm 6	4 (each)	0	132
Base Service Squadron, Bombardment, Medium 93, 97, 301	1-8018, 24 Mar 48 1 x colm 6	2 (each)	0	93
Finance Disbursing Unit Bombardment, Medium 93, 97, 301	1-8019, 24 Mar 48 1 x colm 12	2 (each)	1	17

2. Wing or group assignment of above units remains unchanged.

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.

SECTION III

REDESIGNATION AND REORGANIZATION OF MEDICAL GROUPS.--1. Effective 1 March 1949, the following units are redesignated and reorganized as indicated:

Present Designation	New Designation	T/O&E	Auth'd Strength OFF	Airmen
Station Medical Group 93, 301	Medical Group 93, 301	1-9012 18 Oct 48 1 x colm 8	30 (each)	114
97th Station Medical Group	97th Medical Group	1-9012 18 Oct 48 1 x colm 4	5	39

2. Wing assignment of above units remains unchanged.

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 cited.

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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 to Headquarters United States Air Force by mean of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-O1D) in compliance with current instructions.

2. Forty 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: COM-4, Movement Control Branch.

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 99f), subject: "Constitution, Activation, and Reorganization of Certain Units of the 93d Bombardment Wing, Medium, and Other Air Force Units," dated 2 February 1949.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

OFFICIAL:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

Donald S. Huber
DONALD S. HUBER
Major, USAF
Adjutant General

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40 - CofS, USAF (Attn: AFCAG, Pub Div), Wash 25, DC
5 - TAG (Attn: AGAO-1), Wash 25, DC
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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, Sacramento Air Materiel Area, McClellan AF Base, McClellan Field, Calif
5 - CG, San Antonio Air Materiel Area, Kelly AF Base, Kelly Field, Tex
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 - COM-4, Movement Control Branch, SAC

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RESTRICTED

Eighth AIR FORCE

COMMAND BOOK

1 FEBRUARY 1949

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EIGHTH AIR FORCE

1. Purpose. The mission of the Eighth Air Force as stated in letter, Hq SAC 322, subject: "Mission of the Eighth Air Force", dated 10 Janary 1947.

2. General. The Commanding General, Eighth Air Force, will be responsible for exercising command jurisdiction over and operating the Eighth Air Force in accordance with policies established by the Commanding General, SAC.

3. Mission. The Eighth Air Force will:

a. Command and administer such units and installations as may be assigned thereto, including the administration of military justice to all personnel subject to military law.

b. Man, train and equip, in accordance with priorities established by Headquarters, Strategic Air Command, such tactical units and their associated services as are designated; maintain these units in a state of training and indoctrination with the latest available equipment necessary to permit immediate long range offensive bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort operations in any part of the world, either independently, or in cooperation with land and naval forces.

c. Train units, crews, and individuals for maintenance of the combat efficiency of strategic combat units assigned to separate theater commands to include long range bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort, based upon requirements furnished by the Commanding General.

d. Conduct such Universal Military Training as may be directed by the Commanding General, Strategic Air Command.

e. Support the Air Reserve and National Guard Programs in accordance with instructions issued by this headquarters.

f. Perform such special missions and assignments as the Commanding General, Strategic Air Command may direct.

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Command Book Distribution

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SECTION I

ORGANIZATION

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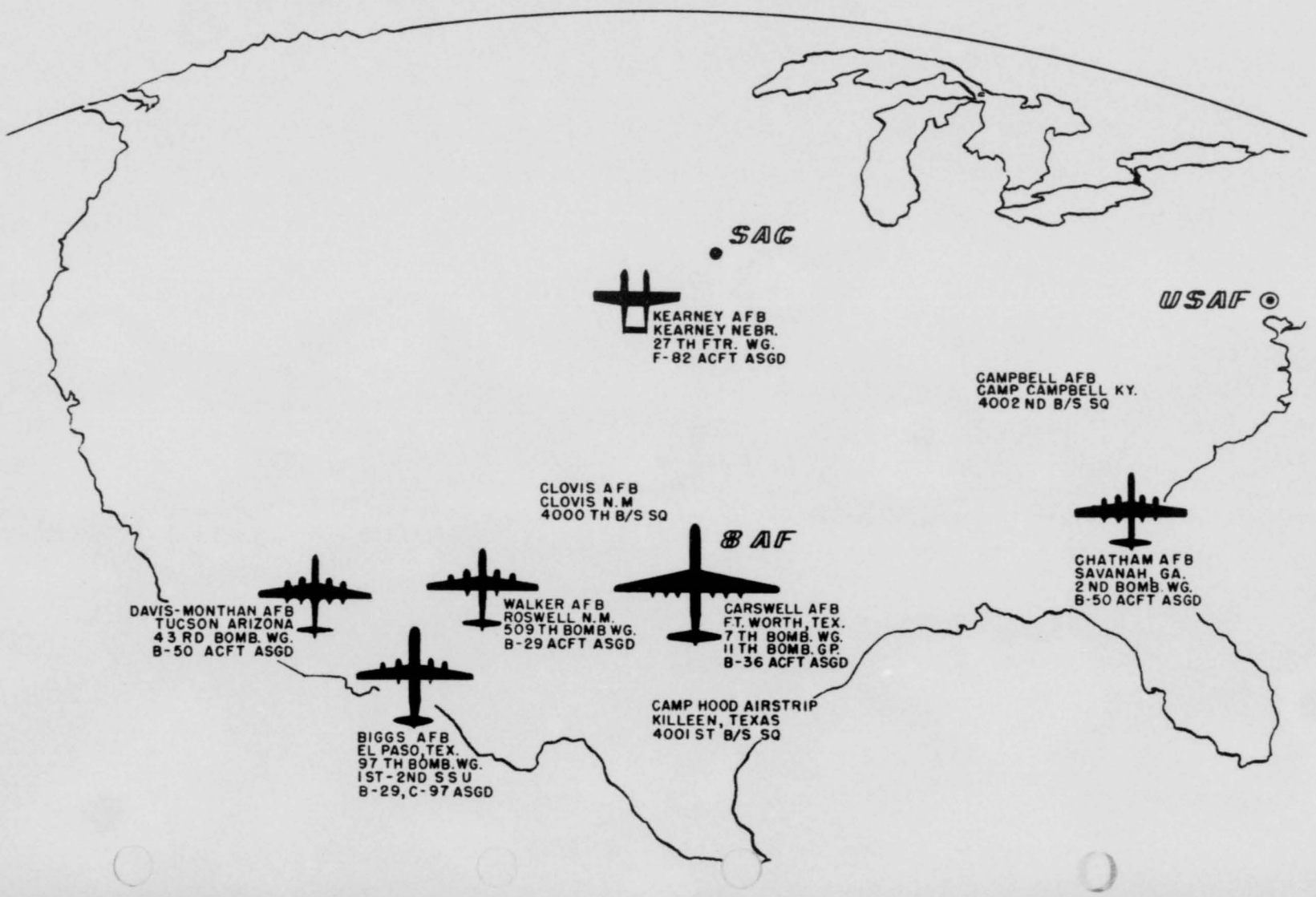
EIGHTH AIR FORCE BASES
LOCATION, UNITS, AND TYPE AIRCRAFT ASSIGNED



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EIGHTH AIR FORCE BASES AND UNITS

FORT WORTH, TEXAS
HEADQUARTERS & HEADQUARTERS SQUADRON
EIGHTH AIR FORCE

CARSWELL AF BASE

Hq & Hq Sq, 7TH BOMB WG, HEAVY
7TH BOMB GROUP, HEAVY
7TH AIR BASE GROUP
7TH MAINTENANCE & SUPPLY GROUP
7TH STATION MEDICAL GROUP
11TH BOMB GROUP, HEAVY
585TH AF BAND
AF STAGING AREA
AF ASSEMBLY STATION
AF SEPARATION POINT
18TH COMMUNICATIONS SQ (COMD)

DAVIS-MONTHAN AF BASE

HQ & HQ SQ, 43D BOMB WG, MEDIUM
43D BOMB GROUP, MEDIUM
43D AIR BASE GROUP
43D MAINTENANCE & SUPPLY GROUP
43D STATION MEDICAL GROUP
HQ & HQ SQ, 2D BOMB WG, MEDIUM
2D BOMB GROUP, MEDIUM
2D AIR BASE GROUP*
2D MAINTENANCE & SUPPLY GROUP
2D STATION MEDICAL GROUP
775TH AF BAND
AF STAGING AREA
AF ASSEMBLY STATION
AF SEPARATION POINT

BIGGS AF BASE

HQ & HQ SQ, 97TH BOMB WG, MEDIUM
97TH BOMB GROUP, MEDIUM
97TH AIR BASE GROUP
97TH MAINTENANCE & SUPPLY GROUP
97TH STATION MEDICAL GROUP
1ST STRATEGIC SUPPORT SQUADRON
2D STRATEGIC SUPPORT SQUADRON

WALKER AF BASE

HQ & HQ SQ, 509TH BOMB WG, MEDIUM
509TH BOMB GROUP, MEDIUM
509TH AIR BASE GROUP
509TH MAINTENANCE & SUPPLY GROUP
509TH STATION MEDICAL GROUP
611TH AF BAND
AF ASSEMBLY STATION
AF SEPARATION POINT
AF STAGING AREA

KEARNEY AF BASE

Hq & Hq Sq, 27TH FIGHTER WING
27TH FIGHTER GROUP
27TH AIR BASE GROUP
27TH MAINTENANCE & SUPPLY GROUP
27TH STATION MEDICAL GROUP

CLOVIS AF BASE

STAND BY STATUS

4000TH BASE SV SQUADRON

CAMPBELL AF BASE

MINIMUM OPERATIONS

4002ND BASE SV SQUADRON

CAMP HOOD AIR STRIP

MINIMUM OPERATIONS

4001ST BASE SV SQUADRON

CHATHAM AF BASE

HQ & HQ SQ, 2D AB GROUP
2D AVIATION SQUADRON

*Less Hq & Hq Sq. 2d AB Group

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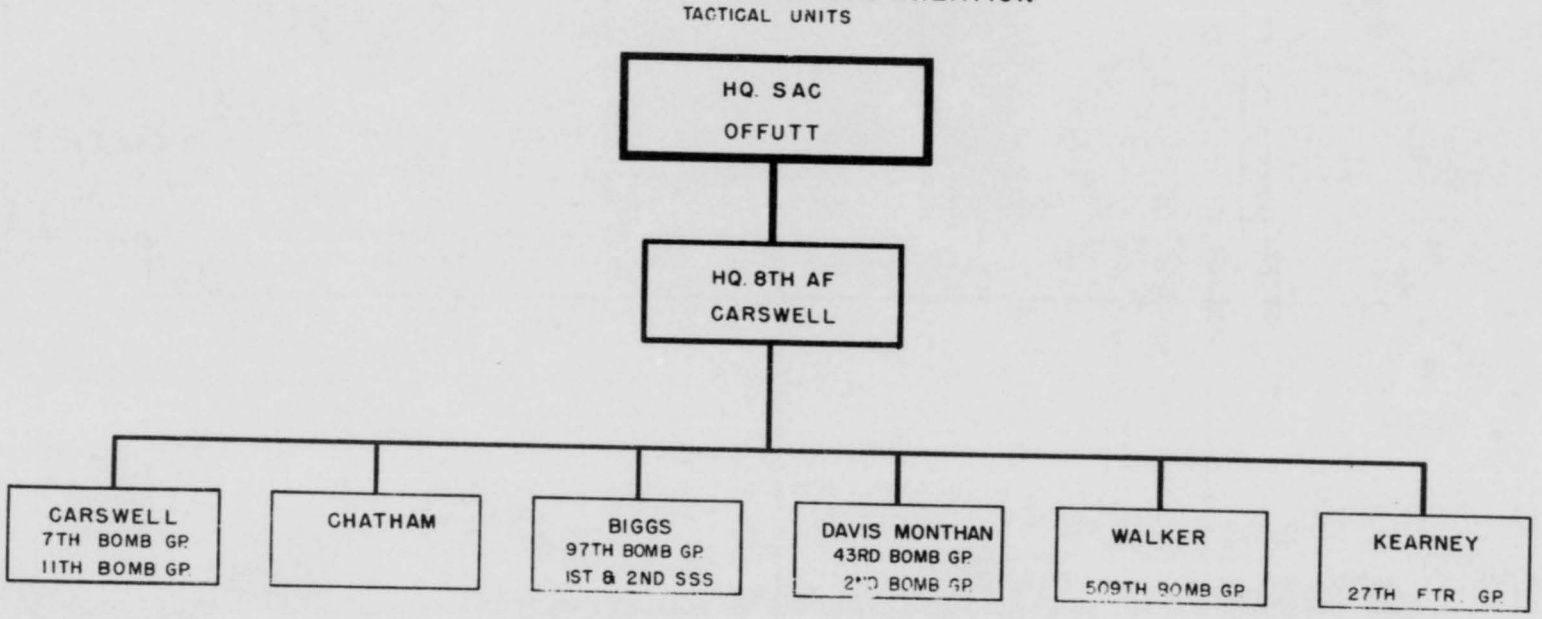
EIGHTH AIR FORCE ORGANIZATION
TACTICAL UNITS



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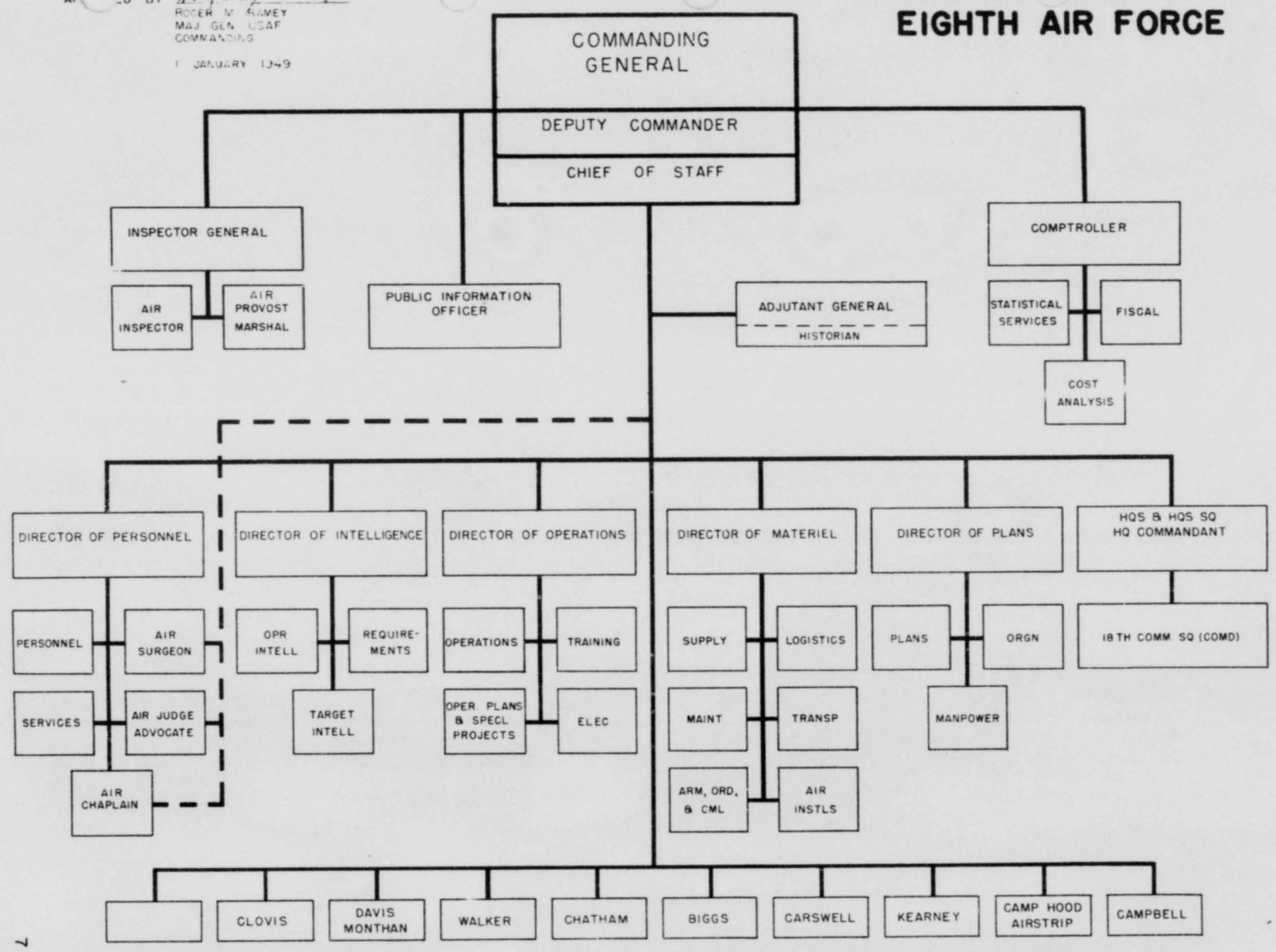
APPROVED BY
ROGER M. RAMEY
MAJ. GEN. USAF
COMMANDING
1 JANUARY 1949

HEADQUARTERS
EIGHTH AIR FORCE



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As of 31 Jan 1949

EIGHTH AIR FORCE

ROSTER OF KEY PERSONNEL

HEADQUARTERS EIGHTH AIR FORCE

COMMANDING GENERAL	-MAJ. GEN. R. M. RAMEY	DIRECTOR OF OPERATIONS	-COL. W. H. BLANCHARD
DEPUTY COMMANDER		DIRECTOR OF MATERIEL	-COL. F. G. JAMISON
CHIEF OF STAFF (ACTG)	-COL. J. A. ROBERTS	DIRECTOR OF PLANS	-COL. W. C. KINGSBURY
INSPECTOR GENERAL	-COL. W. B. OFFUTT	COMPTROLLER	-LT.COL. T. C. McNEAL
DIRECTOR OF PERSONNEL	-COL. J. B. McPHERSON	CO. HQ & HQ SQ.	-MAJ. T. J. HERRON
DIRECTOR OF INTELLIGENCE	-MAJ. E. M. KIRTON	CO. 18TH COMM.SQ. (COMD)	-CAPT J. J. GOODREAU

WING	WING COMMANDER	STATION ACTIVE
2D BOMB WING (M)	COL. W. E. EUBANKS	DAVIS-MONTHAN AIR FORCE BASE, TUCSON, ARIZONA
7TH BOMB WING (H)	COL. A. D. CLARK	CARSWELL AIR FORCE BASE, FORT WORTH, TEXAS
43D BOMB WING (M)	COL. J. C. SELSER JR.	DAVIS-MONTHAN AIR FORCE BASE, TUCSON, ARIZONA
97TH BOMB WING (M)	BRIG.GEN. D. W. HUTCHISON	BIGGS AIR FORCE BASE, BIGGS FIELD, TEXAS
509TH BOMB WING (M)	COL. C. S. IRVINE	WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO
27TH FIGHTER WING	COL. A. B. PACKARD	KEARNEY AIR FORCE BASE, KEARNEY, NEBRASKA

	STATION COMMANDER	STANDBY
4000TH BASE SV. SQ.	MAJ. W. M. THOMPSON	CLOVIS AIR FORCE BASE, CLOVIS, NEW MEXICO

		MINIMUM OPERATIONS
4001ST BASE SV. SQ.	MAJ. A. D. LUCAS	CAMP HOOD AIRSTRIP, KILLEEN, TEXAS
4002D BASE SV. SQ.	MAJ. C. C. WOOLWINE	CAMPBELL AIR FORCE BASE, CAMP CAMPBELL, KENTUCKY

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SECTION II

PERSONNEL

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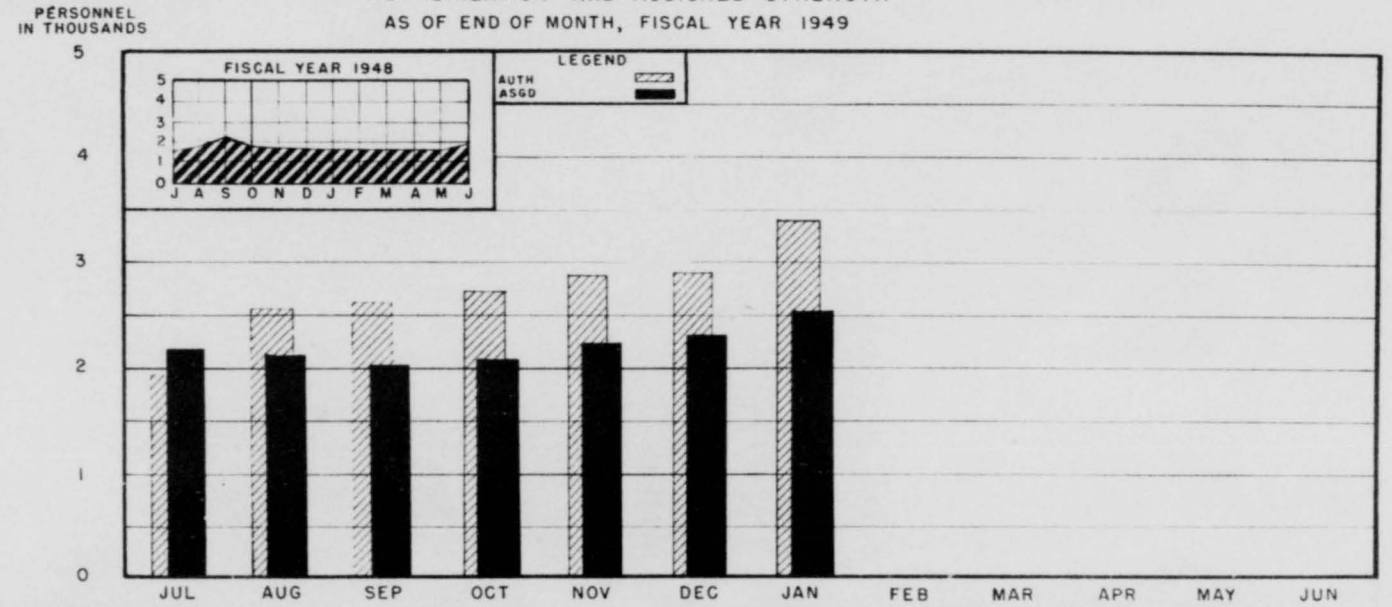
TOTAL 8 AF OFFICER PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	1966	2593	2619	2743	2868	2875	3390					
	ASGD	2194	2150	2070	2095	2227	2297	2543					
HQ. 8 HQ SQ 8 AF	AUTH	90	90	90	87	87	87	116					
	ASGD	82	79	81	83	85	88	99					
HQ. 8AF	AUTH	40	42	46	20	20	20	20					
	ASGD	39	36	33	15	16	17	16					
BIGGS	AUTH	176	244	244	244	266	320	397					
	ASGD	252	243	250	265	311	372	400					
CARSWELL	AUTH	383	378	375	378	417	561	561					
	ASGD	443	435	395	408	401	352	350					
DAVIS-MONTHAN	AUTH	594	842	842	888	898	920	1325					
	ASGD	655	660	643	642	670	758	841					
KEARNEY	AUTH	225	221	221	281	292	292	292					
	ASGD	226	214	199	205	206	214	267					
WALKER	AUTH	458	776	801	845	672	672	676					
	ASGD	497	483	469	477	410	494	568					

Note:
Hq. 8AF Stations include 18th Comm Sq (Comd), And 4000th, 4001st, 4002nd BS Sq.

** CHATHAM AFB

	JAN
AUTH	3
ASGD	2

* Includes Units Of 2 d Bomb W[illegible] at Chatham AFB
** Includes 2nd Aviation Sq[illegible]

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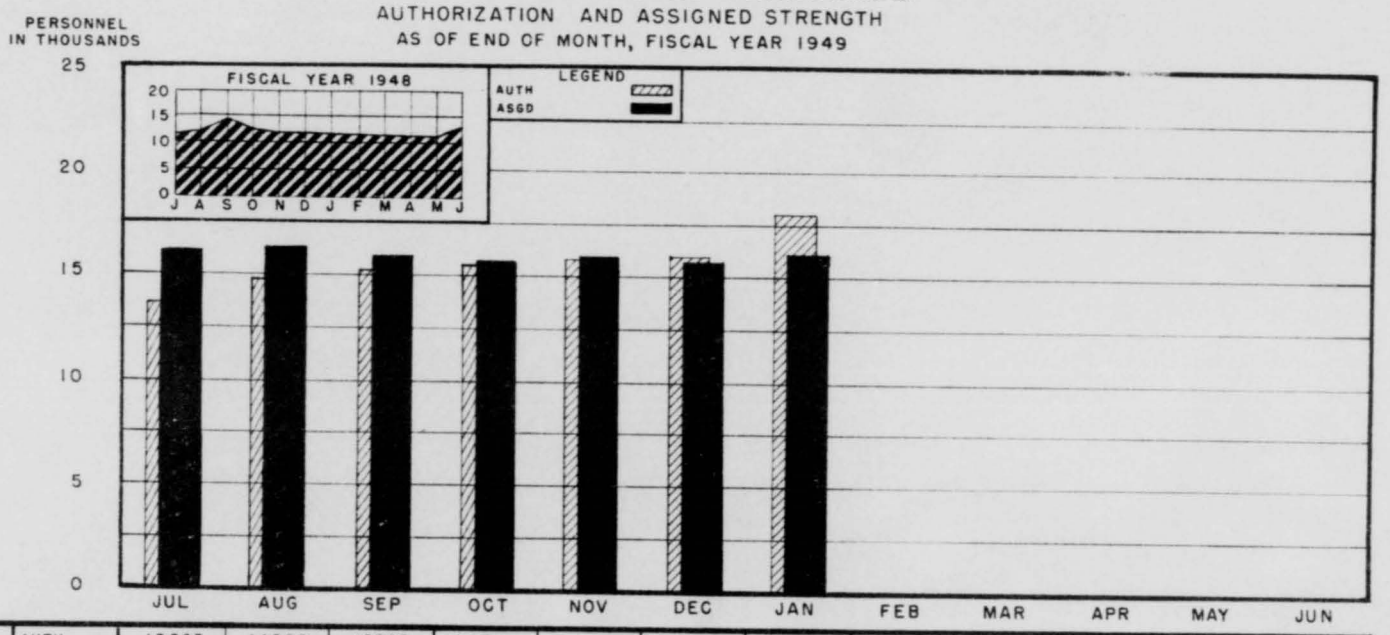
TOTAL 8 AF ENLISTED PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	13603	14852	15267	15558	16691	16151	18007					
	ASGD	16110	16155	15970	15668	16780	15865	16011					
HQ. & HQ. SQ. 8 AF	AUTH	250	250	250	250	250	250	281					
	ASGD	249	249	244	239	251	256	266					
HQ. 8 AF SEP UNITS	AUTH	391	391	466	190	190	190	213					
	ASGD	317	316	315	130	149	167	169					
BIGGS	AUTH	1185	1553	1553	1553	1908	2261	2273					
	ASGD	1585	1808	1770	1719	2122	2392	2434					
CARSWELL	AUTH	2972	2651	2649	2753	3191	3588	3588					
	ASGD	4325	4249	4117	3988	4114	3754	3694					
* DAVIS-MONTHAN	AUTH	3811	4512	4512	4830	4832	4880	6621					
	ASGD	4119	4156	4212	4349	4464	4493	4675					
KEARNEY	AUTH	1573	1400	1400	1504	1582	1582	1582					
	ASGD	1544	1424	1360	1310	1312	1377	1435					
WALKER	AUTH	3421	4095	4437	4478	3306	3306	3355					
	ASGD	3971	3953	3952	3933	3385	3333	3243					

Note:
= Hq 8AF Stations include 18th Comm Sq(Comd), and 4000th, 4001st, 4002nd BS Sq.

**

CHATHAM AFB	JAN
AUTH	94
ASGD	95

*Includes Units Of 2nd Bomb Wg. now at Chatham AFB.
**Includes 2nd Aviation Sq only

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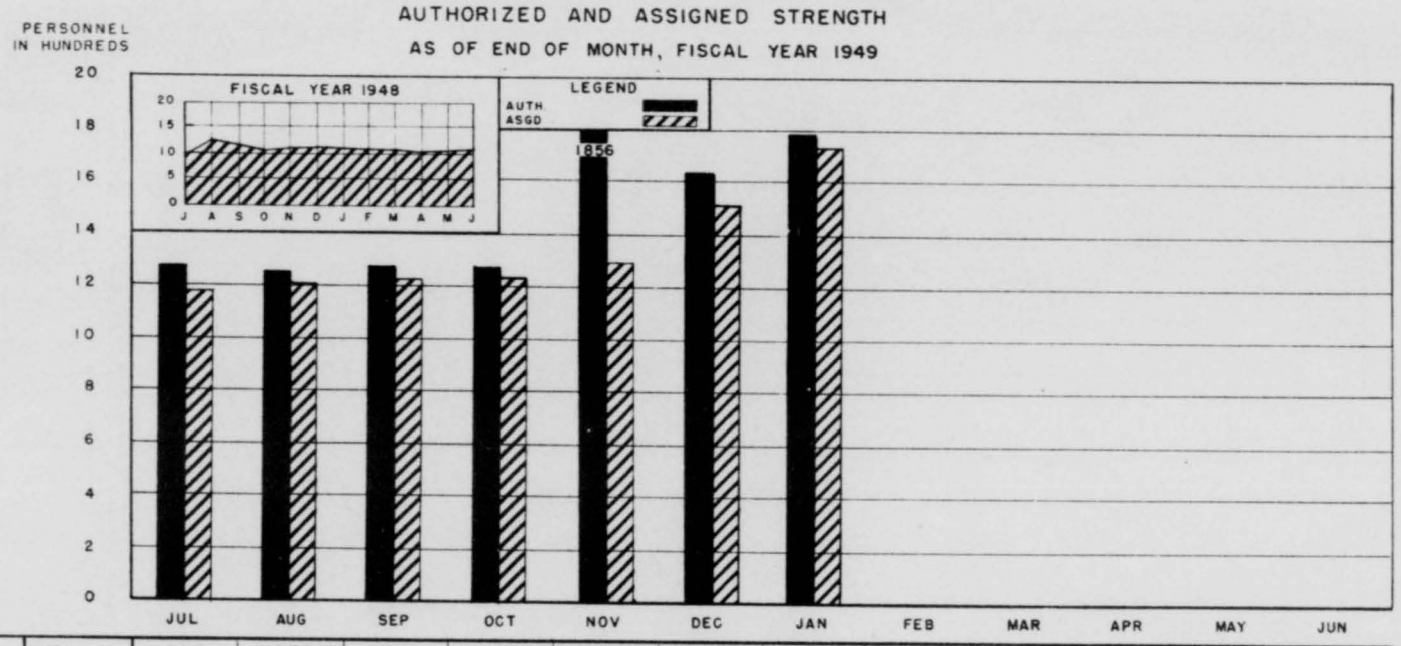
TOTAL 8AF CIVILIAN PERSONNEL
AUTHORIZED AND ASSIGNED STRENGTH
AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8AF	AUTH	1263	1256	1273	1273	1856	1631	1791					
	ASGD	1179	1201	1222	1236	1281	1518	1636					
HQ & HQ SQ 8AF	AUTH	75	75	75	75	75	75	75					
	ASGD	68	71	68	69	71	73	72					
BIGGS	AUTH	5	5	7	7	298	298	300					
	ASGD	0	1	5	5	6	220	225					
CAMPBELL	AUTH	16	16	16	16	16	16	16					
	ASGD	10	10	15	16	16	16	16					
CARSWELL	AUTH	301	301	307	307	328	328	330					
	ASGD	291	294	294	299	302	317	324					
DAVIS-MONTHAN	AUTH	298	295	296	296	296	296	299					
	ASGD	284	285	288	296	300	301	299					
KEARNEY	AUTH	212	212	214	214	260	260	260					
	ASGD	186	197	206	204	228	240	245					
WALKER	AUTH	306	302	308	308	308	308	308					
	ASGD	290	293	296	297	308	301	301					
CLOVIS	AUTH	50	50	50	50	50	50	50					
	ASGD	50	50	50	50	50	50	50					
CHATHAM	AUTH		ASSIGNED TO 8TH AF EFF 1 DEC '48					153					
	ASGD							104					

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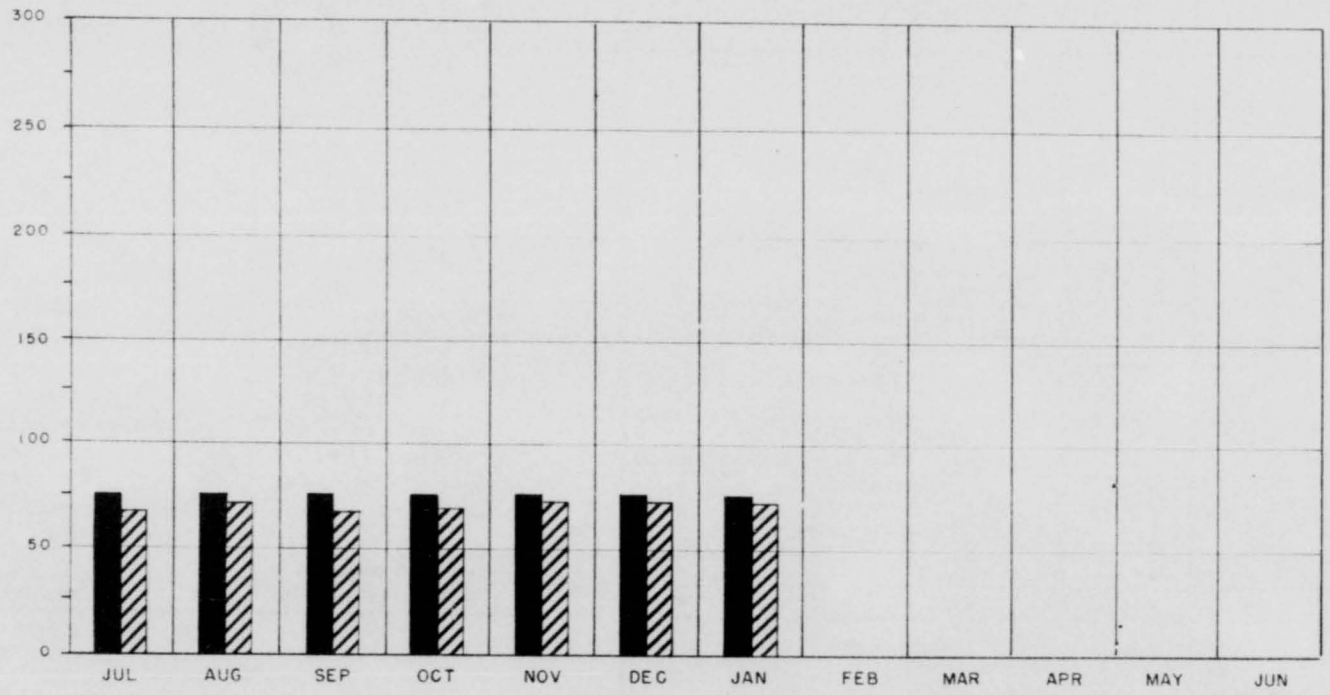
CIVILIAN PERSONNEL AUTHORIZED & ASSIGNED
8TH AF HQ.
AS OF END OF MONTH, FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AUTHORIZED	75	75	75	75	75	75	75					
ASSIGNED	68	71	68	69	71	73	72					

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4

MILITARY PERSONNEL STRENGTH BY UNIT

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			MANNING CEILING			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD
CARSWELL	8 AF	HQ & HQ SQ 8AF	114	2	0	84	2	13	281	266
		18TH COMM SQ (COMD)	9	0	0	5	0	0	147	86
		585 TH AF BAND	0	0	1	0	0	6	34	27
BIGGS		1ST STRATEGIC SUPPORT SQ	65	0	0	65	0	0	204	340
BIGGS		2ND STRATEGIC SUPPORT SQ	65	0	0	3	0	0	161	1
WALKER		611 TH AF BAND	0	0	1	0	0	1	34	32
DAV-MONTHAN		775 TH AF BAND	0	0	1	0	0	1	34	29
CLOVIS		4000 TH BASE SV SQ	4	0	0	3	0	0	0	0
CAMP HOOD		4001 ST BASE SV SQ	2	0	0	2	0	0	18	19
CAMPBELL		4002 D BASE SV SQ	5	0	0	6	0	0	48	64
CARSWELL	8 AF	TOTAL 7TH BOMB WING	316	37	6	272	27	15	2710	3274
		HQ & HQ SQ 7TH BOMB WING H	36	0	1	46	0	4	98	124
		HQ 7 TH BOMB GP, H	13	2	0	13	2	1	28	26
		9 TH BOMB SQ, H	62	0	0	41	0	1	272	249
		436 TH BOMB SQ, H	62	0	0	43	0	0	272	270
		492ND BOMB SQ, H	62	0	0	41	0	1	272	288
		7TH MAINT. & SUPPLY GP.	33	0	2	30	0	3	583	595
		7TH AIR BASE GP.	48	0	3	58	0	5	1057	1589
		7TH STATION MED. GP.	0	35	0	0	25	0	128	133
CARSWELL	8AF	TOTAL 11TH BOMB GP.	199	2	0	35	0	0	844	393
		HQ. 11TH BOMB GP. H	13	2	0	9	0	0	28	25
		26TH BOMB SQ. H	62	0	0	8	0	0	272	113
		42ND BOMB SQ. H	62	0	0	9	0	0	272	116
		98TH BOMB SQ. H	62	0	0	9	0	0	272	139

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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
DAV-MONTHAN	8 AF	TOTAL 43D BOMB WING	638	33	6	470	24	17	3342	2971
		HQ & HQ SQ 43D BOMB WG, M	39	0	1	39	0	1	97	111
		HQ 43D BOMB GROUP, M	22	1	0	33	0	1	49	46
		63D BOMB SQ, M	116	1	0	84	1	3	374	253
		64TH BOMB SQ, M	116	1	0	80	1	3	374	252
		65TH BOMB SQ, M	116	1	0	89	1	2	374	286
		43D AIR REFUEL SQ	132	0	0	45	0	0	315	203
		43D MAINT & SUPPLY GP	39	0	1	32	0	5	610	521
		43D AIR BASE GP	58	0	4	68	0	1	1033	1182
		43D STATION MED	0	29	0	0	21	1	116	117
DAV-MONTHAN *	8 AF	TOTAL 2D BOMB WING	634	11	2	318	6	5	3245	1675
		HQ & HQ SQ 2D BOMB WING M	35	0	0	13	0	0	76	43
		HQ 2D BOMB GP, M	22	1	0	17	0	2	49	29
		20TH BOMB SQ, M	116	1	0	65	0	0	374	228
		49TH BOMB SQ, M	116	1	0	63	0	0	374	235
		96TH BOMB SQ, M	116	1	0	67	0	0	374	220
		2D AIR REFUEL SQ	132	0	0	1	0	0	315	1
		2D MAINT & SUPPLY GP	38	0	1	27	0	2	618	345
	*	2D AIR BASE GP	59	0	1	65	0	1	1041	550
	*	2D STATION MED GP	0	7	0	0	6	0	24	24
BIGGS	8 AF	TOTAL 97TH BOMB WING	252	10	5	317	8	7	1908	2093
		HQ & HQ SQ 97TH BOMB WG, M	30	0	2	45	0	1	76	78
		HQ 97TH BOMB GP, M	12	2	0	23	0	1	28	28
		340TH BOMB SQ, M	49	0	0	58	0	0	198	194
		341ST BOMB SQ, M	49	0	0	59	0	0	198	202
		342D BOMB SQ, M	49	0	0	53	0	0	198	194
		97TH MAINT & SUPPLY GP	24	0	1	18	0	3	373	356
		97TH AIR BASE GP	39	0	2	61	0	2	798	990
		97TH STATION MED GP	0	8	0	0	8	0	39	51

+ UNITS NOW AT CHATHAM AFB.

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			MANNING CEILING			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD
WALKER	8 AF	TOTAL 509TH BOMB WING	640	29	6	534	20	13	3321	3211
		HQ & HQ SQ 509TH BOMB WING	41	0	1	70	0	2	87	132
		HQ 509TH BOMB GROUP	22	1	0	48	0	0	49	49
		393D BOMB SQ M	116	1	0	83	0	1	374	319
		715TH BOMB SQ, M	116	1	0	90	1	0	374	308
		830TH BOMB SQ, M	116	1	0	84	1	2	374	330
		509TH AIR REFUEL SQ	132	0	0	57	0	0	315	219
		509TH MAINT & SUPPLY GP	39	0	1	31	0	4	608	530
		509TH AIR BASE GP	58	0	4	71	0	4	1048	1240
		509TH STATION MED GP	0	25	0	0	18	0	92	84
KEARNEY	8 AF	TOTAL 27TH FIGHTER WING	267	21	4	248	15	4	1582	1435
		HQ & HQ SQ 27TH FIGHTER WG	30	0	1	22	0	1	71	108
		HQ 27TH FIGHTER GP	9	2	0	12	2	0	25	23
		522ND FTR SQ	55	0	0	54	0	0	135	119
		523D FTR SQ	55	0	0	50	0	0	135	129
		524TH FTR SQ	55	0	0	54	0	0	135	124
		27TH MAINT & SUPPLY GP	24	0	0	22	0	2	293	253
		27TH AIR BASE GP	39	0	3	34	0	1	723	621
		27TH STATION MED GP	0	19	0	0	13	0	65	58
CHATHAM	8 AF	2D AVIATION SQ	3	0	0	2	0	0	94	95

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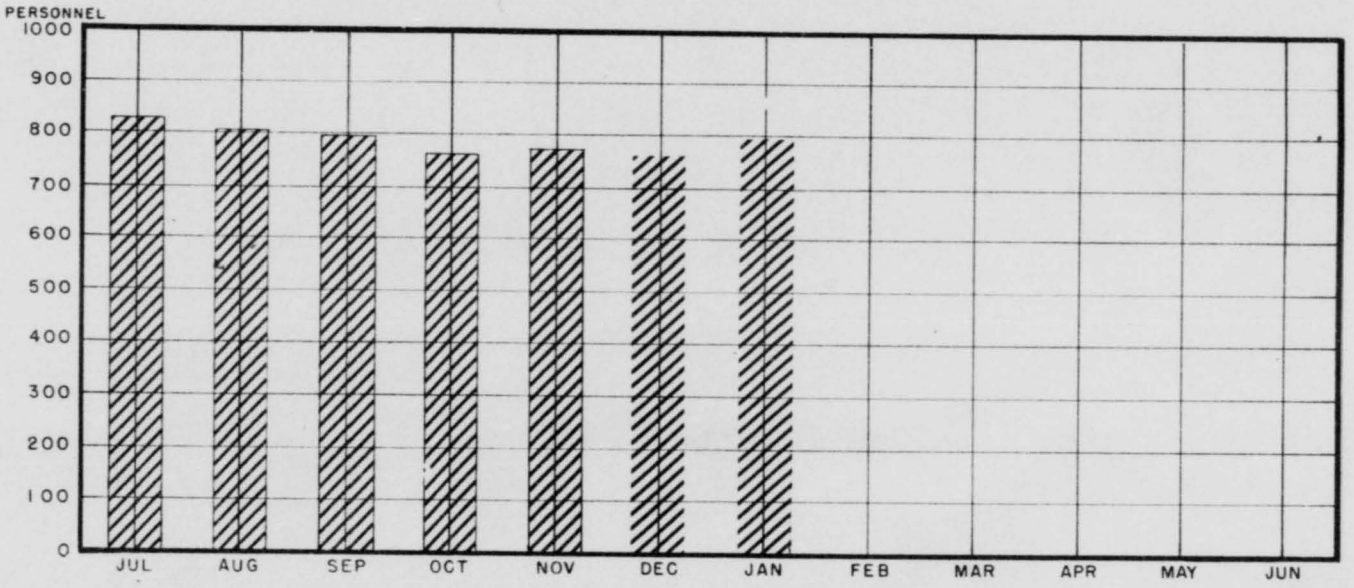
TOTAL EIGHTH AIR FORCE
REGULAR AIR FORCE AND REGULAR ARMY OFFICER PERSONNEL ASSIGNED

AS OF 15TH OF MONTH



TOTAL	823	804	797	762	776	772	796					
HQ 8TH AF	47	45	50	46	48	51	52					
BIGGS	108	111	108	102	110	135	132					
CARSWELL	185	180	176	162	164	152	151					
* DAVIS-MONTHAN	229	222	225	218	220	225	239					
KEARNEY	79	76	71	70	71	70	74					
WALKER	173	168	164	161	160	136	144					
CAMP HOOD AIRSTRIP	1	1	1	1	1	1	1					
CAMPBELL	1	1	2	2	2	2	2					
CLOVIS	0	0	0	0	0	0	0					
% OF ASGD STRENGTH	37.2	37.1	37.2	37.1	36.5	34.9	32.9					

Note: Hq 8th AF includes 18th Comm Sq(Comd).
* Davis Monthan includes units of 2d Bomb Wing transferred to Chatham AFB, Georgia.

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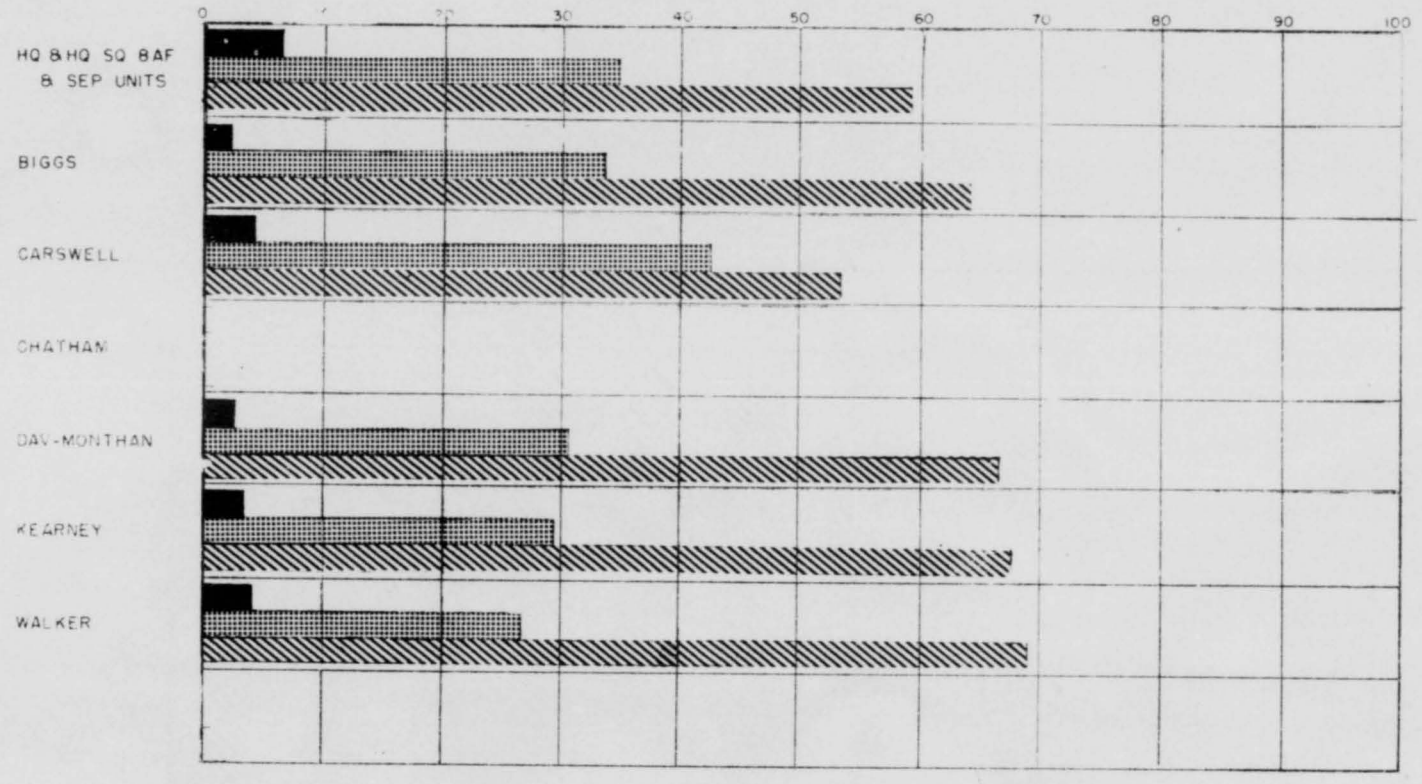
EIGHTH AIR FORCE OFFICER PERSONNEL

BY RANK & COMPONENT

AS OF 15TH MONTHLY

JANUARY



COMPONENT	GEN	COL	LT COL	MAJOR	CAPT	LT'S	FO & WO	TOTAL
USAF & RA	2	20	69	145	278	263	19	796
USAFR & ORC	0	2	10	82	420	1026	0	1540
NATIONAL GUARD	0	0	0	0	0	0	0	0
AFUS & AUS	0	0	0	3	28	9	40	80
TOTAL	2	22	79	230	726	1298	59	2416

NOTE: DAVIS-MONTHAN INCLUDES UNITS OF 2ND BOMB WING TRFD. TO CHATHAM AFB, GEORGIA.

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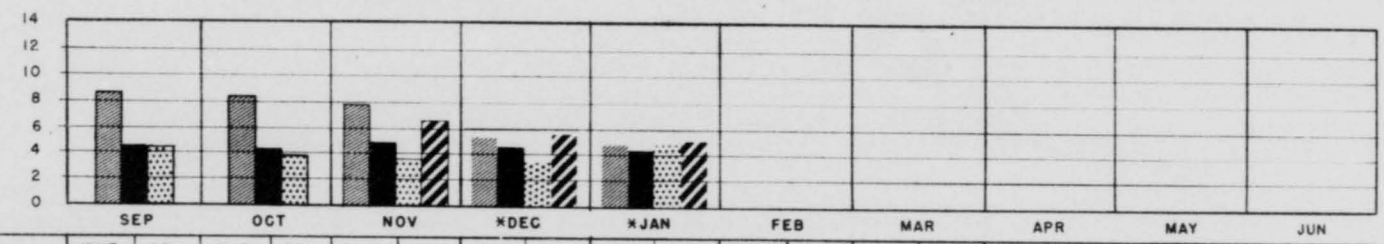
NON-WHITE ENLISTED PERSONNEL
PERCENTAGE OF TOTAL ASSIGNED BY STATION



	NO. ASGD	SEP WHT	SEP COL	OCT WHT	OCT COL	NOV WHT	NOV COL	*DEC WHT	*DEC COL	*JAN WHT	*JAN COL	FEB WHT	FEB COL	MAR WHT	MAR COL	APR WHT	APR COL	MAY WHT	MAY COL	JUN WHT	JUN COL
	CARSWELL	4233	403	3939	363	3793	321	3547	207	3522	172										
	WALKER	3773	165	3767	166	3223	162	4338	155	3102	141										
*	DAV-MON	4047	179	4190	159	4303	161	3179	154	4521	249										
	BIGGS					1981	141	2255	137	2304	130										

8TH AIR FORCE ENLISTED STRENGTH BY GRADE & RACE

		M/SGT	T/SGT	S/SGT	SGT	CPL	PFC	PVT	% NON WHT.
SEP	WHT	1134	1136	3126	2870	2768	3430	795	
	COL	11	7	45	92	124	374	58	4.7
OCT	WHT	1066	1106	3105	2833	2771	3321	778	
	COL	11	4	41	91	134	357	50	4.4
NOV	WHT	1053	1079	3200	2839	2869	4159	796	
	COL	17	10	57	115	160	373	53	4.9
DEC	WHT	1043	1062	3107	2816	2619	3753	719	
	COL	16	9	61	116	141	354	49	4.7
JAN	WHT	1030	1067	3221	2804	2688	3822	687	
	COL	16	8	59	114	139	312	44	4.3
FEB	WHT								
	COL								
MAR	WHT								
	COL								
APR	WHT								
	COL								
MAY	WHT								
	COL								
JUN	WHT								
	COL								

* INCLUDES UNITS AT CHATHAM AFB

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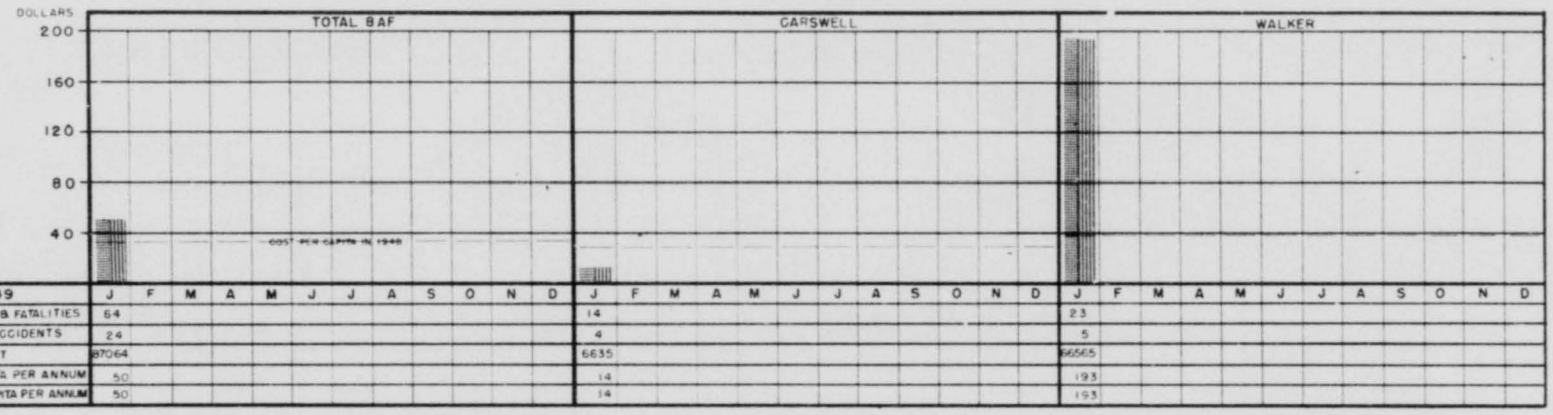
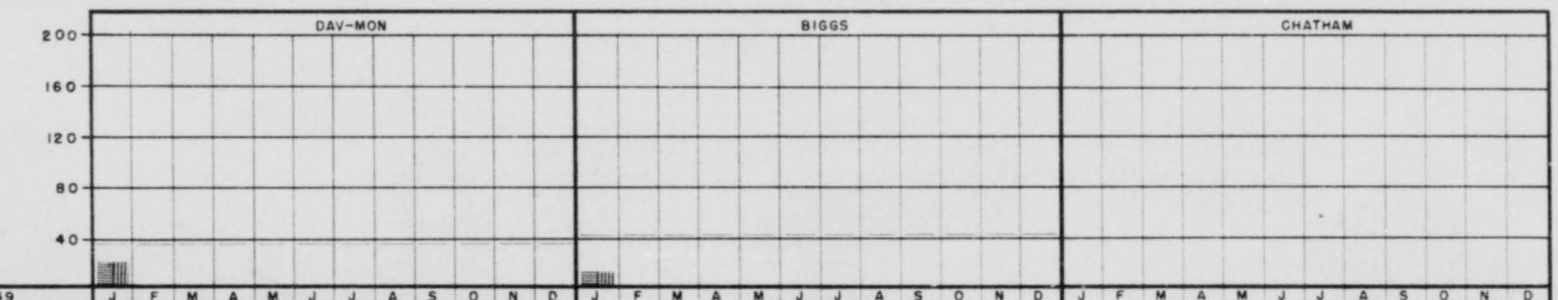
GROUND ACCIDENT SUMMARY

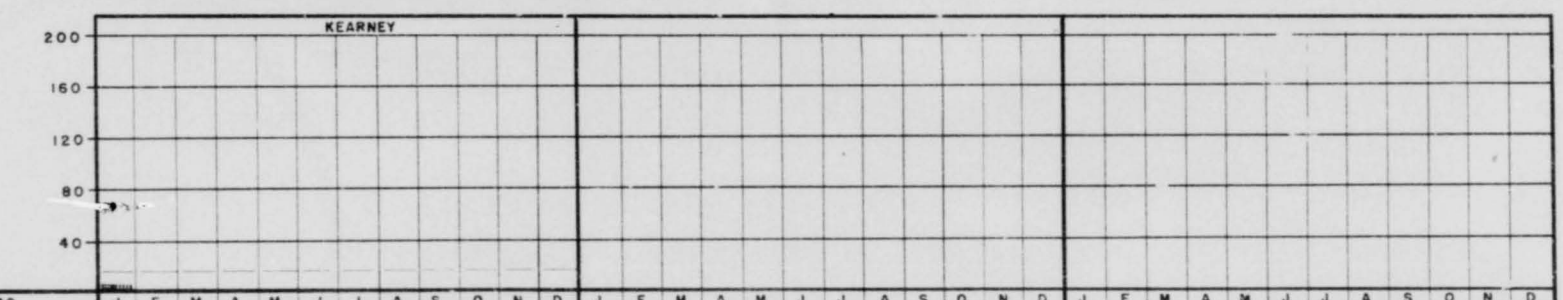
COST PER CAPITA PER ANNUM



1949	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
PERS INJURIES & FATALITIES	64												14												23											
GOVT VECH ACCIDENTS	24												4												5											
ACCIDENT COST	87064												6635												66565											
COST PER CAPITA PER ANNUM	50												14												193											
AVG COST PER CAPITA PER ANNUM	50												14												193											



1949	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
PERS INJURIES FATALITIES	21												7												0											
GOVT VECH ACCIDENTS	8												4												0											
ACCIDENT COST	9256												3338												0											
COST PER CAPITA PER ANNUM	22												14												0											
AVG COST PER CAPITA PER ANNUM	22												14												0											



1949	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
PERS INJURIES FATALITIES	2																																			
GOVT VECH ACCIDENTS	3																																			
ACCIDENT COST	1270																																			
COST PER CAPITA PER ANNUM	7																																			
AVG COST PER CAPITA PER ANNUM	7																																			

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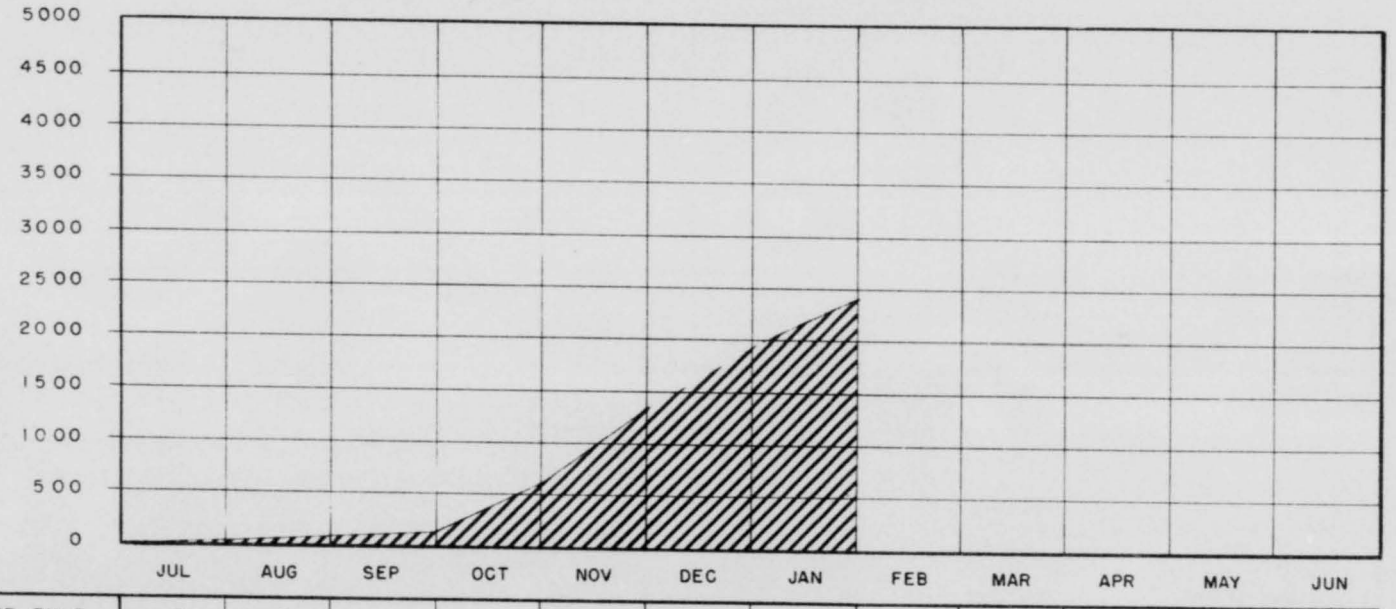
ENLISTMENTS & REENLISTMENTS
TOTAL 8TH AIR FORCE BY LENGTH OF ENLISTMENT
CUMULATIVE FROM 1 JULY 1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
6 YR. ENLS	0	0	3	11	14	21	28					
5 YR. ENLS.	0	2	3	4	7	8	11					
4 YR. ENLS.	0	0	2	4	6	9	11					
3 YR. ENLS.	30	71	125	564	1235	1690	2147					
INDEF.	0	0	0	18	67	160	208					
TOTAL	30	73	133	601	1329	1888	2405					

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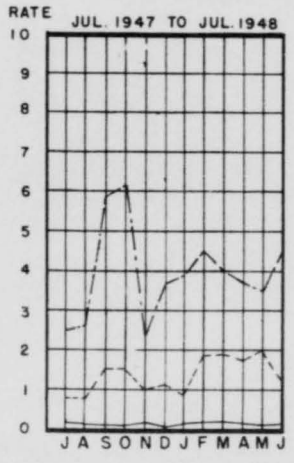
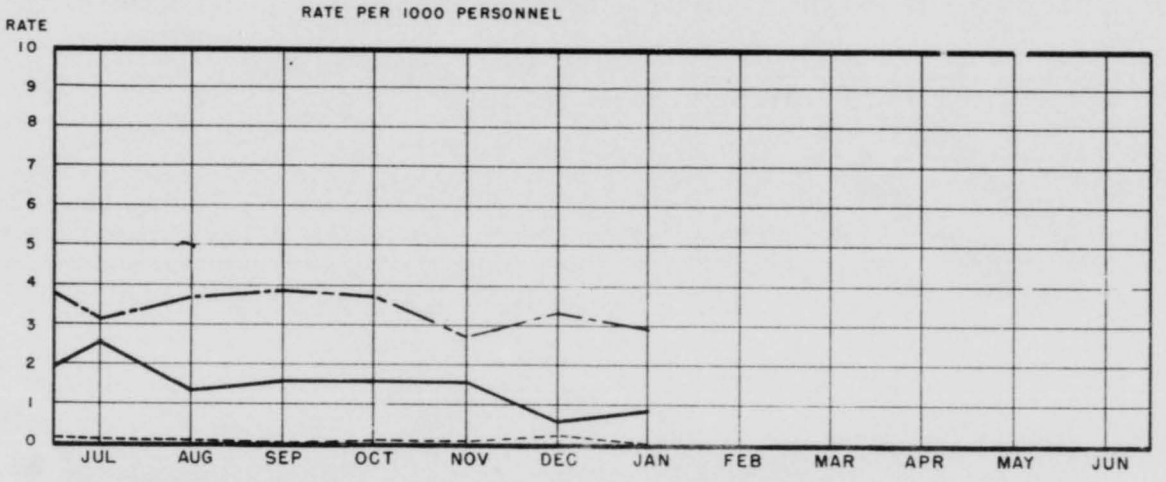
TOTAL 8TH AF COURTS MARTIAL RATES
BY MONTH 1948-1949

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	NO.	RATE
BIGGS	SUMMARY											6	2.2	9	3.2												
	SPECIAL	REPORT NOT AVAILABLE										0	0	6	2.1												
	GENERAL											0	0	0	0												
CARSWELL	SUMMARY	23	4.2	22	4.2	41	8.3	23	5	16	3.2	36	7.9	17	3.8												
	SPECIAL	7	1.3	3	.58	3	.61	3	.6	3	.6	3	.7	1	.22												
	GENERAL	1	.18	1	.19	0	0	3	.66	1	.2	1	.2	0	0												
DAVIS-MONTHAN	SUMMARY	8	1.7	15	3.1	7	1.5	6	1.2	11	2.1	10	1.9	17	3.1												
	SPECIAL	18	3.8	4	.8	10	2.1	7	1.4	13	2.5	4	.8	7	1.3												
	GENERAL	0	0	0	0	0	0	0	0	0	0	1	.2	0	0												
KEARNEY	SUMMARY	9	4.8	12	7.3	8	5.1	9	5.9	7	4.6	5	3.1	8	4.7												
	SPECIAL	9	4.8	7	4.3	7	4.5	5	3.3	7	4.6	3	1.9	0	0												
	GENERAL	0	0	0	0	0	0	0	0	1	.66	0	0	0	0												
WALKER	SUMMARY	12	2.7	11	2.5	4	.91	19	4.3	11	2.9	3	.8	2	.52												
	SPECIAL	9	2.0	6	1.4	5	1.1	11	2.5	5	1.3	0	0	1	.26												
	GENERAL	0	0	0	0	0	0	1	.22	0	0	3	.8	0	0												
8TH AF TOTAL	SUMMARY - - -	52	3.1	60	3.7	60	3.8	57	3.7	45	2.7	60	3.3	53	2.9												
	SPECIAL ———	43	2.6	20	1.3	25	1.6	26	1.6	28	1.6	10	6	15	.8												
	GENERAL - - - -	0	.06	1	.06	0	0	4	.26	2	12	5	.3	0	0												

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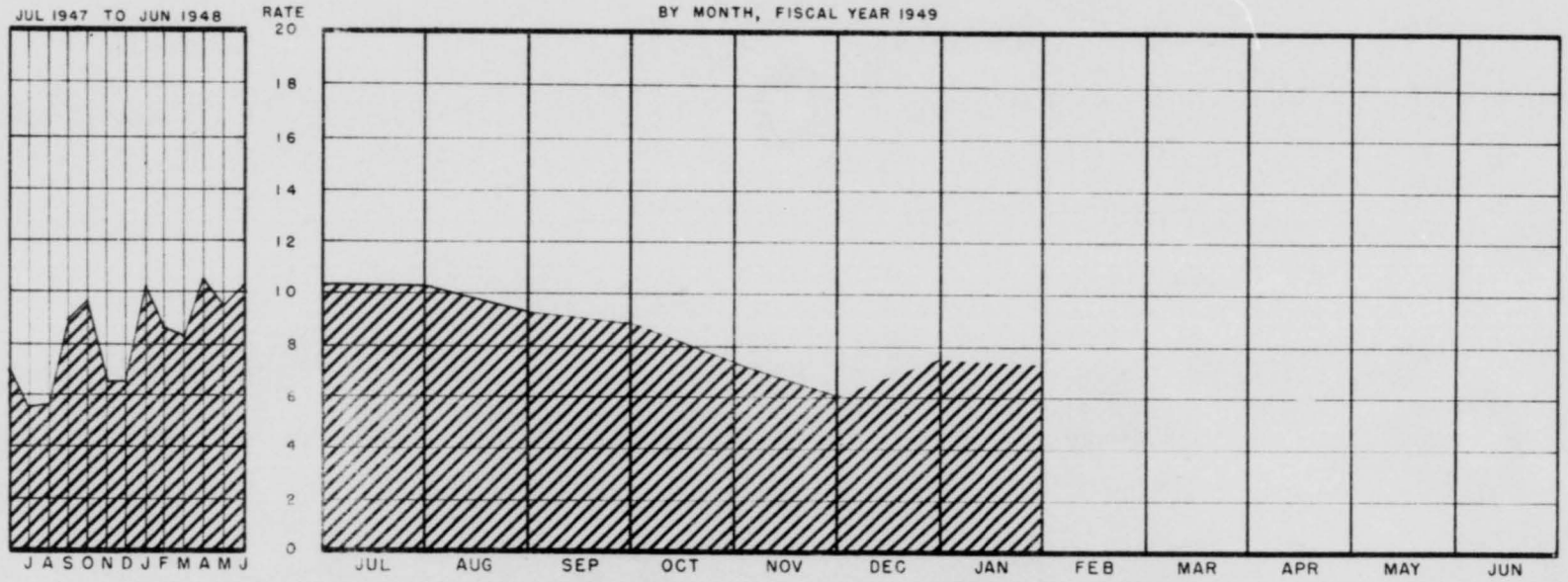
8TH AF PERSONNEL AWOL RATE

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
BIGGS	REPORT NOT AVAILABLE								12	5.0	15	5.4	14	4.9										
CARSWELL	75	13.6	49	9.3	36	7.1	39	8.5	38	8.1	20	8.1	32	7.9										
DAVIS-MONTHAN	45	9.4	23	4.8	33	6.8	23	4.7	26	5.1	36	6.9	32	5.8										
KEARNEY	25	13.3	19	11.2	20	14.4	16	10.6	9	5.9	20	12.6	19	11.2										
WALKER	44	9.7	59	13.5	51	11.6	39	8.9	30	7.9	44	11.5	39	10.2										
8TH AF TOTAL	189	10.2	150	9.3	140	8.9	117	7.6	115	6.1	135	7.5	136	7.3										

NOTE: EXCLUDES 4000TH, 4001ST, 4002ND BASE SERVICE SQS.

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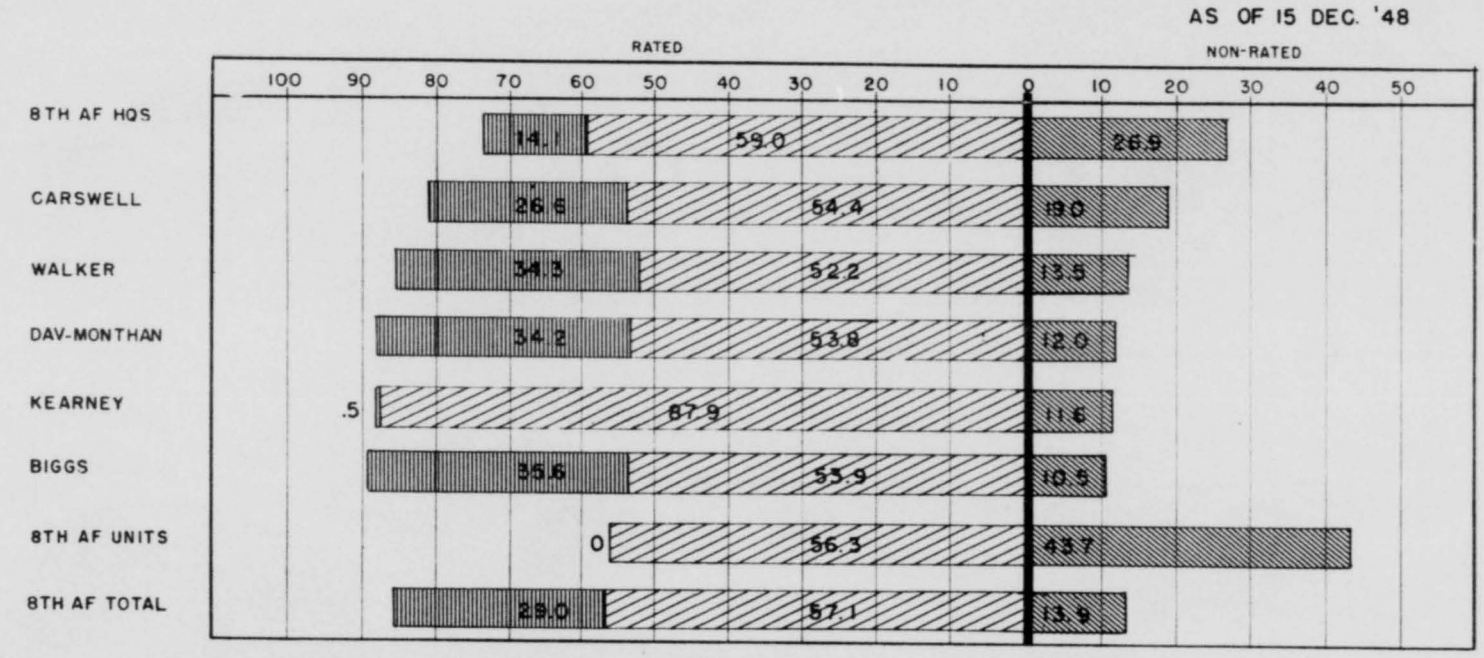
PERCENT RATED & NON-RATED OFFICER PERSONNEL

AS OF 15 DEC. '48



	NUMBER RATED & NON RATED OFFICER PERSONNEL								
	PILOTS	OTHER RATED	TOTAL RATED	NON RATED	WO'S	CHAPLAIN	FLT S & NURSE	UNKNOWN	TOTAL
8TH AF HQS & UNITS	46	11	57	21	8	1	0	0	87
CARSWELL	178	87	265	62	4	2	6	14	353
WALKER	213	140	353	55	9	2	7	31	457
DAVIS-MONTHAN	374	238	612	84	12	3	7	5	723
KEARNEY	175	1	176	23	1	2	3	2	207
BIGGS	189	125	314	37	5	1	2	7	366
8TH AF UNITS	9	0	9	7	0	0	0	1	17
8TH AF TOTAL	1184	602	1786	289	39	11	25	60	2210

NOTE: 8TH AF UNITS INCLUDE 18TH COMM. SQ. (COMD) 4000TH, 4001ST, 4002ND BS SV SQDNS

PERCENTAGES EXCLUDE WO'S, FLT SURG & NURSES, AND UNKNOWN

INFO. NOT AVAIL. AS OF 15 JAN. 1949

PILOTS
OTHER RATED
NON-RATED

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MILITARY PERSONNEL

AUTHORIZED & ASSIGNED STRENGTH

BY RANK & GRADE

EIGHTH AIR FORCE TOTAL

	JUL		AUG		SEP		OCT		*NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
GENERAL	8	2	7	2	8	2	8	2	8	2	8	2	8	2										
COLONEL	39	18	35	16	36	17	39	18	39	19	37	21	38	22										
LT COL	122	88	102	84	106	85	107	89	108	87	106	78	121	77										
MAJOR	222	226	234	225	239	214	261	213	270	221	279	223	313	246										
CAPTAIN	572	645	544	630	551	607	591	608	636	671	649	699	752	757										
LIEUTENANTS	1399	1150	1594	1125	1597	1077	1681	1094	1711	1160	1736	1198	2094	1339										
WO	15	43	44	44	49	43	24	44	30	43	27	54	32	77										
ANC	40	22	33	24	33	25	32	27	33	24	33	22	32	23										
TOTAL	2417	2194	2593	2150	2619	2070	2743	2095	2868	2227	2875	2297	3390	2543										
									*															
M/SGT	985	1206	1141	1189	1170	1145	1171	1077	1196	1070	1185	1059	1361	1046										
T/SGT	713	1187	816	1173	835	1143	833	1110	882	1089	769	1071	870	1075										
S/SGT	3253	3502	3515	3063	3574	3171	3592	3146	3737	3257	3837	3168	4375	3280										
SGT	4127	2927	3837	2934	3944	2962	3985	2924	4263	2954	4175	2932	4763	2918										
CPL	3881	3026	3657	3026	3772	2892	3790	2905	4017	3029	4038	2760	4494	2827										
PFC OR PVT	2195	4739	1886	4770	1972	4657	2187	4506	23	5381	2156	4107	2144	4865										
TOTAL	15154	16110	14852	16155	15267	15970	15558	15668	16691	16780	16151	15865	18007	16011										

* 33 OFF & 258 E.M. included in totals auth
Breakdown by Grade not available.

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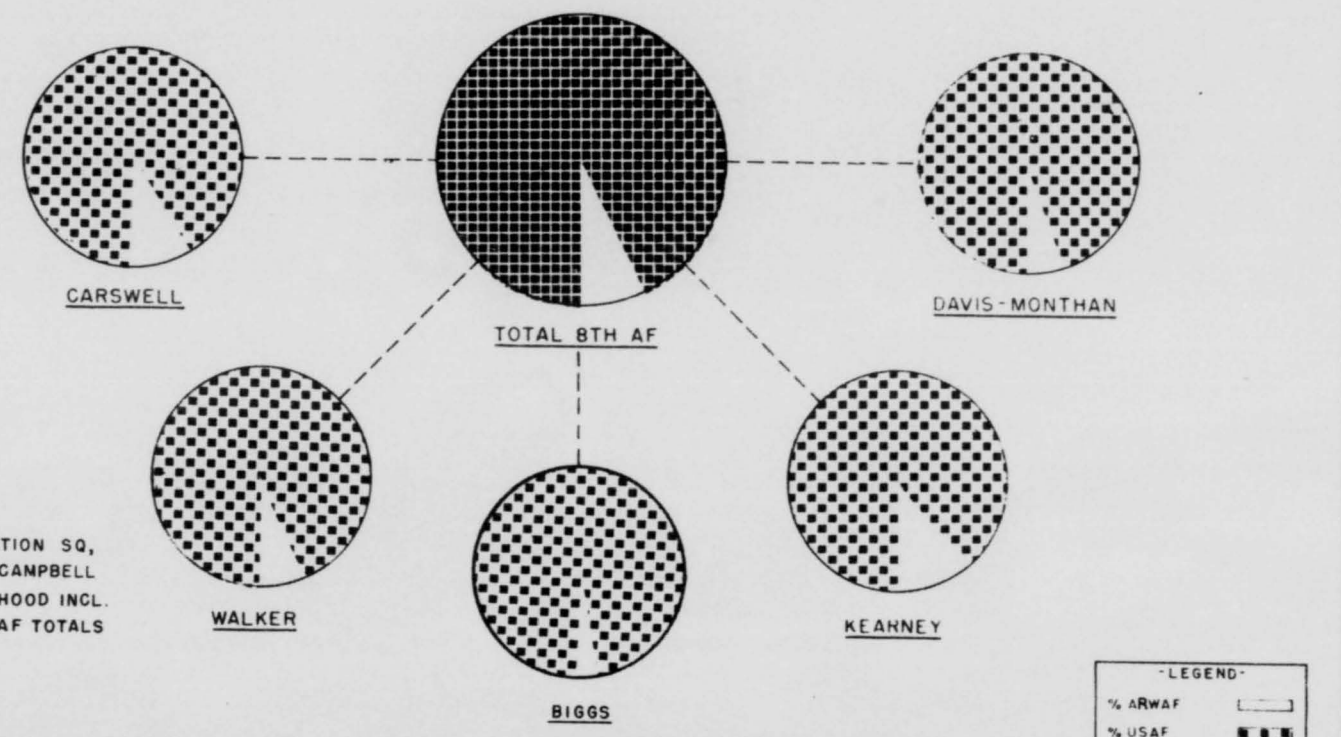
OFFICER PERSONNEL
BY ARM OR SERVICE



* 2ND AVIATION SQ, CLOVIS, CAMPBELL & CAMP HOOD INCL. IN 8TH AF TOTALS

* JAN

STATION	ARWAF	% ARWAF	USAF	% USAF	ARWAF	% ARWAF	USAF	% USAF	ARWAF	% ARWAF	USAF	% USAF	ARWAF	% ARWAF	USAF	% USAF	ARWAF	% ARWAF	USAF	% USAF	ARWAF	% ARWAF	USAF	% USAF
CARSWELL	46	10.1	408	89.9																				
WALKER	26	4.6	542	95.4																				
DAVIS-MONTHAN	40	4.8	801	95.2																				
KEARNEY	18	6.8	249	93.2																				
BIGGS	11	2.7	389	97.3																				
8TH AF TOTAL	141	5.6	2402	94.4																				

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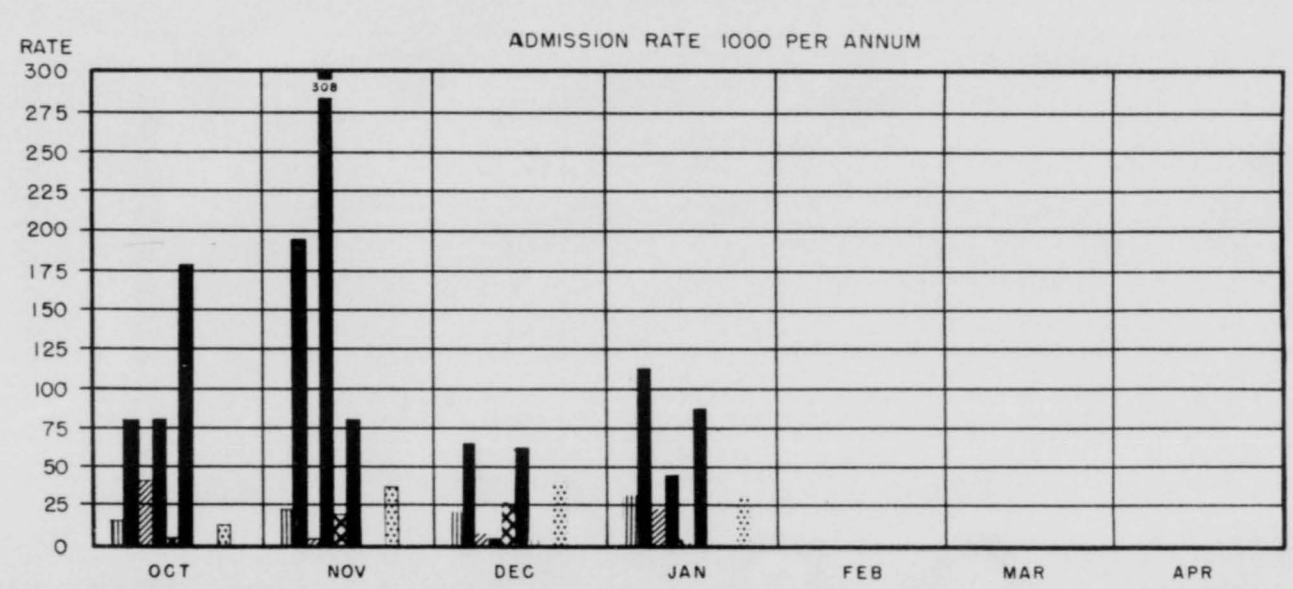
V. D. ADMISSION RATE BY RACE



STATIONS	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD
CARSWELL	19.30	80.41	23.95	194.61	21.58	68.64	30.41	117.11						
DAVIS-MON.	40.95	80.93	4.01	308.30	10.54	6.45	23.66	46.76						
WALKER	4.83	178.29	19.41	80.74	25.48	66.23	3.49	87.24						
KEARNEY	0	0	0	0	6.45	0	0	0						
BIGGS	12.20	0	37.76	0	40.69	0	31.49							

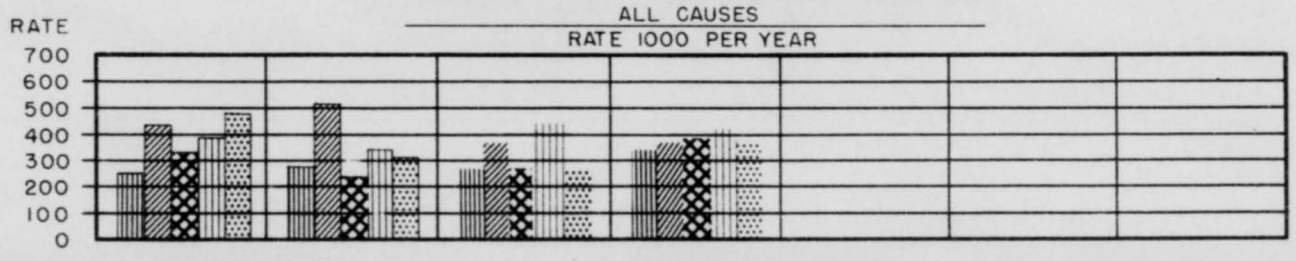
COLORED PERS.

NOTE: NO COLORED PERSONNEL ASGD. KEARNEY

HOSPITAL ADMISSION RATES

ALL CAUSES

RATE 1000 PER YEAR



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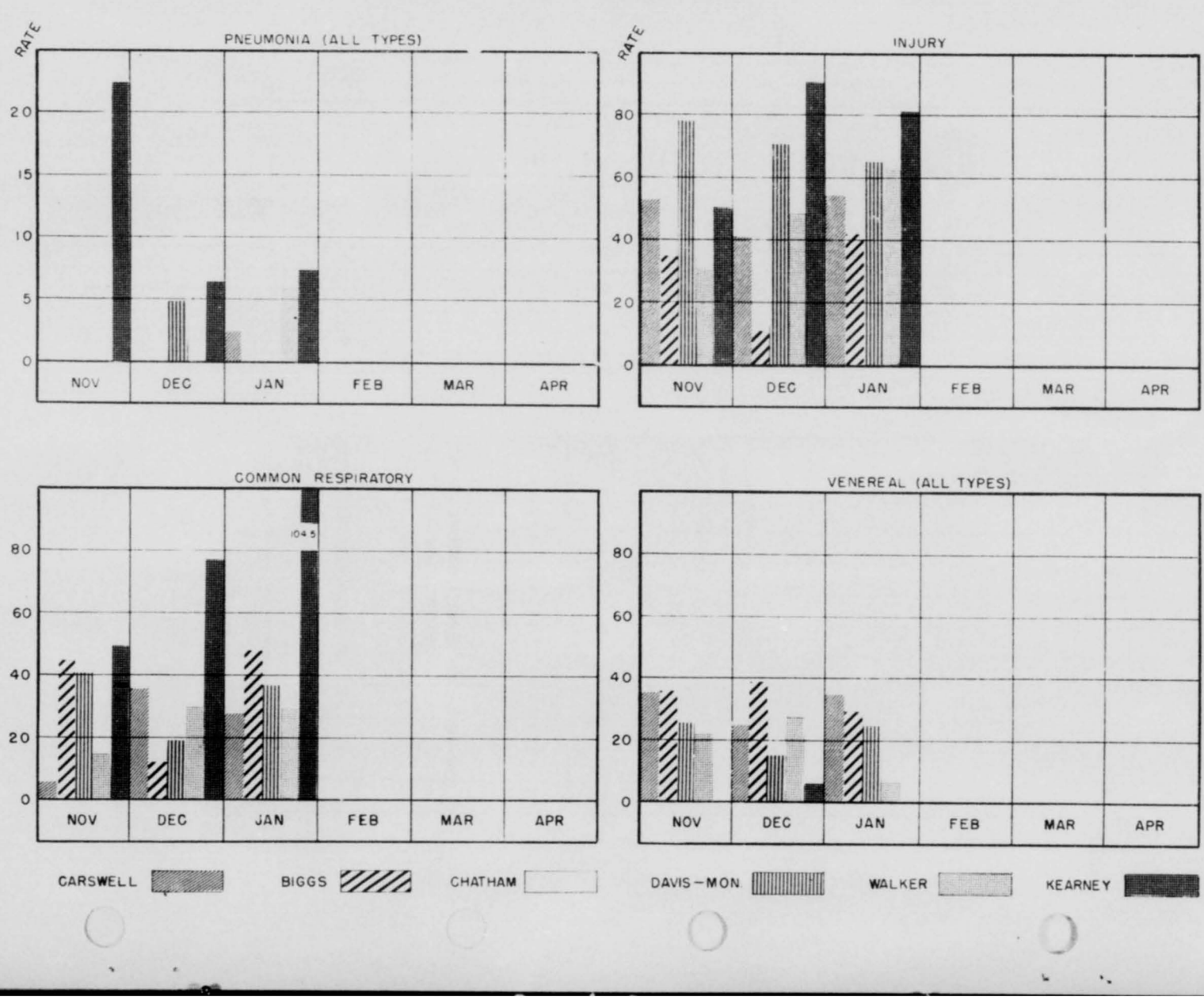
HOSPITAL ADMISSION RATES
PER 1,000 PER YEAR



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SECTION III

TRAINING

AND

OPERATIONS

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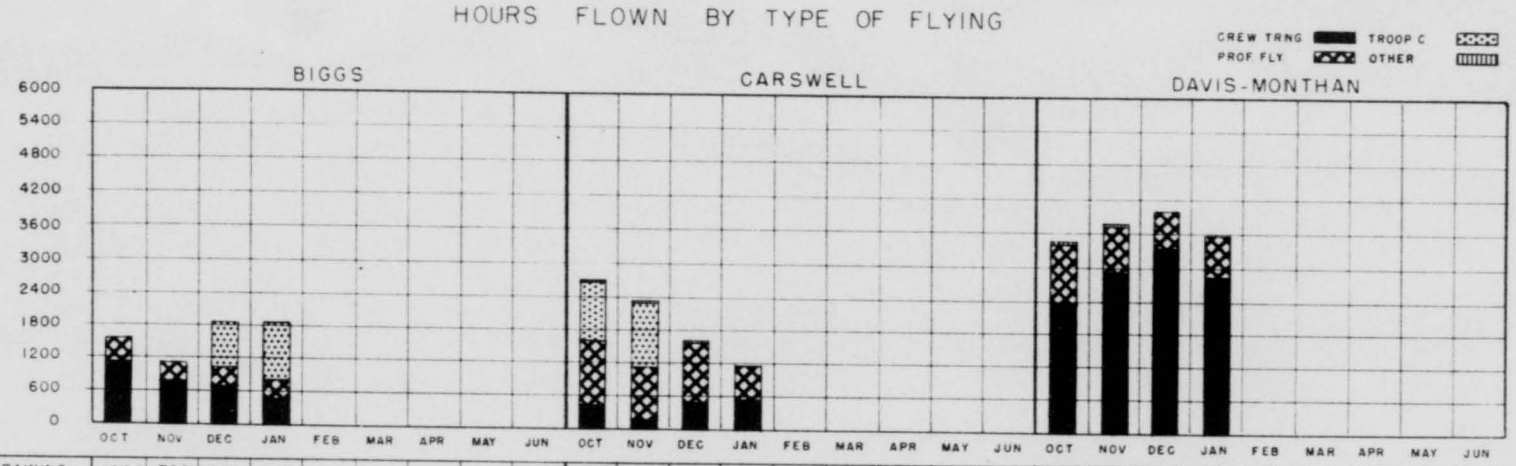
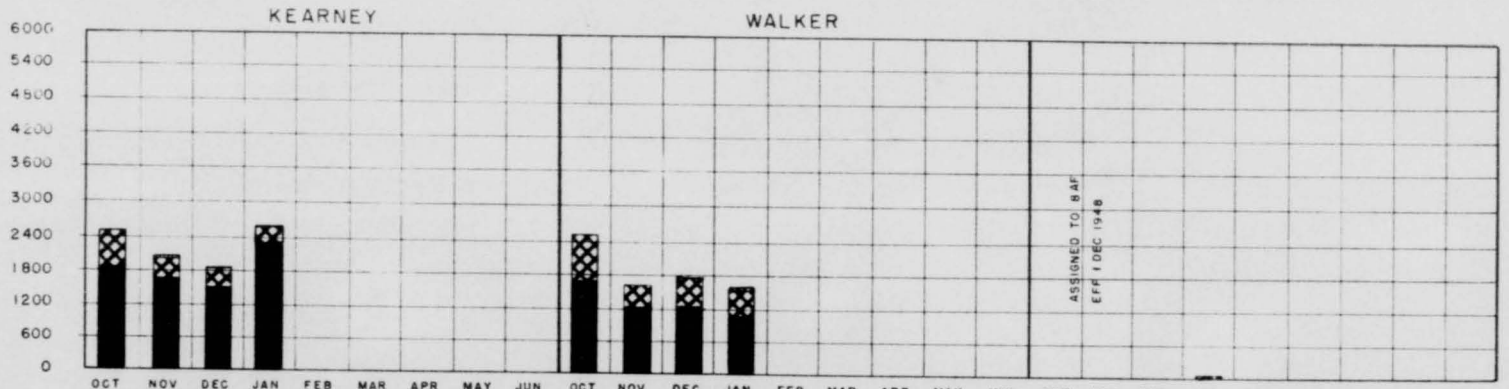
HOURS FLOWN BY TYPE OF FLYING



	BIGGS				CARSWELL				DAVIS-MONTHAN			
	OCT	NOV	DEC	JAN	OCT	NOV	DEC	JAN	OCT	NOV	DEC	JAN
CREW TRAINING	1090	792	678	812	425	168	485	533	2397	2904	3358	2836
PROFICIENCY FLY	449	298	372	403	1208	962	1094	610	1027	849	689	761
TROOP CARRIER	0	0	829	653	1015	1195	0	0	0	0	0	0
OTHER	0	0	0	0	9	9	8	0	26	23	0	0
TOTAL	1539	1090	1879	1868	2657	2334	1587	1143	3450	3776	4047	3597



	KEARNEY				WALKER							
	OCT	NOV	DEC	JAN	OCT	NOV	DEC	JAN	OCT	NOV	DEC	JAN
CREW TRAINING	1869	1662	1534	2318	1699	1205	1254	1108				0
PROFICIENCY FLY	637	351	308	262	815	413	528	424				15
TROOP CARRIER	0	0	0	0	0	0	0	0				0
OTHER	0	12	2	0	0	0	1	40				0
TOTAL	2506	2025	1844	2580	2514	1618	1783	1572				15

+Excludes Fly Time for Camp Hood & Campbell AFB

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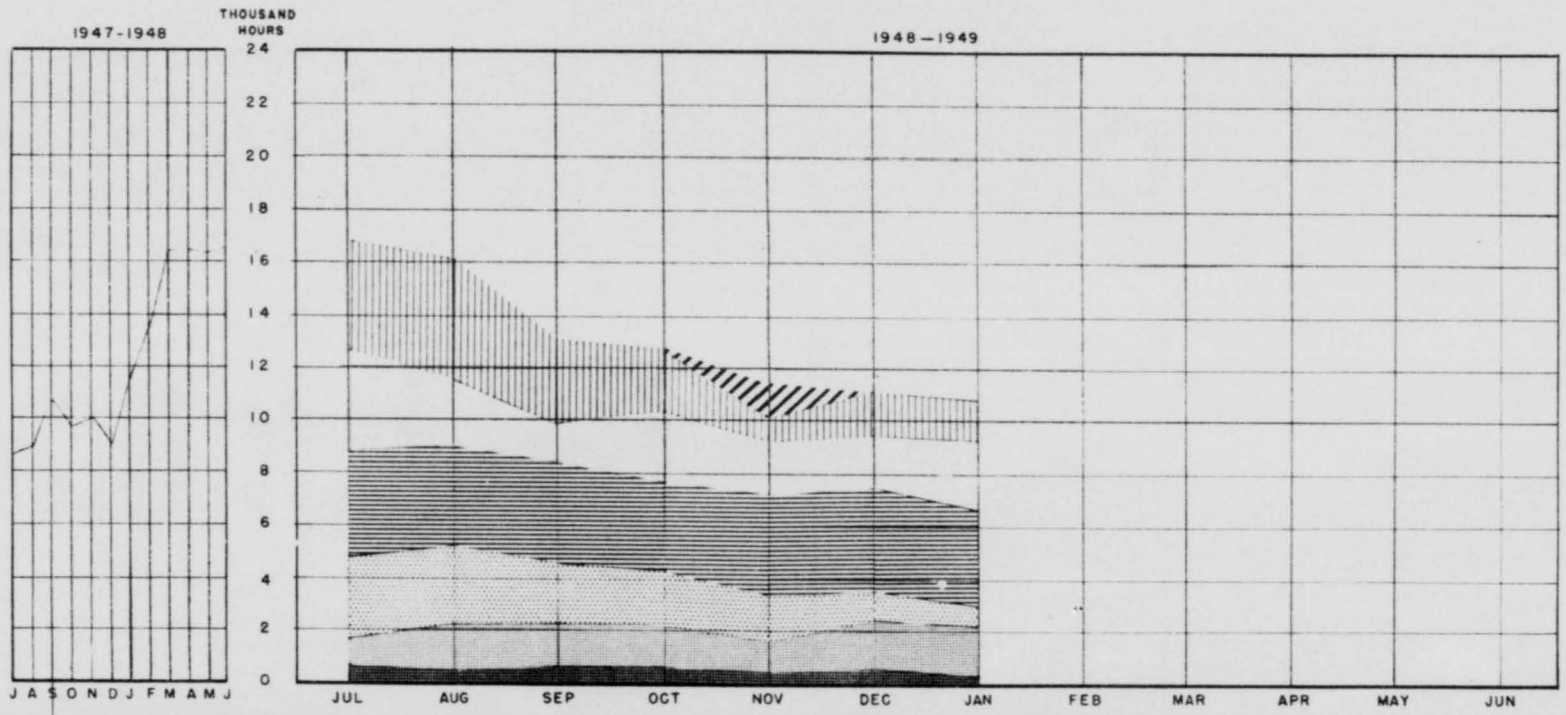
TOTAL 8TH AF AIRCRAFT HOURS FLOWN

BY MONTH FISCAL YEAR 1949



GAINED OTIS AFB 15 NOV — 649 — TRANSFERED TO CONT AIR COMD EFF 1 DEC '48

HQ 8TH AF	595	491	593	615	553	605	312					
BIGGS	1123	1744	1655	1539	1090	1879	1868					
CARSWELL	3247	3085	2441	2151	1869	1080	870					
DAVIS-MONTHAN	3924	3680	3791	3450	3776	4043	3612*					
KEARNEY	3851	2694	1421	2506	2025	1844	2580					
WALKER	4094	4452	3201	2514	1618	1783	1572					
TOTAL 8TH AF	16834	16146	13102	12775	11580	11234	10814					

* Includes 15 hrs flown by 2nd A/B Gp at Chatham AFB

Hq 8th AF Includes Flying Time For 4001, 4002 Base Ser Sqs

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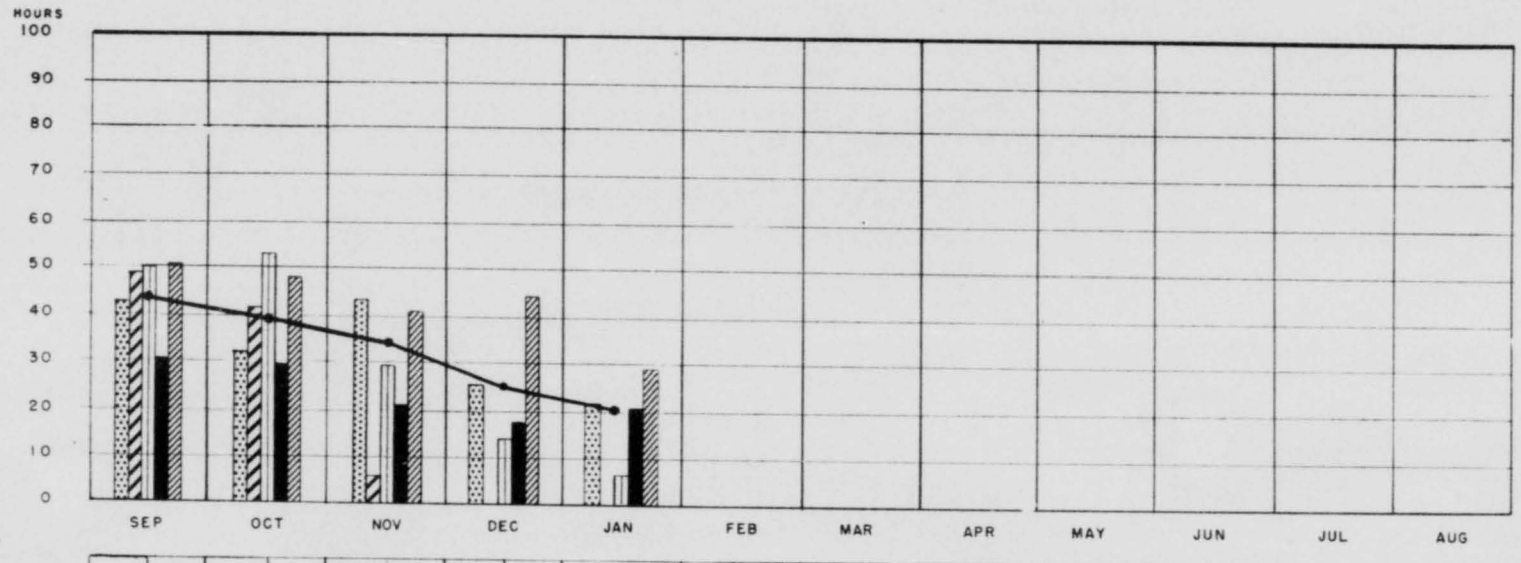
AVERAGE HOURS FLOWN PER B-29

BY 8TH AF BOMB GROUPS



	SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
20 BG	30	42.8	28	31.9	38	43.1	59	26.8	47	22.0														
7TH BG	13	48.5	6	41.6	12	5.7	NONE ASSIGNED																	
43D BG	29	50	25	53.1	26	29.7	30	14.1	30	6.5														
97 TH BG	42	30.6	37	29.5	36	21.6	37	18.6	40	20.2														
509TH BG	30	50.4	29	47.9	29	41.6	28	44.9	38	29.2														
TOTAL 8AF	142	43.1	126	39.7	131	34.2	153	25.7	156	20.2														

A.– AVE. NO B-29'S ASGD

B.– AVE. HOURS FLOWN PER B-29

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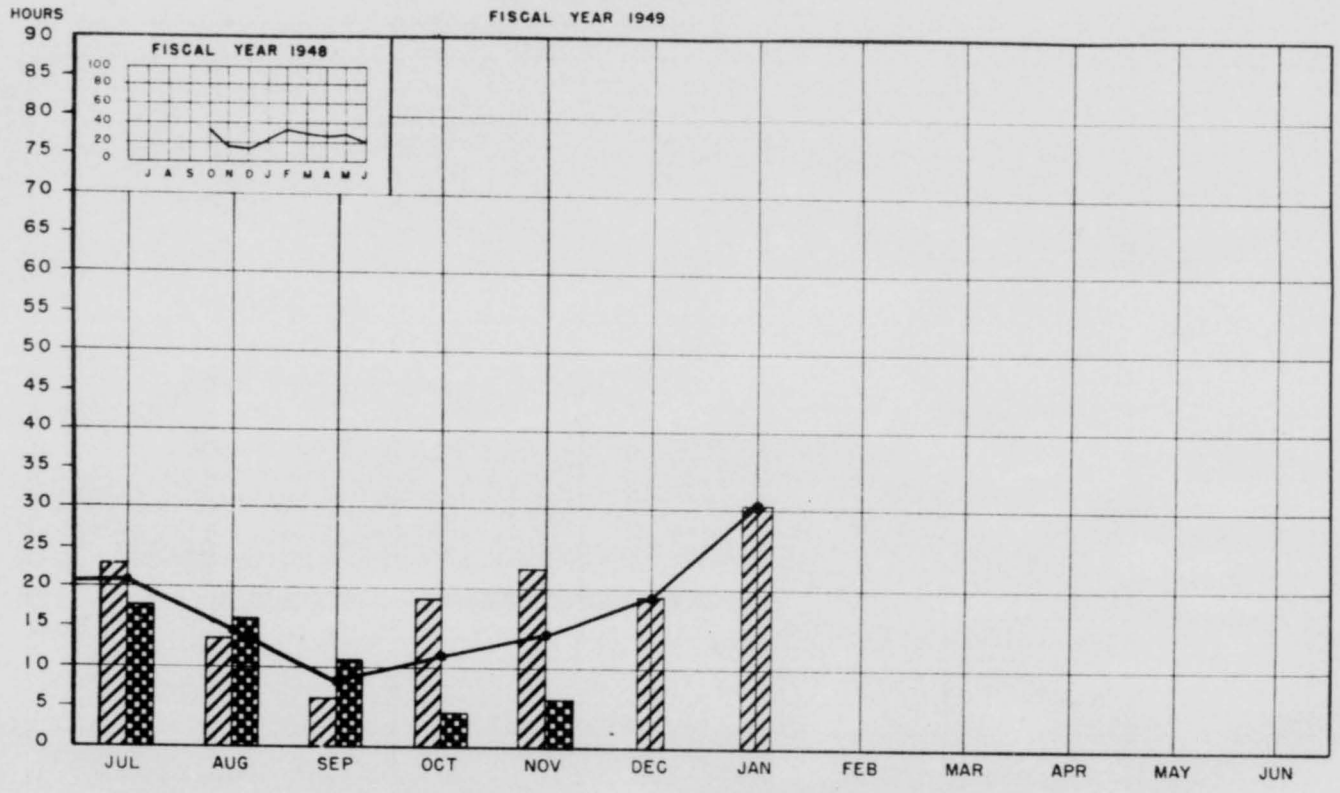
AVERAGE HOURS FLOWN PER AIRCRAFT

BY FIGHTER GROUP MONTHLY



FIGHTER GROUP	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
27TH FIGHTER GP.	134.3	22.9	156.1	13.4	127.8	6.3	102.7	18.7	72.8	22.8	79.3	19.3	76.5	30.3								
33RD FIGHTER GP.	69.3	17.7	80.5	16.3	81.8	11.4	80.5	3.8	78.6	6.6	TRANSFERRED TO CONTINENTAL AIR COMMAND 1 DEC 1948											
8TH AF TOTAL	203.6	21.1	236.6	14.4	209.8	8.3	183.13	11.9	151.4	14.4	79.3	19.3	76.5	30.3								

A. AVERAGE NO. AIRCRAFT ASSIGNED.
B. AVERAGE HRS. FLOWN PER AIRCRAFT ASSIGNED.

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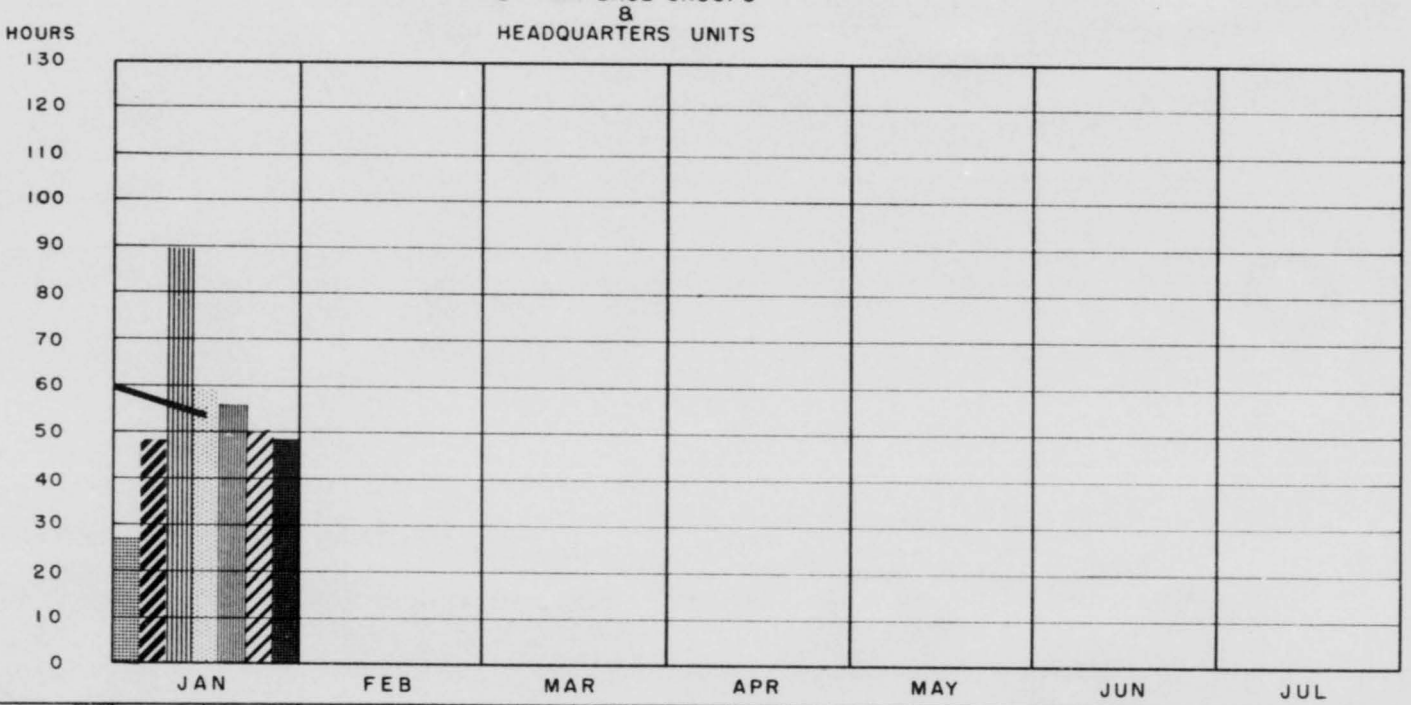
AVERAGE HOURS FLOWN PER AIRCRAFT

BY AIR BASE GROUPS
&
HEADQUARTERS UNITS



	JAN A	JAN B	FEB A	FEB B	MAR A	MAR B	APR A	APR B	MAY A	MAY B	JUN A	JUN B	JUL A	JUL B
HQ & HQ SQ 8TH AF	10	273												
7TH A/B GP	7	481												
43RD A/B GP	85	895												
97TH A/B GP	7	593												
509TH A/B GP	76	558												
2ND A/B GP	1	50												
27TH A/B GP	54	485												
TOTAL 8TH AF	46	542												

A AVERAGE NO. AIRCRAFT ASGD.
B AVERAGE HOURS PER AIRCRAFT ASGD

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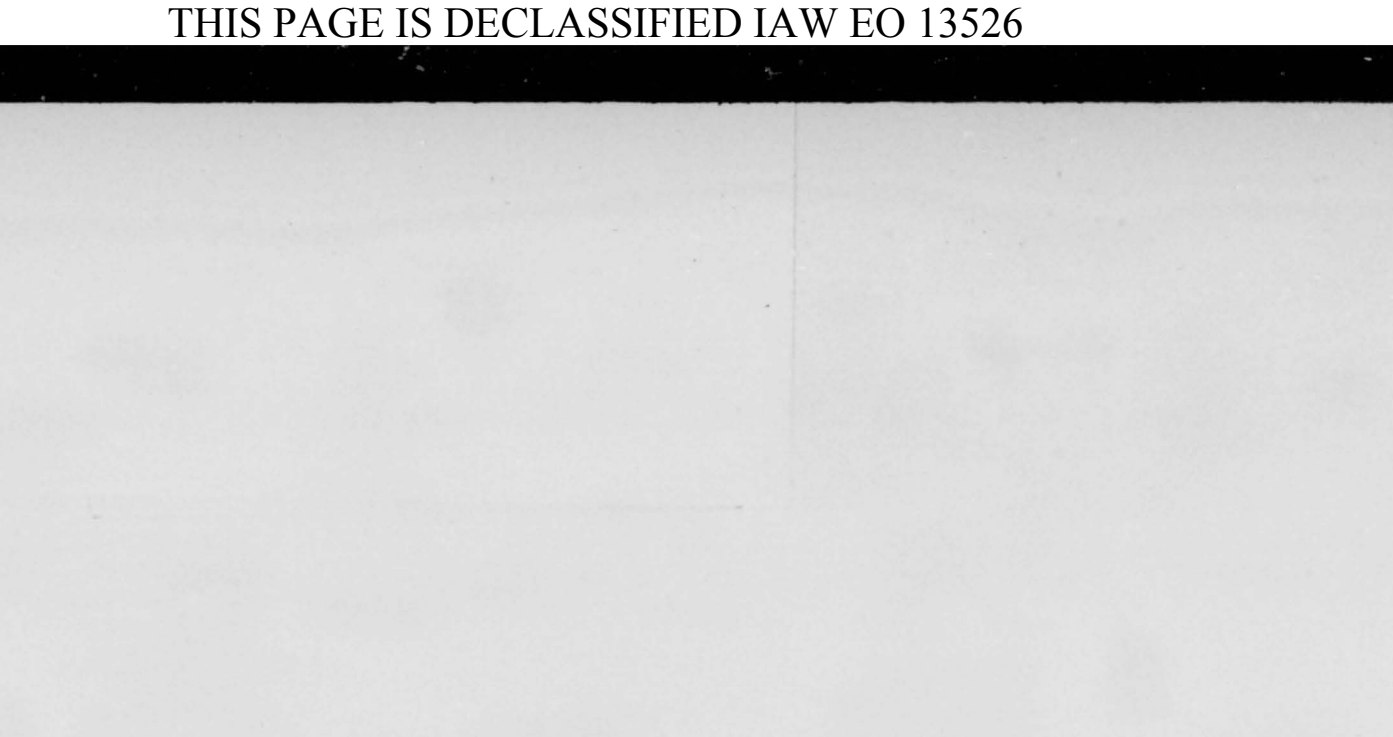
AVERAGE HOURS FLOWN BY B-36 & B-50 ACFT.

BY MONTH
FISCAL YEAR 1949



	AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C
7TH BOMB GP. (B-36)	10.1	15.2	13.6	21.9	17.3	9.3	18.4	5.3	26.8	18.1	35	15.2										
43RD BOMB GP. (B-50)	3.7	50.9	4.3	57.9	2.8	52.3	10.2	46.8	25.4	53.1	39	41.1										

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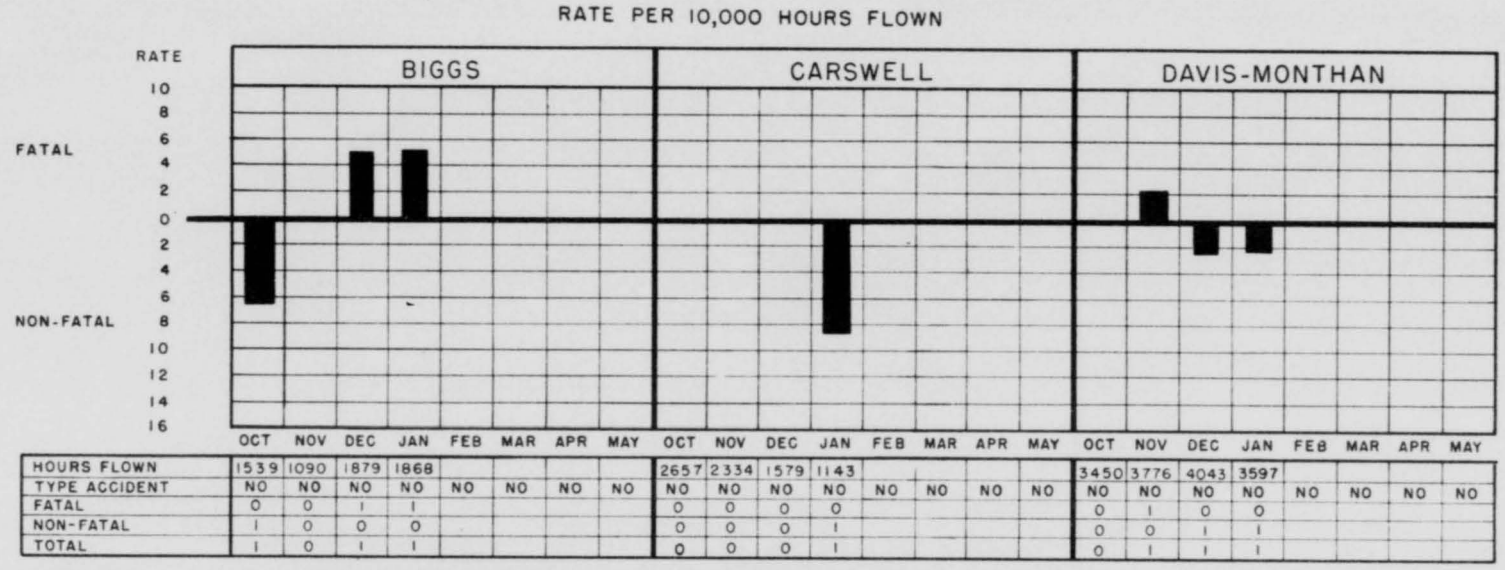
AIRCRAFT ACCIDENTS

RATE PER 10,000 HOURS FLOWN



BIGGS	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
HOURS FLOWN	1539	1090	1879	1868				
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0	1	1				
NON-FATAL	1	0	0	0				
TOTAL	1	0	1	1				

CARSWELL	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
HOURS FLOWN	2657	2334	1579	1143				
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0	0	0				
NON-FATAL	0	0	0	1				
TOTAL	0	0	0	1				

DAVIS-MONTHAN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
HOURS FLOWN	3450	3776	4043	3597				
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	1	0	0				
NON-FATAL	0	0	1	1				
TOTAL	0	1	1	1				

KEARNEY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
HOURS FLOWN	2506	2025	1842	2580				
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0	0	0				
NON-FATAL	6	3	4	3				
TOTAL	6	3	4	3				

WALKER	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
HOURS FLOWN	1699	1618	1782	1572				
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0	0	0				
NON-FATAL	0	0	1	0				
TOTAL	0	0	1	0				

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
HOURS FLOWN				15				
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO
FATAL				0				
NON-FATAL				0				
TOTAL				0				

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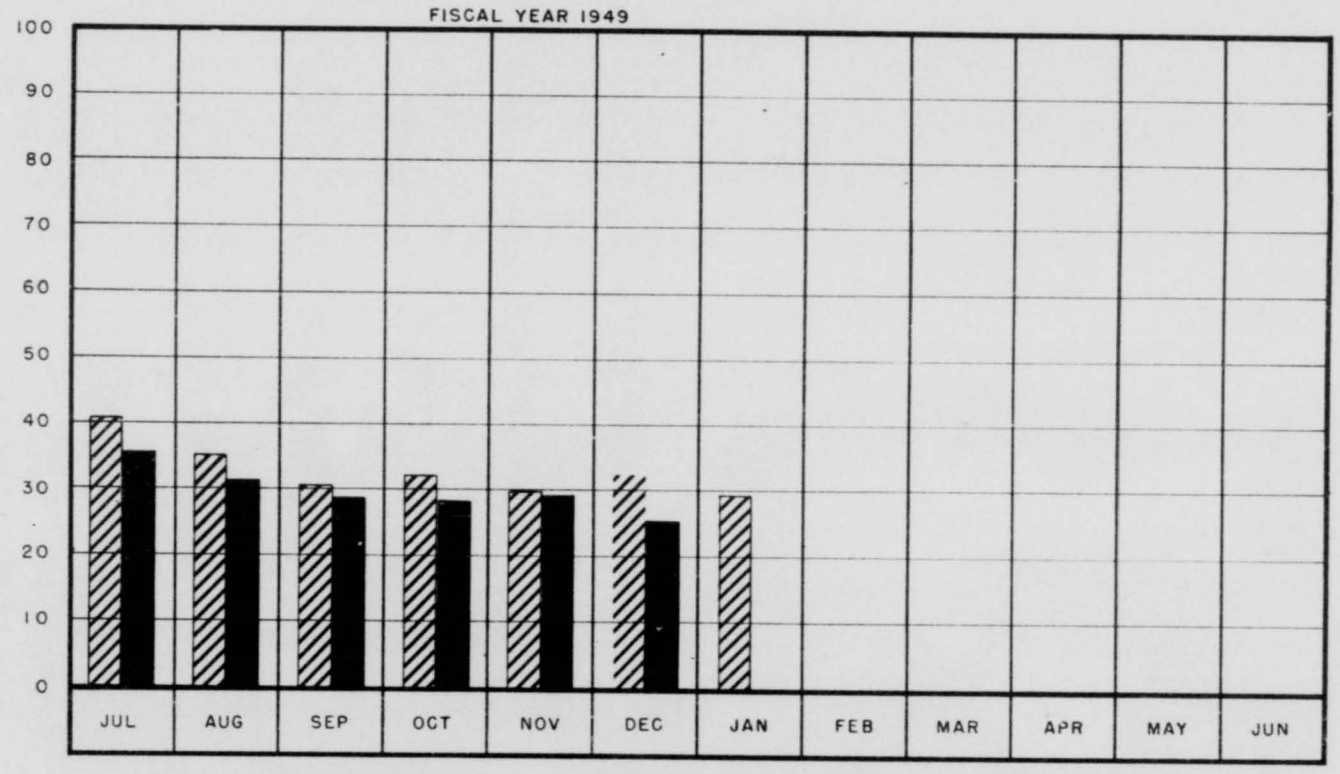
AVERAGE HOURS FLOWN PER AIRCRAFT ASSIGNED
8TH AIR FORCE VS SAC



LEGEND 8 AF ▨ SAC ■	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC
AVE NO A/C ASGD.	417	1028	458	1137	446	1183	399	1171	409	872	343	915	369											
AVE HRS FLOWN PER A/C	40.3	35.9	35.2	31.1	30.2	28.2	32	27.9	29.7	29.3	32.8	25.4	29.2											

Current figures for SAC not available

NOTE: Excludes Storage, Excess, Grounded Pending Transfer & Transient Acft.

'37

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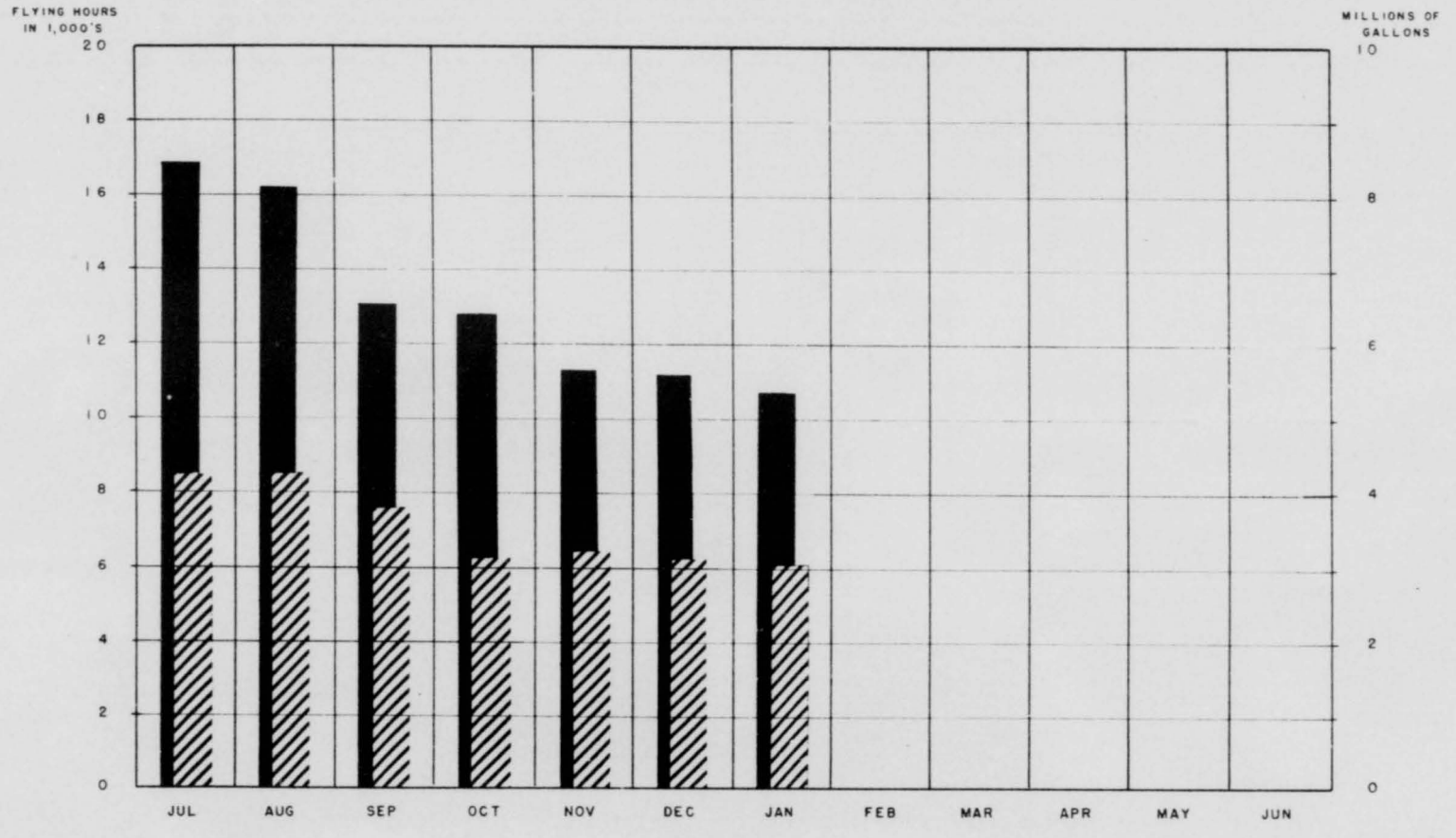
TOTAL 8TH AF FLYING TIME & AVIATION FUEL CONSUMPTION

MONTHLY, FISCAL YEAR 1949



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SECTION IV

AIRCRAFT

AND

MAINTENANCE

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AIRCRAFT INVENTORY

BY STATION & UNIT

31 JAN 49

STATION & UNIT	GRAND TOTAL	BOMBER							FIGHTER						RCN & LIAISON				CARGO						TRAINER			
		B-50 B-36	B-29 TB-29 KB-29	B-25 TB-25 VB-25	B-26		OTHER COMD	TOTAL	F-51	F-80	F-82	F-84		OTHER COMD	TOTAL	F-2	L-13		OTHER COMD	TOTAL	C-45	C-47	C-54	YC-97		OTHER COMD	TOTAL	T-6 T-11		OTHER COMD	TOTAL
EIGHTH AIR FORCE																															
BIGGS	86							66											2								16				2
97TH BOMB GP	41		41					41																							
97TH A/B GP	8			3				3													3						3	2			2
97TH M/S GP	24		21		1			22										2	2												
1ST SSS	13																					10	3				13				
CARSWELL	59							49						1													9				
7TH BOMB GP	30	30						30																							
7TH A/B GP	7			2				2													5						5				
7TH M/S GP	7		1	1	1		1	4			1			1							2						2				
11TH BOMB GP	5	5						5																							
HQ & HQ AF SQ 8TH AF	10		2	5	1			8													2						2				
DAVIS-MONTHAN	118							110											1								6				1
2D BOMB GP	57	10	47					57																							
430 BOMB GP	51	28	23					51																							
430 A/B GP	8			2				2													6						6				
430 M/S GP	2																	1	1											1	1
KEARNEY	90													84													3				3
27TH FIGHTER GP	80								7		72			79														1			1
27TH A/B GP	5																				3						3	2			2
27TH M/S GP	5										5			5																	
WALKER	76							65						5													5				1
509TH BOMB GP	46		46					46																							
509TH A/B GP	8			3				3													5						5				
509TH M/S GP	22		16					16						5	5															1	1
CHATHAM	1																										1				
2D A/B GP	1																				1						1				
2D M/S GP																															
CAMP HOOD	1																										1				
4001ST B/S SQ	1																				1						1				
CAMP CAMPBELL	1																										1				
4002D B/S SQ	1																				1						1				
TOTAL ALL STATIONS	432	73	197	16	3		1	290	7		78			90				3	3		2	27	10	3			42	5		2	7

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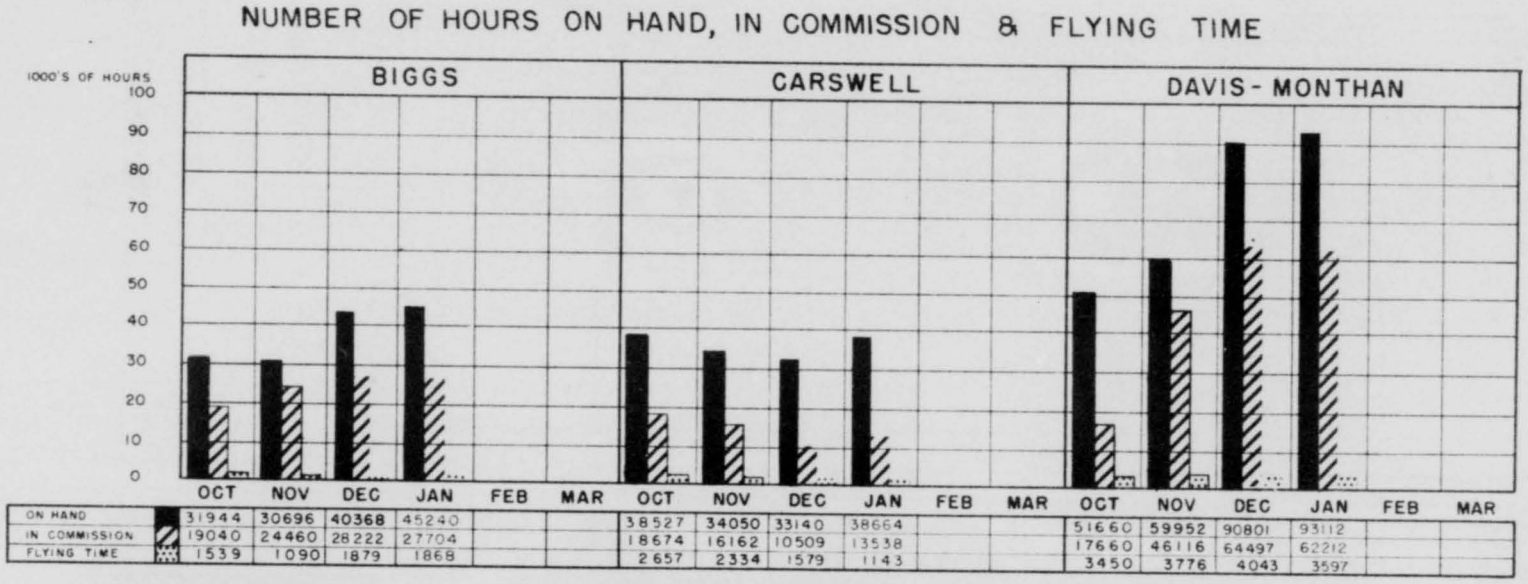
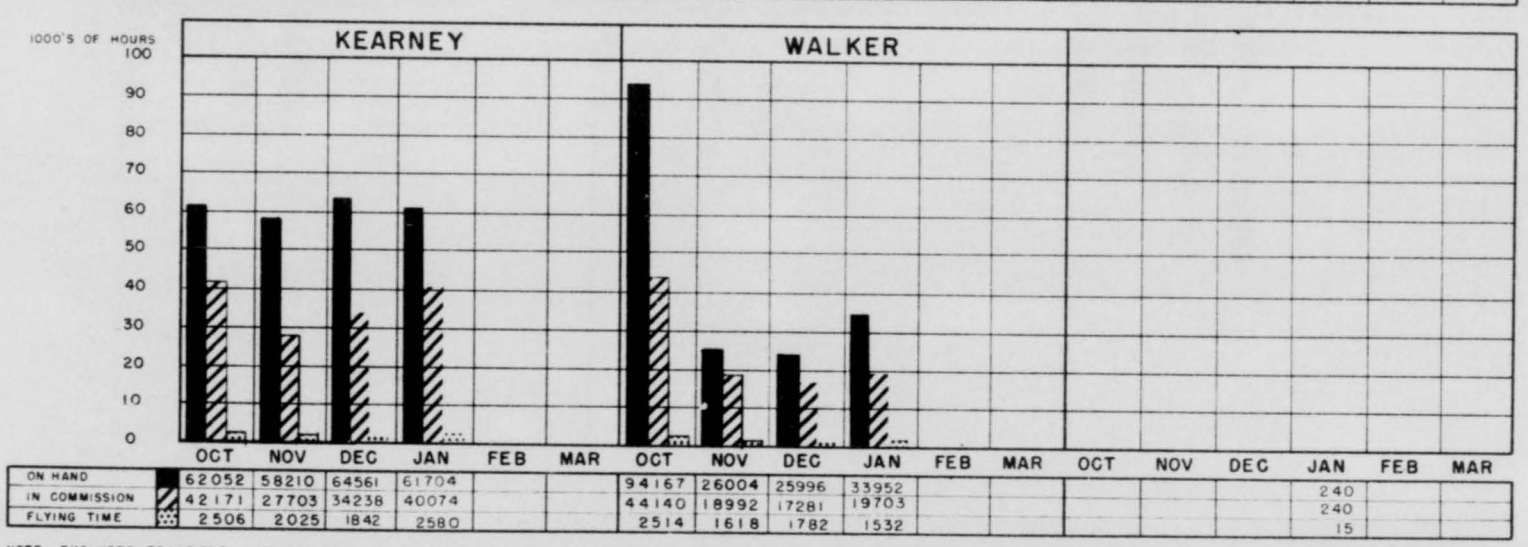
NUMBER OF HOURS ON HAND, IN COMMISSION & FLYING TIME



	BIGGS						CARSWELL						DAVIS - MONTHAN					
	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR
ON HAND	31944	30696	40368	45240			38527	34050	33140	38664			51660	59952	90801	93112		
IN COMMISSION	19040	24460	28222	27704			18674	16162	10509	13538			17660	46116	64497	62212		
FLYING TIME	1539	1090	1879	1868			2657	2334	1579	1143			3450	3776	4043	3597		



	KEARNEY						WALKER											
	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR
ON HAND	62052	58210	64561	61704			94167	26004	25996	33952						240		
IN COMMISSION	42171	27703	34238	40074			44140	18992	17281	19703						240		
FLYING TIME	2506	2025	1842	2580			2514	1618	1782	1532						15		

NOTE: EXCLUDES TRANSIENT, EXCESS, STORAGE & A/C GROUNDED PENDING TRANSFER. CAMP HOOD AND CAMPBELL NOT INCLUDED.

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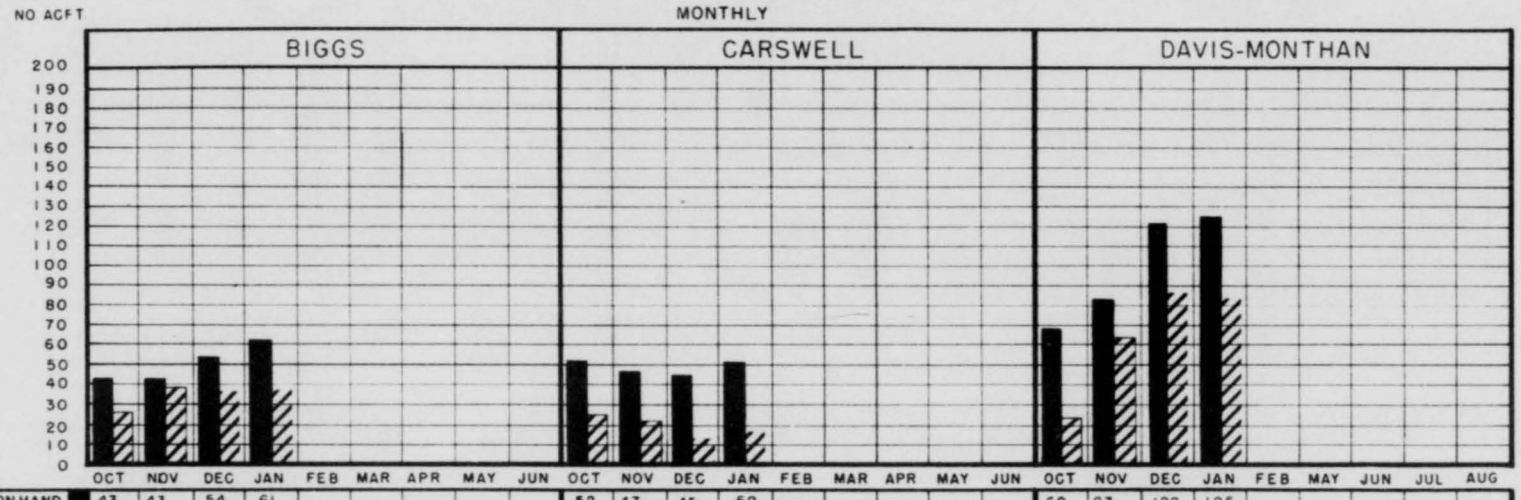
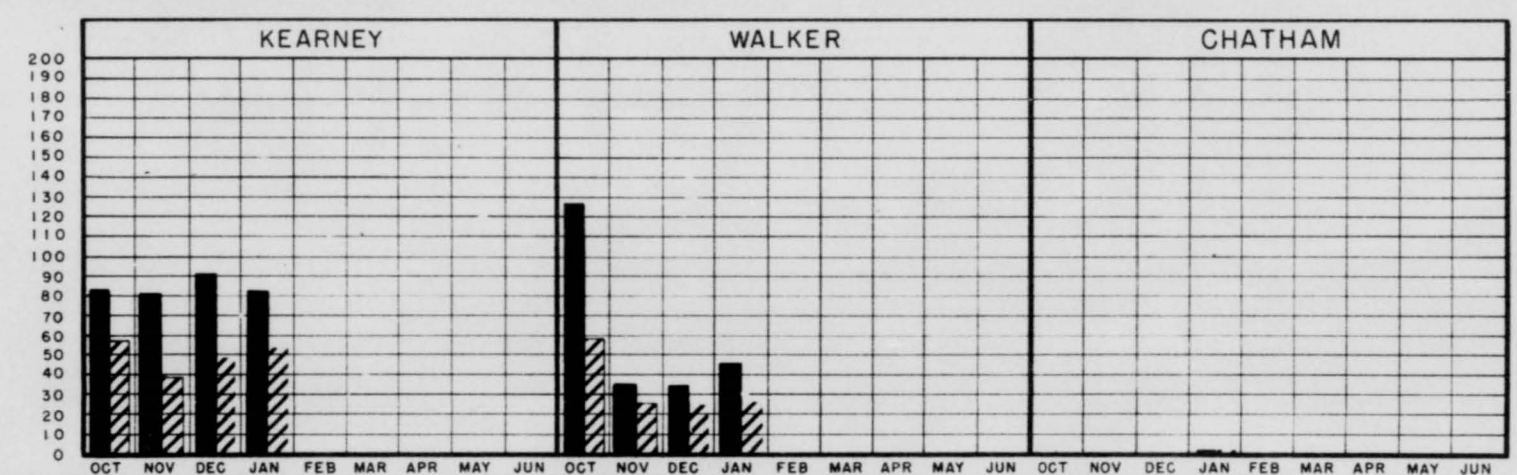
AVERAGE NUMBER AIRCRAFT ON HAND & IN COMMISSION EIGHTH AIR FORCE BY BASE



	BIGGS				CARSWELL					DAVIS-MONTHAN								
	OCT	NOV	DEC	JAN	OCT	NOV	DEC	JAN	FEB	OCT	NOV	DEC	JAN	FEB	MAY	JUN	JUL	AUG
AVE NO ON HAND	43	43	54	61	52	47	45	52		69	83	122	125					
AVE NO IN COMM	26	39	38	37	25	22	14	18		24	64	87	84					
% IN COMM	59.6	79.7	69.9	61.2	54	47.5	31.7	35.0		34.2	76.9	71.0	66.8					



	KEARNEY				WALKER					CHATHAM								
	OCT	NOV	DEC	JAN	OCT	NOV	DEC	JAN	FEB	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AVE NO ON HAND	83	81	93	83	127	36	35	46					.3					
AVE NO IN COMM	57	39	49	54	59	26	23	27					.3					
% IN COMM	68	47.6	53.1	64.9	46.9	73	66.5	58.0					100.0					

NOTE: EXCLUDES TRANSIENT, EXCESS, STORAGE & A/C GROUNDED PENDING TRANSFER.

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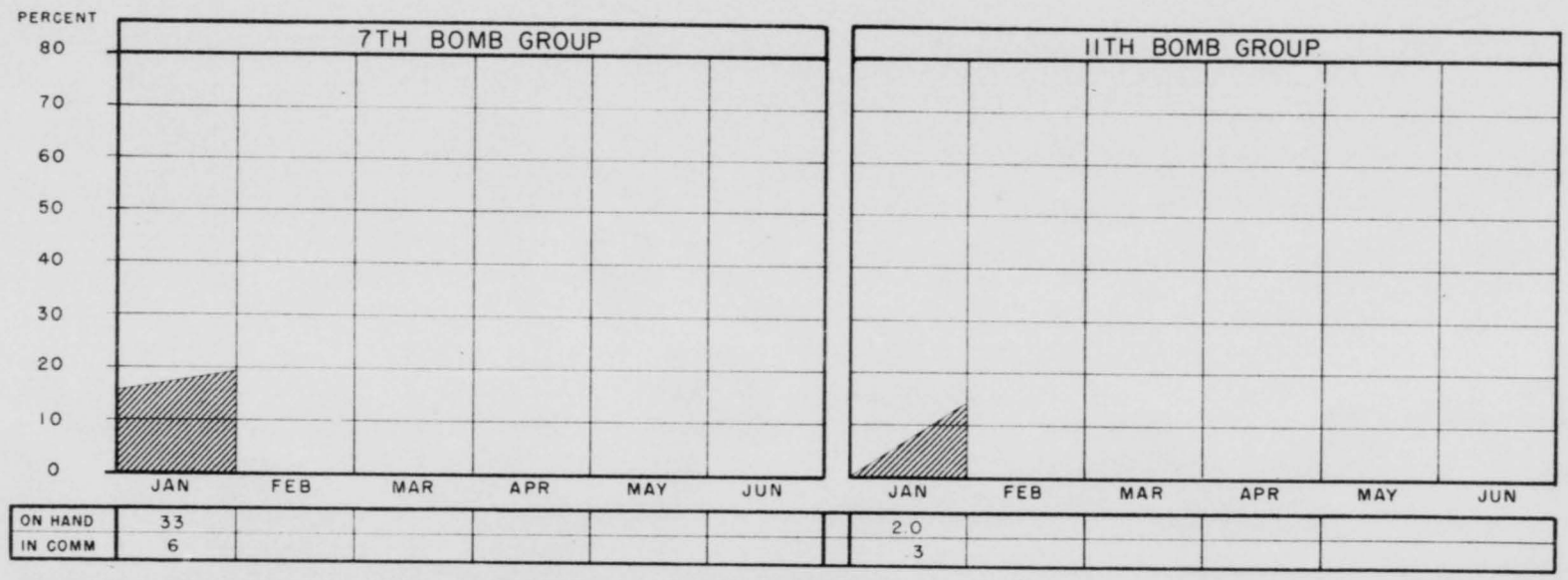
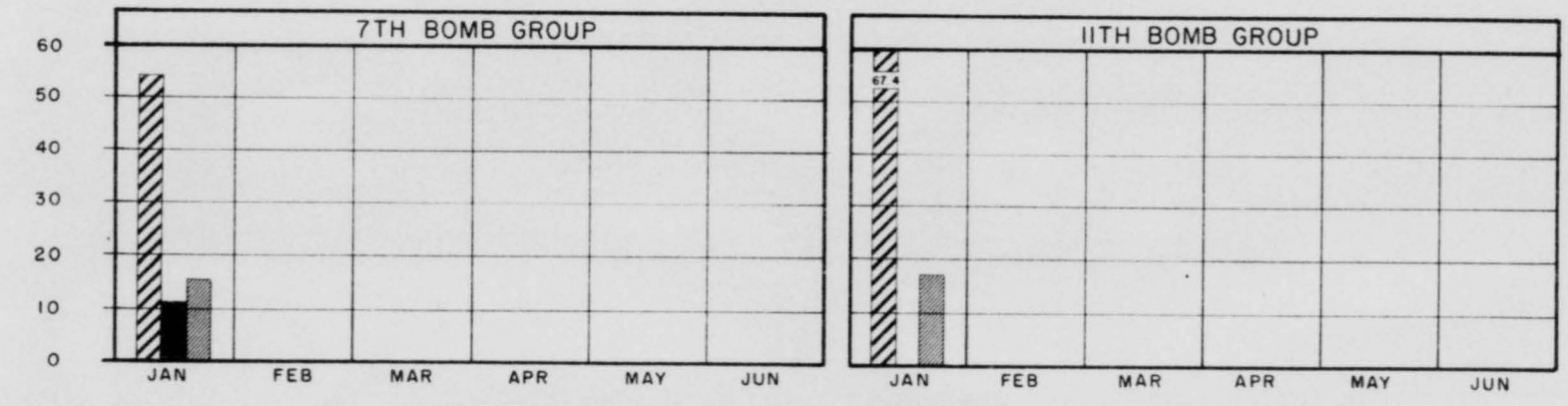
B-36 AIRCRAFT IN COMMISSION



	7TH BOMB GROUP	11TH BOMB GROUP
ON HAND	33	20
IN COMM	6	3

B-36 AIRCRAFT OUT OF COMMISSION



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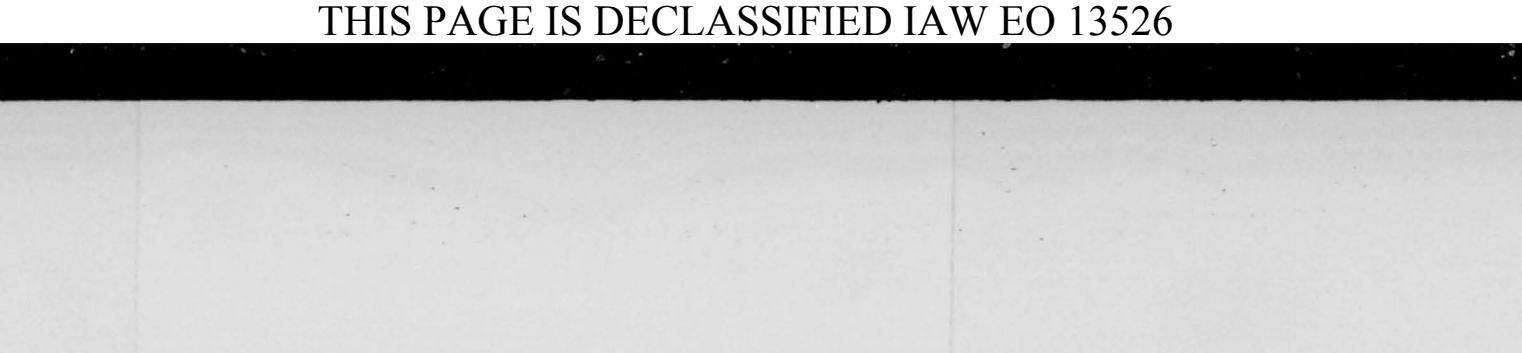
AIRCRAFT

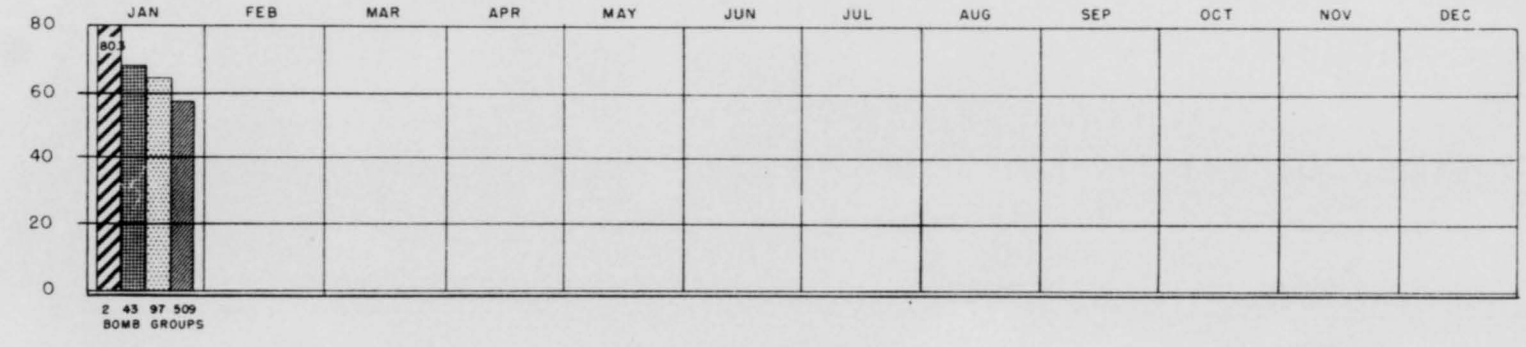
TOTAL B-29 IN COMMISSION

1949



On Hand	156											
In Comm	107											

B-29 IN COMMISSION BY BOMB GROUPS



NOTE: INCLUDES B-29 A/C POSSESSED BY BOMB GPS IN CC FUNCTIONS ONLY

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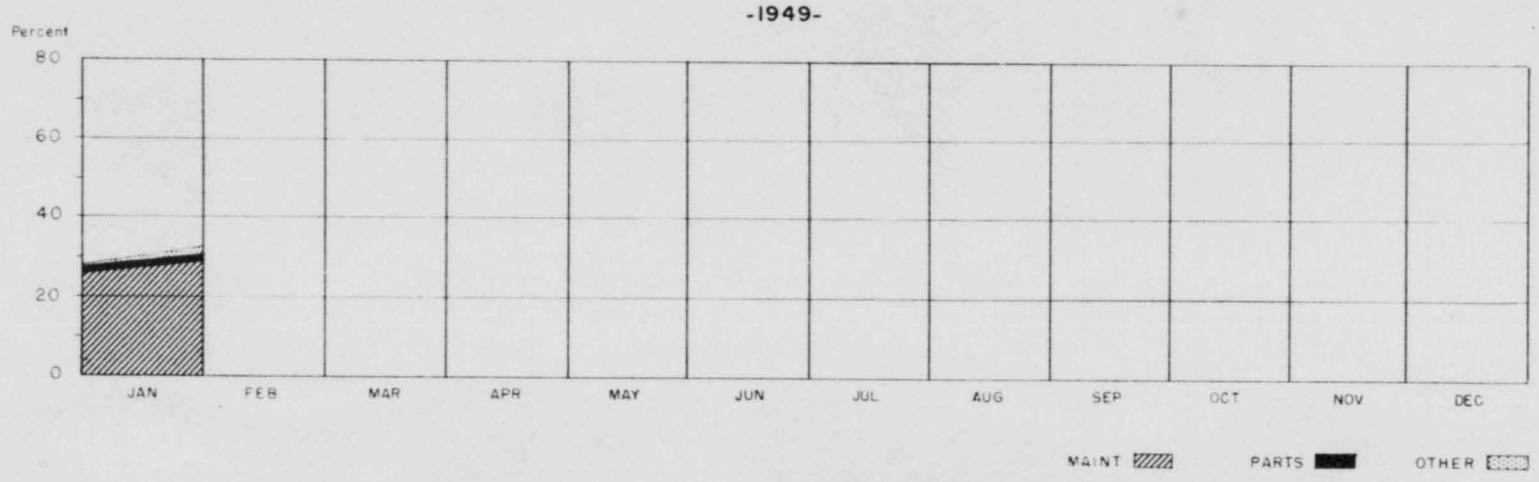
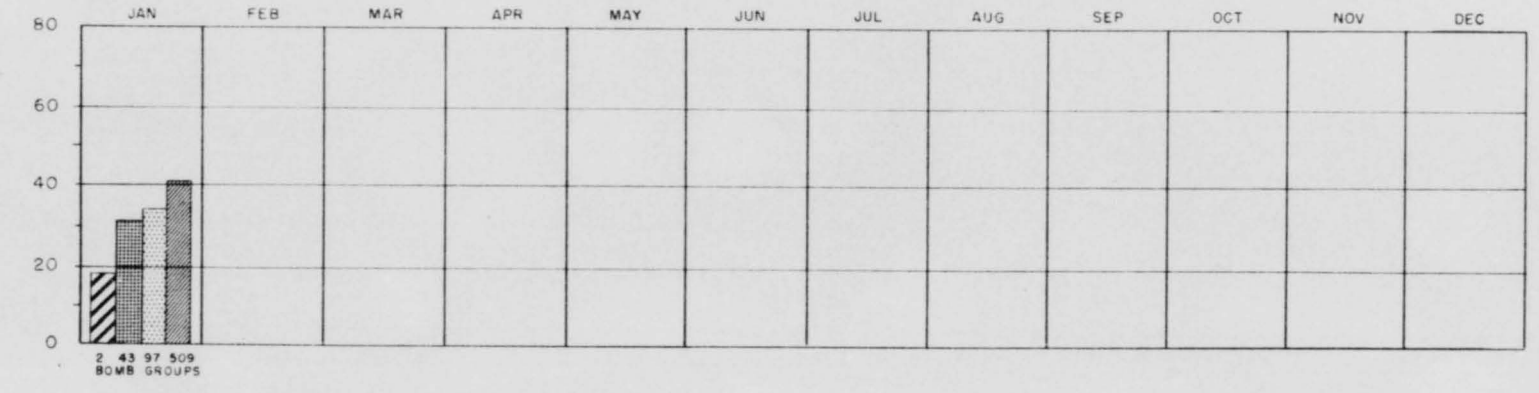
AIRCRAFT

TOTAL B-29 OUT OF COMMISSION

-1949-



OUT OF COMMISSION BY BOMB GROUPS



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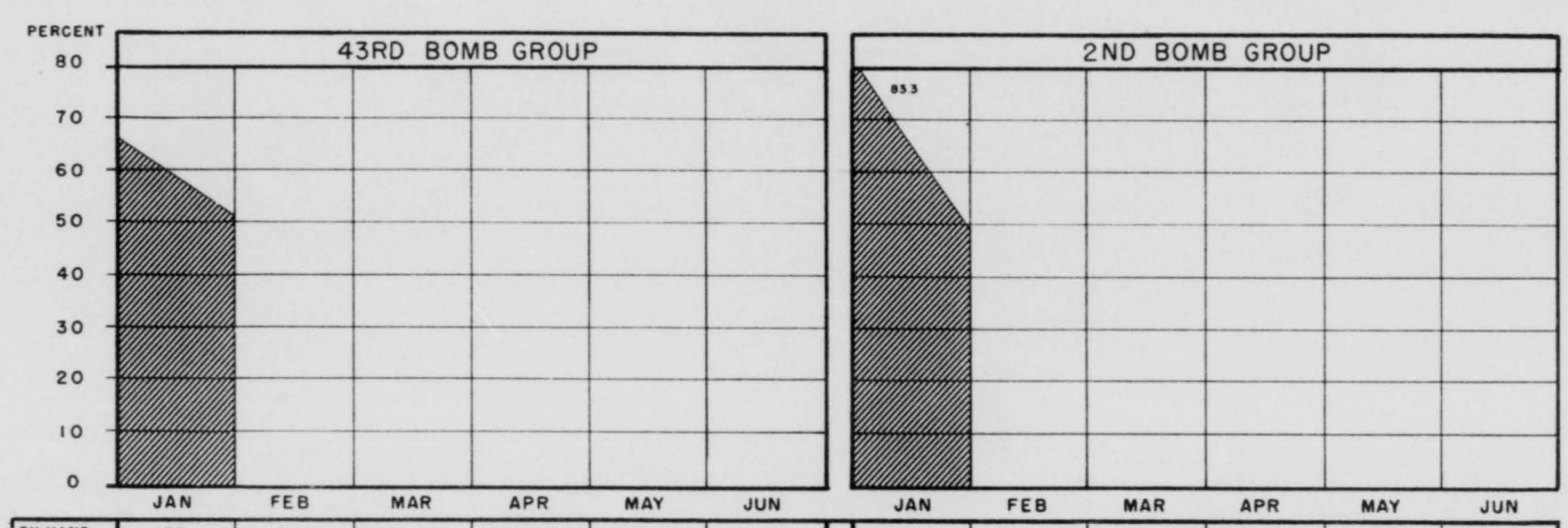
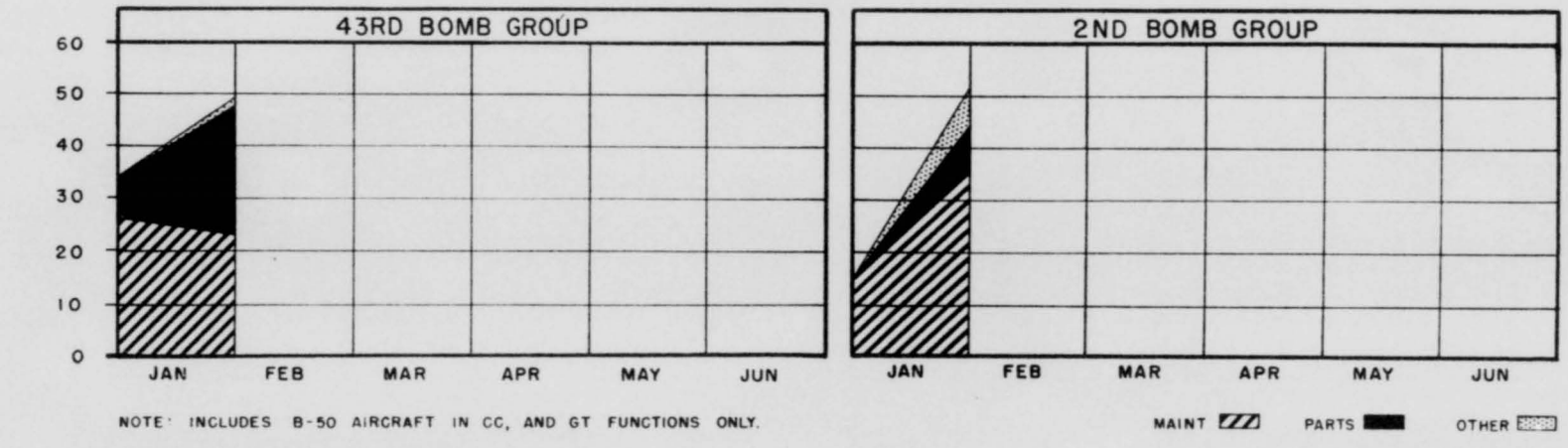
B-50 AIRCRAFT IN COMMISSION



B-50 AIRCRAFT CUT OF COMMISSION



NOTE: INCLUDES B-50 AIRCRAFT IN CC, AND GT FUNCTIONS ONLY.

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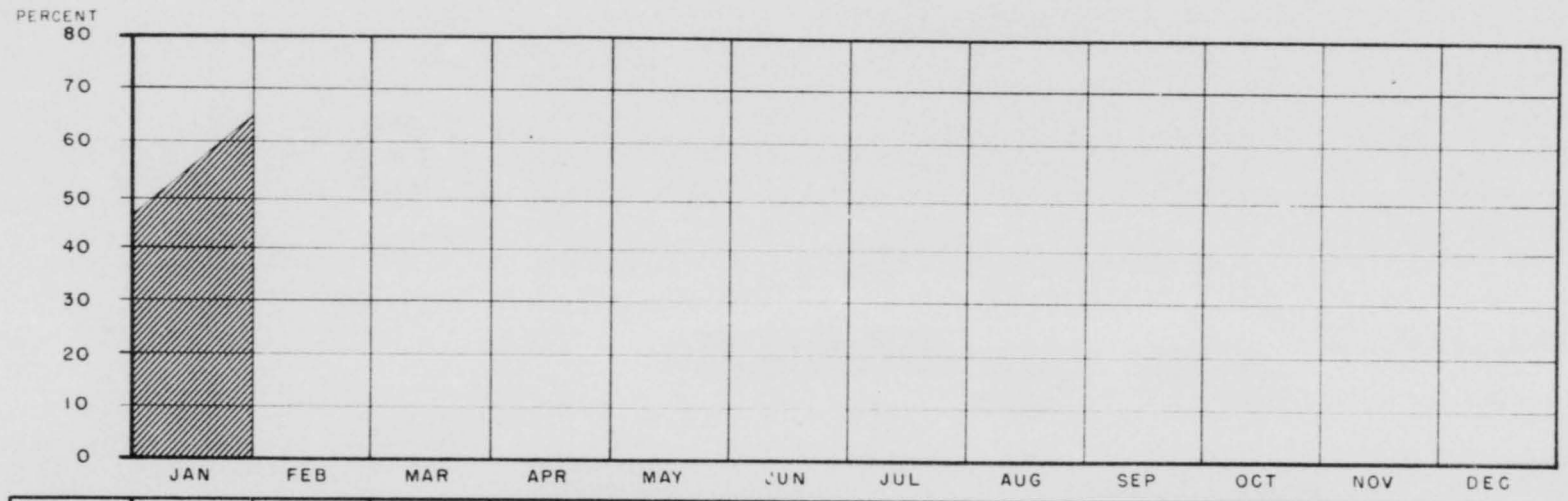
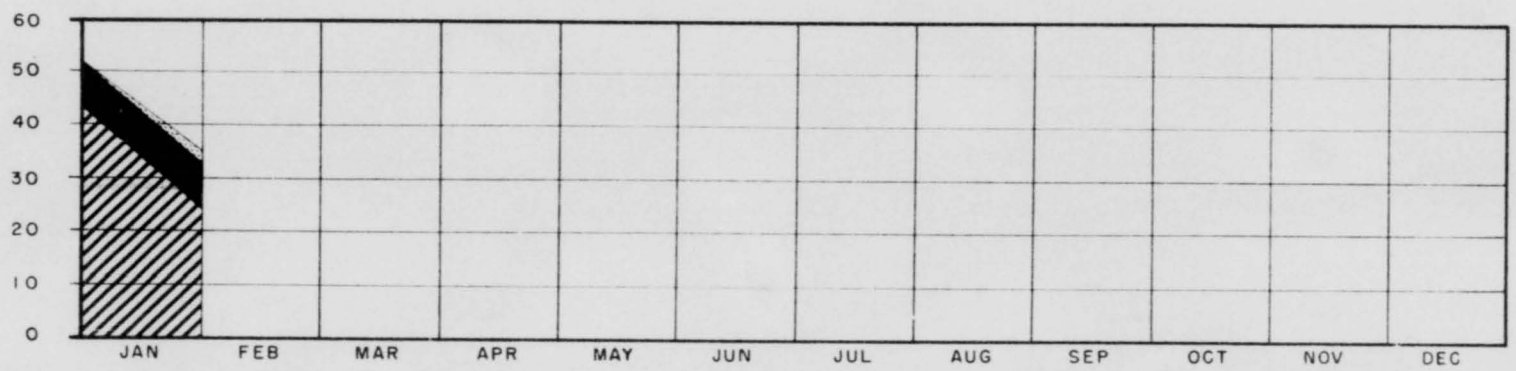
F-82 AIRCRAFT IN COMMISSION



ON HAND	74
IN COMM	47

F-82 AIRCRAFT OUT OF COMMISSION



47

NOTE: INCLUDES F-82 A/C IN CC AND GT FUNCTIONS ONLY

MAINT PARTS OTHER

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AIR BASE DATA

AVAILABLE HOUSING AND RUNWAYS

AS OF 15 DECEMBER 1948

STATION	RANK	HOUSING AVAILABLE: NORMAL CAPACITY AVAILABLE	BEDS OCCUPIED	NO. OF SEPARATE RATIONS	SPACE USED FOR OTHER PURPOSES	FAMILY QUARTERS OCCUPIED	RUNWAYS: NO.	LONGEST (FT.)	ELEVATION (FT.)
BIGGS	OFFICERS	203	227	362		24			
	NURSES	13	13	0					
	E.M WHITE	3515	2276	580	122***	36	3	9500	3909
	E.M COLORED	170	108	32					
	TOTAL	3901	2624	974	122***	60			
CARSWELL	OFFICERS	207	82	389		49			
	NURSES	24	7	2					
	E.M. WHITE	2053	2237	1813	658	126	5	8200	631
	E.M. COLORED	220	189	94		27			
	TOTAL	2504	2515	2298	658	202			
CLOVIS	OFFICERS	315	0	3	0	0			
	NURSES	22	0	0	0	0			
	E.M. WHITE	2403	0	12	0	0	4	10,000	4298
	E.M. COLORED	216	0	0	0	0			
	TOTAL	2956	0	15	0	0			
DAVIS-MONTHAN	OFFICERS	458	212	517		72*			
	NURSES	35	7	0					
	E.M. WHITE	2809**	2832	1471	1564	174*	5	8000	2692
	E.M. COLORED	393	226	54					
	TOTAL	3695	3277	2042	1564	246*			
KEARNEY	OFFICERS	72	17	172		48			
	NURSES	12	4	0					
	E.M. WHITE	1886	1001	298	508	56	3	7290	2140
	E.M. COLORED	0	0	0					
	TOTAL	1970	1022	470		104			
WALKER	OFFICERS	127	64	316		94			
	NURSES	31	5	1					
	E.M. WHITE	2874	1555	1079	1068	148	7	8500	3645
	E.M. COLORED	153	109	33					
	TOTAL	3185	1733	1429	1068	242			
	OFFICERS								
	NURSES								
	E.M. WHITE								
	E.M. COLORED								
	TOTAL								
	OFFICERS								
	NURSES								
	E.M. WHITE								
	E.M. COLORED								
	TOTAL								

REMARKS * FIGURES INCLUDE RINCON VISTA HOUSING AREA
** FIGURES INCLUDE SAHURITO BOMB RANGE WILCOX BOMB RANGE
*** TEMPORARILY USED FOR HOUSING 87 ENLISTED FAMILIES.

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24-A

RESTRICTED

Eighth AIR FORCE

COMMAND BOOK

1 MARCH 1949

RESTRICTED

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COMPTROLLER
HEADQUARTERS EIGHTH AIR FORCE

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EIGHTH AIR FORCE

1. Purpose. The mission of the Eighth Air Force as stated in letter, Hq SAC 322, subject: "Mission of the Eighth Air Force", dated 10 Janary 1947.

2. General. The Commanding General, Eighth Air Force, will be responsible for exercising command jurisdiction over and operating the Eighth Air Force in accordance with policies established by the Commanding General, SAC.

3. Mission. The Eighth Air Force will:

a. Command and administer such units and installations as may be assigned thereto, including the administration of military justice to all personnel subject to military law.

b. Man, train and equip, in accordance with priorities established by Headquarters, Strategic Air Command, such tactical units and their associated services as are designated, maintain these units in a state of training and indoctrination with the latest available equipment necessary to permit immediate long range offensive bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort operations in any part of the world, either independently, or in cooperation with land and naval forces.

c. Train units, crews, and individuals for maintenance of the combat efficiency of strategic combat units assigned to separate theater commands to include long range bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort, based upon requirements furnished by the Commanding General.

d. Conduct such Universal Military Training as may be directed by the Commanding General, Strategic Air Command.

e. Support the Air Reserve and National Guard Programs in accordance with instructions issued by this headquarters.

f. Perform such special missions and assignments as the Commanding General, Strategic Air Command may direct.

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Command Book Distribution

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SECTION I

ORGANIZATION

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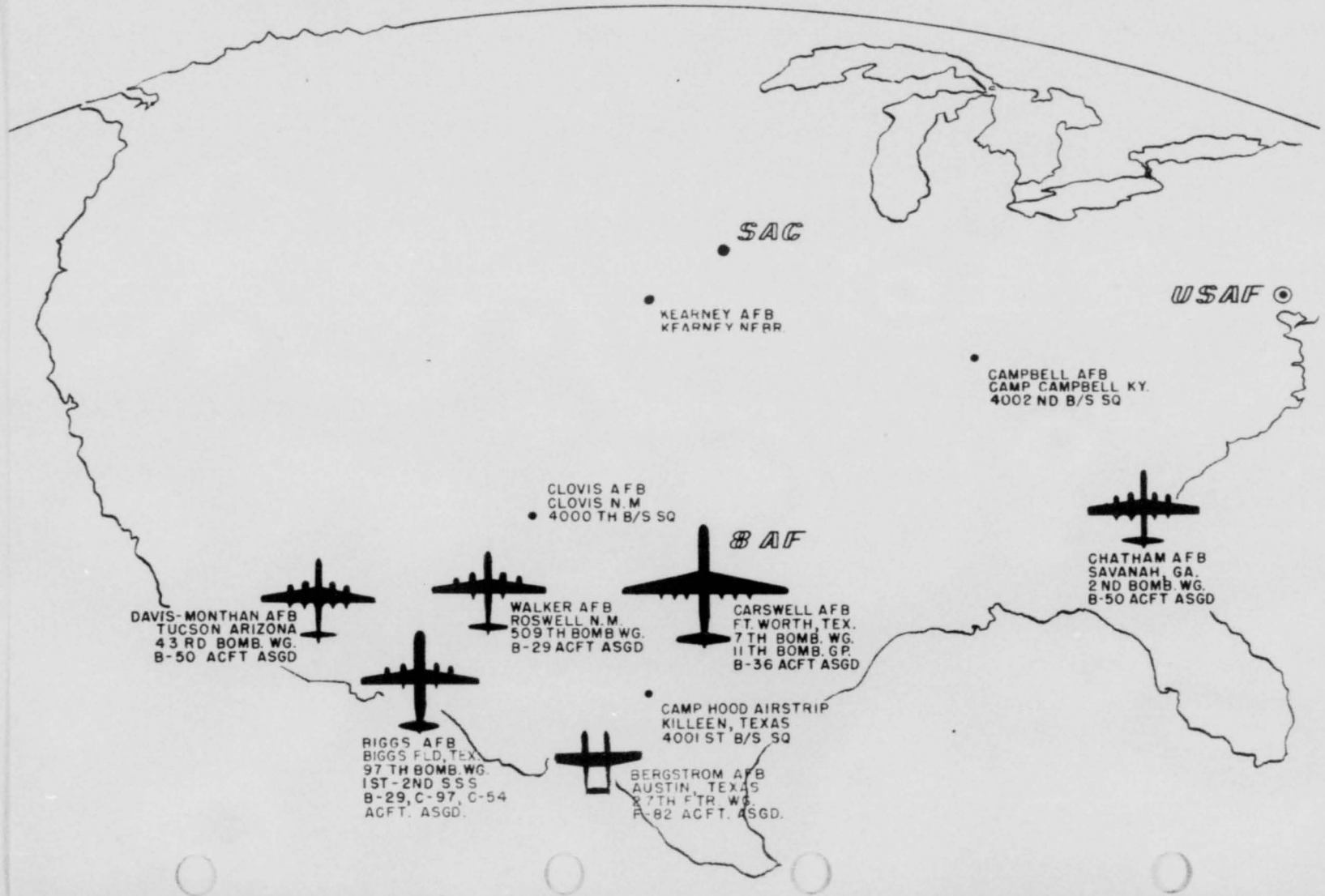
EIGHTH AIR FORCE BASES

LOCATION, UNITS, AND TYPE AIRCRAFT ASSIGNED



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EIGHTH AIR FORCE BASES AND UNITS

FORT WORTH, TEXAS
HEADQUARTERS & HEADQUARTERS SQUADRON
EIGHTH AIR FORCE

CARSWELL AF BASE

HQ & HQ SQ, 7TH BOMB WG, HEAVY
7TH BOMB GROUP, HEAVY
7TH AIR BASE GROUP
7TH MAINTENANCE & SUPPLY GROUP
7TH STATION MEDICAL GROUP
11TH BOMB GROUP, HEAVY
585TH AF BAND
AF STAGING AREA
AF ASSEMBLY STATION
AF SEPARATION POINT
18TH COMMUNICATIONS SQ (COMD)
838TH ENGR AVN BN (LESS COMPANY C)
(ATTACHED)

DAVIS-MONTHAN AF BASE

HQ & HQ SQ, 43D BOMB WG, MEDIUM
43D BOMB GROUP, MEDIUM
43D AIR BASE GROUP
43D MAINTENANCE & SUPPLY GROUP
43D STATION MEDICAL GROUP
HQ & HQ SQ, 2D BOMB WG, MEDIUM
2D BOMB GROUP, MEDIUM
2D MAINTENANCE & SUPPLY GROUP
(LESS SUPPLY SQ)
775TH AF BAND
AF STAGING AREA
AF ASSEMBLY STATION
AF SEPARATION POINT
COMPANY C 838TH ENGR AVN BN
(ATTACHED)

BIGGS AF BASE

HQ & HQ SQ, 97TH BOMB WG, MEDIUM
97TH BOMB GROUP, MEDIUM
97TH AIR BASE GROUP
97TH MAINTENANCE & SUPPLY GROUP
97TH STATION MEDICAL GROUP
1ST STRATEGIC SUPPORT SQUADRON
2D STRATEGIC SUPPORT SQUADRON
AF ASSEMBLY STATION
AF SEPARATION POINT

WALKER AF BASE

HQ & HQ SQ, 509TH BOMB WG, MEDIUM
509TH BOMB GROUP, MEDIUM
509TH AIR BASE GROUP
509TH MAINTENANCE & SUPPLY GROUP
509TH STATION MEDICAL GROUP
611TH AF BAND
AF ASSEMBLY STATION
AF SEPARATION POINT
AF STAGING AREA

KEARNEY AF BASE

HQ & HQ SQ, 27TH FIGHTER WING
27TH FIGHTER GROUP
27TH AIR BASE GROUP
27TH MAINTENANCE & SUPPLY GROUP
27TH STATION MEDICAL GROUP

CLOVIS AF BASE

STAND BY STATUS

4000TH BASE SV SQUADRON

CAMPBELL AF BASE

MINIMUM OPERATIONS

4002ND BASE SV SQUADRON

CAMP HOOD AIR STRIP

MINIMUM OPERATIONS

4001ST BASE SV SQUADRON
COMPANY B 838TH ENGR AVN BN
(TDY FROM CARSWELL AFB)

CHATHAM AF BASE

2D AIR BASE GROUP
2D STATION MEDICAL GROUP
2D SUPPLY SQUADRON
2D AVIATION SQUADRON

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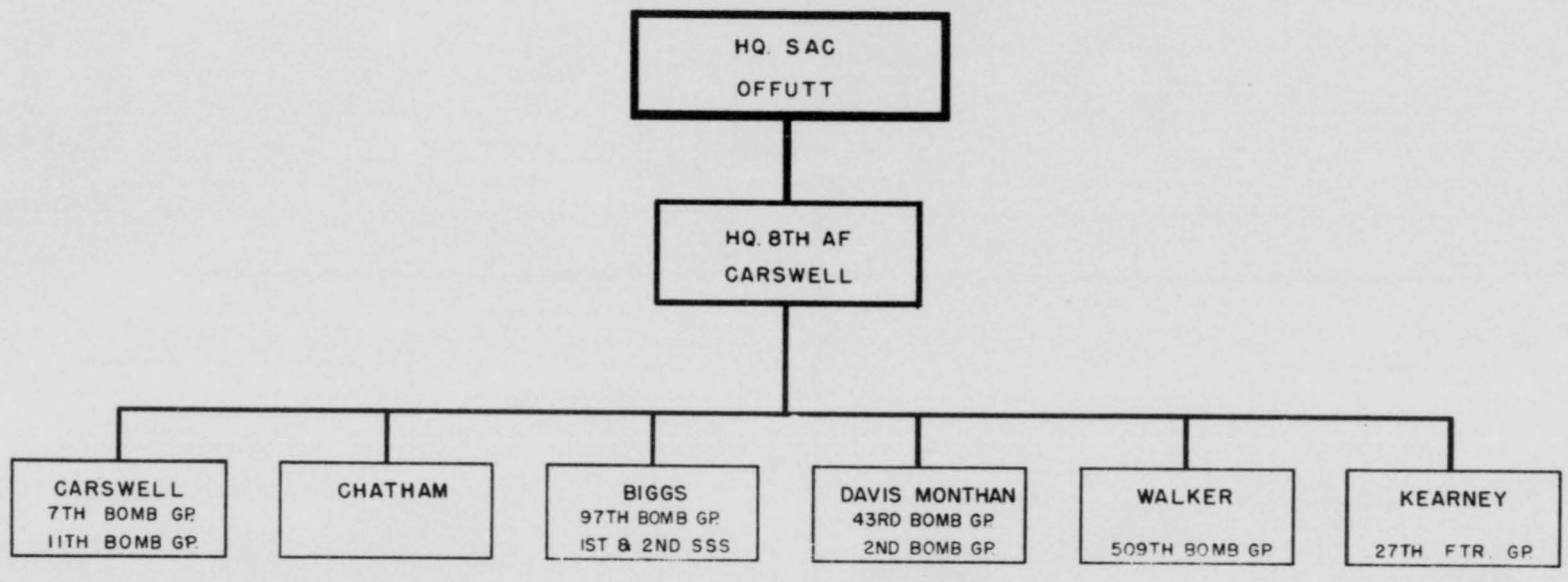
EIGHTH AIR FORCE ORGANIZATION
TACTICAL UNITS



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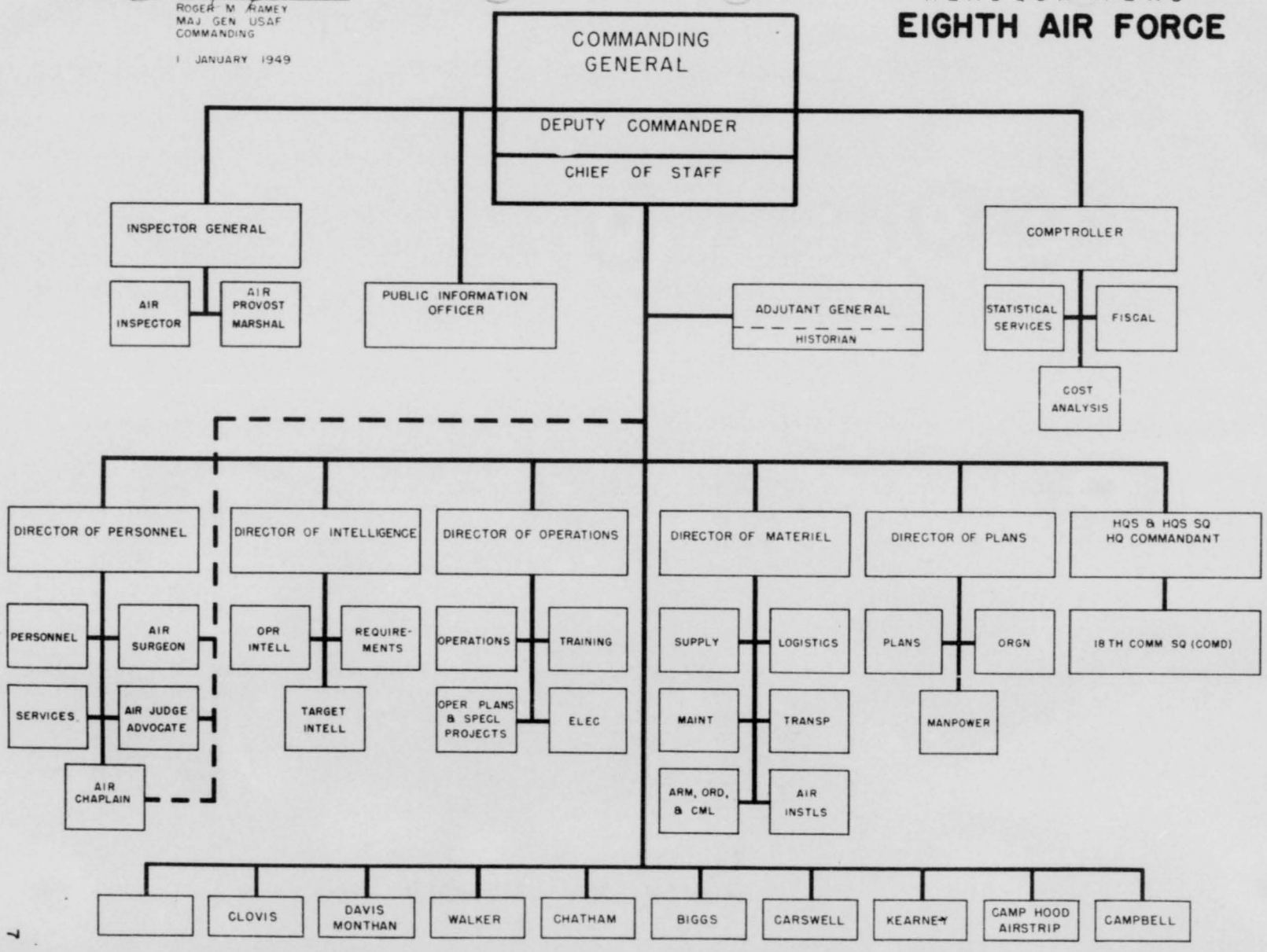
APPROVED BY
ROGER M RAMEY
MAJ GEN USAF
COMMANDING

1 JANUARY 1949

HEADQUARTERS
EIGHTH AIR FORCE



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EIGHTH AIR FORCE

ROSTER OF KEY PERSONNEL

HEADQUARTERS EIGHTH AIR FORCE

COMMANDING GENERAL	-MAJ. GEN. R.M. RAMEY	DIRECTOR OF OPERATIONS	-COL. W.H. BLANCHARD
DEPUTY COMMANDER	-COL. C.E. COMBS	DIRECTOR OF MATERIEL	-COL. F.G. JAMISON
CHIEF OF STAFF	-COL. J.A. ROBERTS	DIRECTOR OF PLANS	-COL. W.C. KINGSBURY
INSPECTOR GENERAL	-COL. W.B. OFFUTT	COMPTROLLER	-LT. COL. T.C. McNEAL
DIRECTOR OF PERSONNEL	-COL. J.B. McPHERSON	CO HQ & HQ SQ	-MAJ. T.J. HERRON
DIRECTOR OF INTELLIGENCE	-MAJ. E.M. KIRTON	CO 18TH COMM. SQ. (COMD.)	-CAPT. J.J. GOODREAU

WING	WING COMMANDER	STATION (ACTIVE)
2D BOMB WING (M)	COL. W.E. EUBANK	DAVIS-MONTHAN AIR FORCE BASE, TUCSON, ARIZONA
7TH BOMB WING (H)	COL. A.D. CLARK	CARSWELL AIR FORCE BASE, FORT WORTH, TEXAS
43D BOMB WING (M)	COL. J.C. SELSER JR.	DAVIS-MONTHAN AIR FORCE BASE, TUCSON, ARIZONA
97TH BOMB WING (M)	BRIG. GEN. D.W. HUTCHISON	BIGGS AIR FORCE BASE, BIGGS FIELD, TEXAS
509TH BOMB WING (M)	COL. C.S. IRVINE	WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO
27TH FIGHTER WING	COL. A.B. PACKARD	KEARNEY AIR FORCE BASE, KEARNEY, NEBRASKA

	STATION COMMANDER	STANDBY
4000TH BASE SV. SQ.	MAJ. W.M. THOMPSON	CLOVIS AIR FORCE BASE, CLOVIS, NEW MEXICO

		MINIMUM OPERATIONS
4001ST BASE SV. SQ.	MAJ. A.D. LUCAS	CAMP HOOD AIRSTRIP, KILLEEN, TEXAS
4002D BASE SV. SQ.	MAJ. C.C. WOOLWINE	CAMPBELL AIR FORCE BASE, CAMP CAMPBELL, KY.

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SECTION II

PERSONNEL

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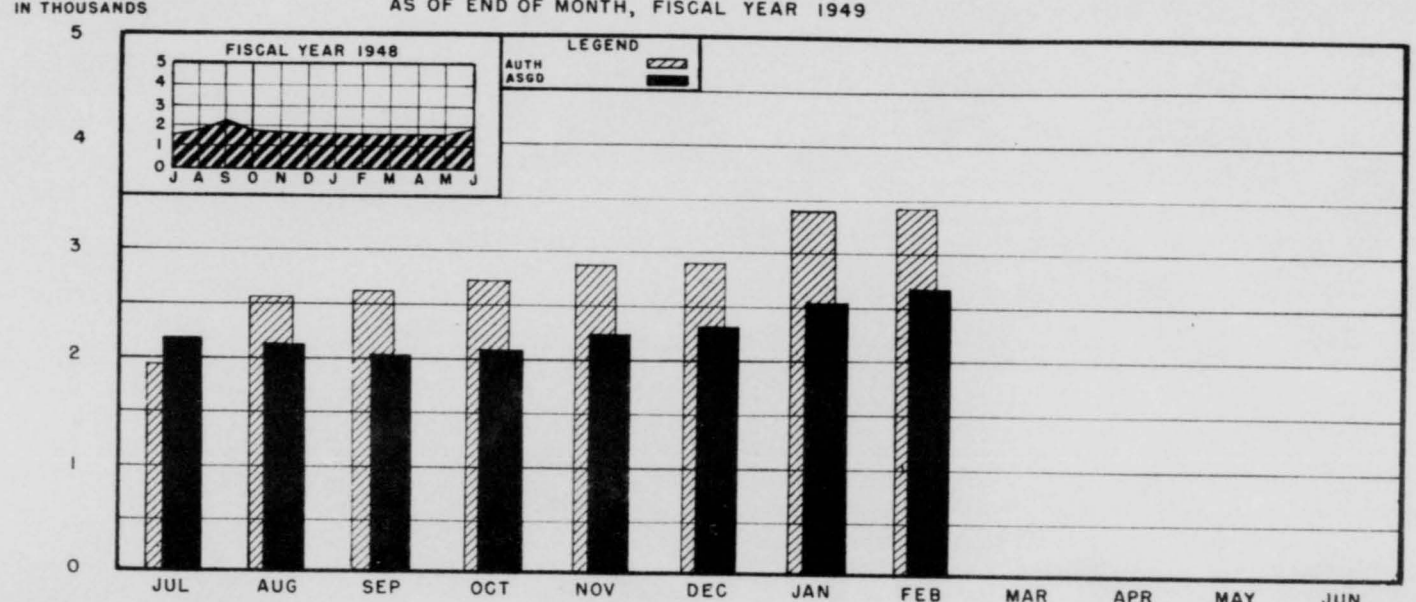
TOTAL 8 AF OFFICER PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	1966	2593	2619	2743	2868	2875	3390	3431				
	ASGD	2194	2150	2070	2095	2227	2297	2543	2680				
HQ. & HQ. SQ. 8 AF	AUTH	90	90	90	87	87	87	116	116				
	ASGD	82	79	81	83	85	88	99	107				
HQ. 8AF STATIONS	AUTH	40	42	46	20	20	20	20	20				
	ASGD	39	36	33	15	16	17	16	17				
BIGGS	AUTH	176	244	244	244	266	320	397	397				
	ASGD	252	243	250	265	311	372	400	414				
CARSWELL	AUTH	383	378	375	378	417	561	561	595 ▼				
	ASGD	443	435	395	408	401	352	350	393 ▼				
DAVIS-MONTHAN	AUTH	594	842	842	888	898	920 *	1325 *	1249 ■				
	ASGD	655	660	643	642	670	758 *	841 *	773 ■				
KEARNEY	AUTH	225	221	221	281	292	292	292	292				
	ASGD	226	214	199	205	206	214	267	278				
WALKER	AUTH	458	776	801	845	672	672	676	676				
	ASGD	497	483	469	477	410	494	568	580				

Note:
Hq. 8AF Stations include 18th Comm Sq.(Comd), And 4000th, 4001st, 4002nd BS Sq.
▼ Includes Hq & Hq & Sv Co, Co "A", "B" & Med Det, 838th Engr Avn. BN
■ Includes Co "C" 838th Engr Avn Bn.

CHATHAM AFB	
AUTH	86
ASGD	118

* Includes Units Of 2nd Bomb Wg now at Chatham AFB

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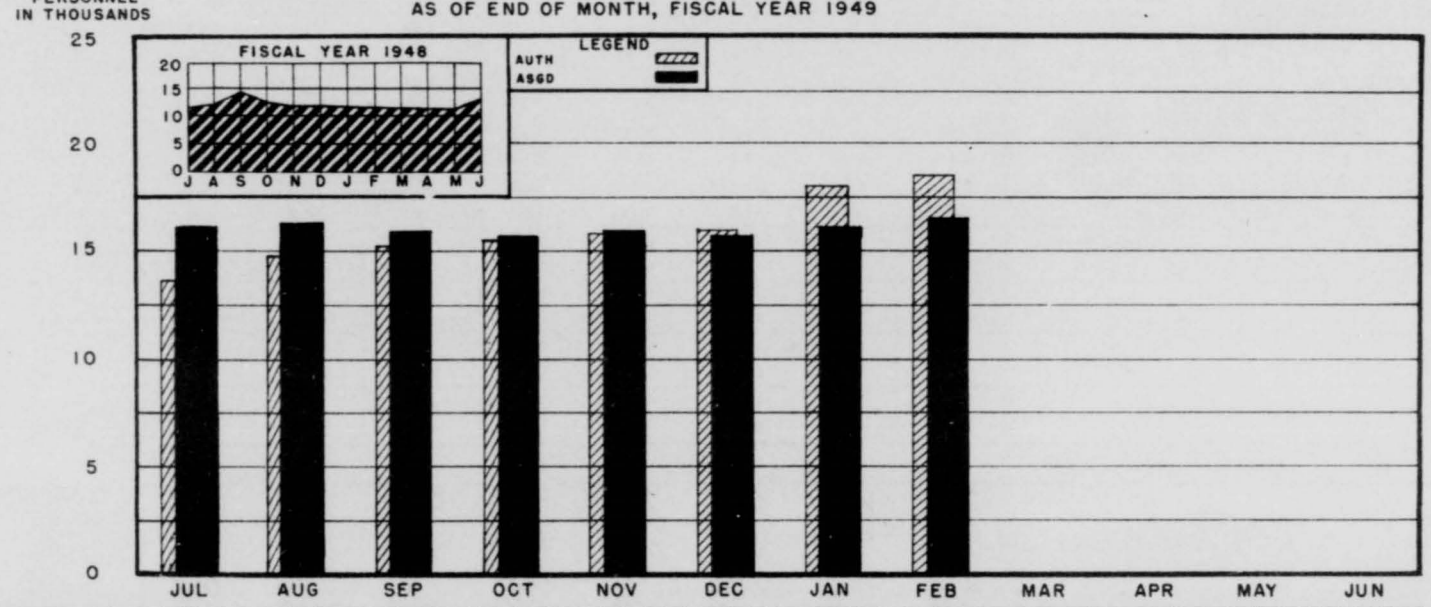
TOTAL 8 AF ENLISTED PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	13603	14852	15267	15558	16691	16151	18007	18599				
	ASGD	16110	16155	15970	15668	16780	15865	16011	16467				
HQ & HQ SQ 8 AF	AUTH	250	250	250	250	250	250	281	281				
	ASGD	249	249	244	239	251	256	266	273				
HQ 8 AF STATIONS	AUTH	391	391	466	190	190	190	213	213				
	ASGD	317	316	315	130	149	167	169	191				
BIGGS	AUTH	1185	1553	1553	1553	1908	2261	2273	2273				
	ASGD	1585	1808	1770	1719	2122	2392	2434	2399				
CARSWELL	AUTH	2972	2651	2649	2753	3191	3588	3588	4049 ▼				
	ASGD	4325	4249	4117	3988	4114	3754	3694	4134 ▼				
DAVIS-MONTHAN	AUTH	3811	4512	4512	4830	4832	4880 *	6621 *	5362 ■				
	ASGD	4119	4156	4212	4349	4464	4493 *	4675 *	3992 ■				
KEARNEY	AUTH	1573	1400	1400	1504	1582	1582	1582	1582				
	ASGD	1544	1424	1360	1310	1312	1377	1435	1424				
WALKER	AUTH	3421	4095	4437	4478	3306	3306	3355	3355				
	ASGD	3971	3953	3952	3933	3385	3333	3243	3250				

Note:
— Hq 8AF Stations include 18th Comm Sq(Comd), and 4000th, 4001st, 4002nd BS Sq.
▼ Includes Hq & Hq & Sv Co, Co "A", "B" & Med Det, 838th Engr Avn. BN
■ Includes Co "C" 838th Engr Avn Bn

CHATHAM AFB	
AUTH	1484
ASGD	804

* Includes Units Of 2nd Bomb Wg. now at Chatham AFB

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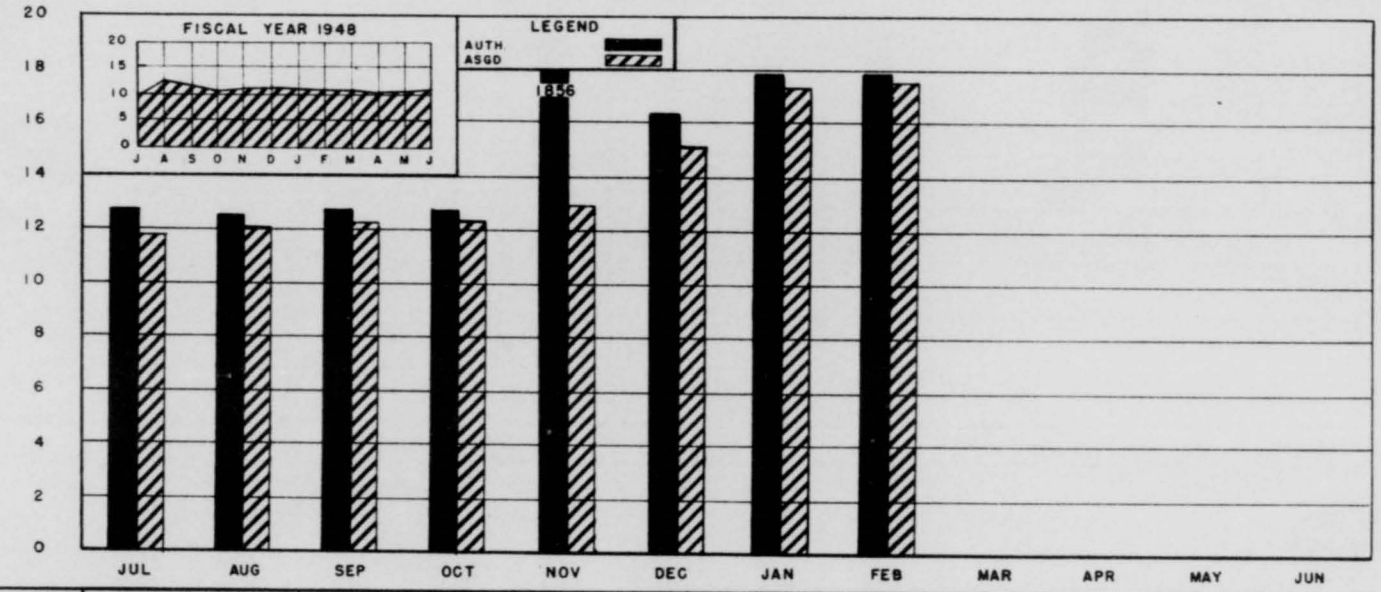
TOTAL 8AF CIVILIAN PERSONNEL
AUTHORIZED AND ASSIGNED STRENGTH
AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8AF	AUTH	1263	1256	1273	1273	1856	1631	1791	1791				
	ASGD	1179	1201	1222	1236	1281	1518	1636	1659				
HQ & HQ SQ 8AF	AUTH	75	75	75	75	75	75	75	75				
	ASGD	68	71	68	69	71	73	72	71				
BIGGS	AUTH	5	5	7	7	298	298	300	300				
	ASGD	0	1	5	5	6	220	225	249				
CAMPBELL	AUTH	16	16	16	16	16	16	16	16				
	ASGD	10	10	15	16	16	16	16	16				
CARSWELL	AUTH	301	301	307	307	328	328	330	330				
	ASGD	291	294	294	299	302	317	324	322				
DAVIS-MONTHAN	AUTH	298	295	296	296	296	296	299	299				
	ASGD	284	285	288	296	300	301	299	295				
KEARNEY	AUTH	212	212	214	214	260	260	260	260				
	ASGD	186	197	206	204	228	240	245	241				
WALKER	AUTH	306	302	308	308	308	308	308	308				
	ASGD	290	293	296	297	308	301	301	302				
CLOVIS	AUTH	50	50	50	50	50	50	50	50				
	ASGD	50	50	50	50	50	50	50	50				
CHATHAM	AUTH		ASSIGNED TO 8TH AF EFF 1 DEC '48					153	153				
	ASGD							104	113				

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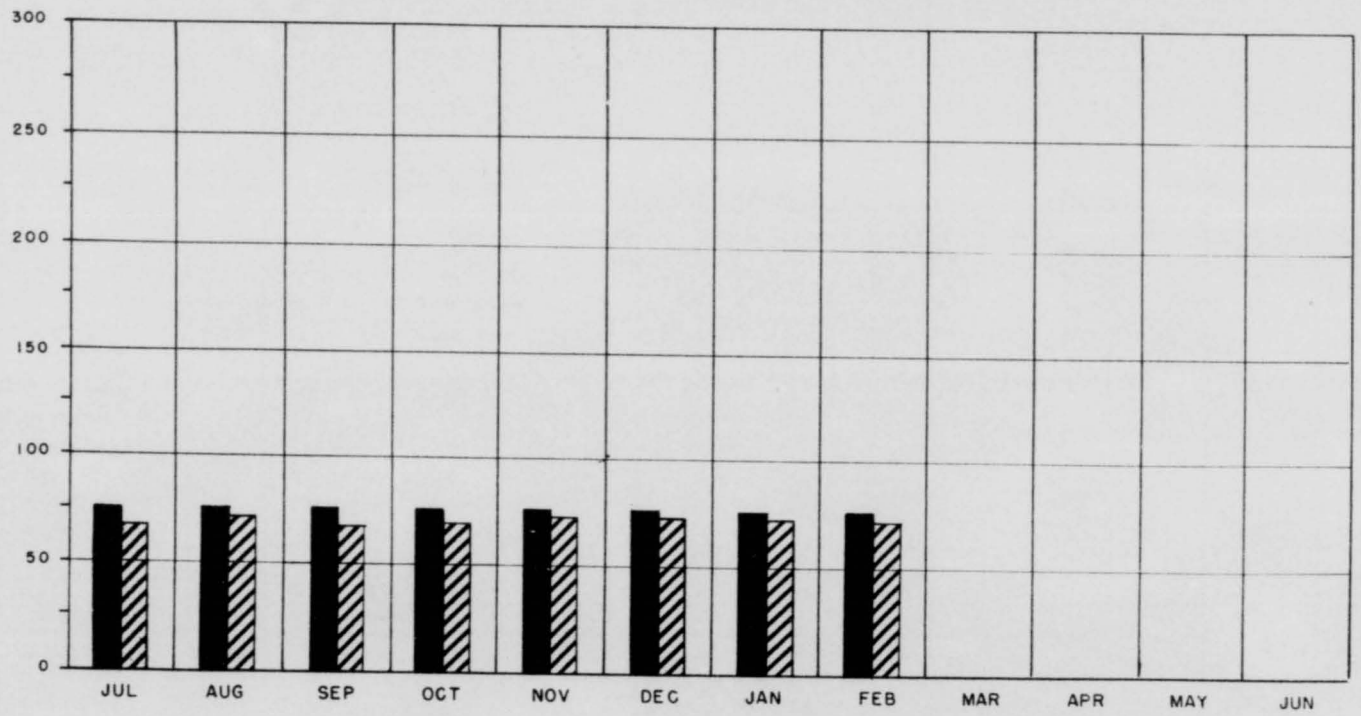
CIVILIAN PERSONNEL AUTHORIZED & ASSIGNED
8TH AF HQ.

AS OF END OF MONTH, FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AUTHORIZED	75	75	75	75	75	75	75	75				
ASSIGNED	68	71	68	69	71	73	72	71				

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MILITARY PERSONNEL STRENGTH BY UNIT

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			MANNING CEILING			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD
CARSWELL	8 AF	HQ & HQ SQ 8AF	114	2		90	2	15	281	273
		18TH COMM SQ (COMD)	9	0	0	5	0	0	147	89
		585 TH AF BAND	0	0	1	0	0	1	34	28
BIGGS		1ST STRATEGIC SUPPORT SQ	65	0	0	63	0	0	204	276
BIGGS		2ND STRATEGIC SUPPORT SQ	65	0	0	29	0	0	161	75
WALKER		611 TH AF BAND	0	0	1	0	0	1	34	30
DAV-MONTHAN		775 TH AF BAND	0	0	1	0	0	1	34	30
CLOVIS		4000TH BASE SV SQ	4	0	0	3	0	0	0	0
CAMP HOOD		4001 ST BASE SV SQ	2	0	0	3	0	0	18	35
CAMPBELL		4002 D BASE SV SQ	5	0	0	6	0	0	48	67
CARSWELL	8 AF	TOTAL 7TH BOMB WING	316	37	6	279	26	19	2710	3188
		HQ & HQ SQ 7TH BOMB WING H	36	0	1	51	0	5	98	117
		HQ 7TH BOMB GP, H	13	2	0	14	2	1	28	25
		9TH BOMB SQ, H	62	0	0	44	0	1	272	250
		436TH BOMB SQ, H	62	0	0	44	0	1	272	268
		492ND BOMB SQ, H	62	0	0	41	0	1	272	248
		7TH MAINT. & SUPPLY GP.	38	0	2	34	0	5	782	820
		7TH AIR BASE GP.	43	0	3	51	0	5	858	1330
		7TH STATION MED. GP.	0	35	0	0	24	0	128	130
CARSWELL	8AF	TOTAL 11TH BOMB GP.	199	2	0	41	0	0	844	467
		HQ. 11TH BOMB GP. H	13	2	0	11	0	0	28	23
		26TH BOMB SQ. H	62	0	0	10	0	0	272	142
		42ND BOMB SQ. H	62	0	0	10	0	0	272	150
		98TH BOMB SQ. H	62	0	0	10	0	0	272	152

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			MANNING CEILING			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD
DAV-MONTHAN	8 AF	TOTAL 43D BOMB WING	638	33	6	483	23	16	3342	2928
		HQ & HQ SQ 43D BOMB WG, M	39	0	1	40	0	1	97	110
		HQ 43D BOMB GROUP, M	22	1	0	26	0	0	49	40
		63D BOMB SQ, M	116	1	0	86	1	3	374	250
		64TH BOMB SQ, M	116	1	0	84	1	1	374	243
		65TH BOMB SQ, M	116	1	0	85	1	3	374	276
		43D AIR REFUEL SQ	132	0	0	61	0	2	315	248
		43D MAINT & SUPPLY GP	44	0	1	41	0	4	827	705
		43D AIR BASE GP	53	0	4	60	0	2	816	941
		43D STATION MED	0	29	0	0	20	0	116	115
DAV-MONTHAN	8 AF	TOTAL 2D BOMB WING	560	4	0	241	0	5	1855	910
		HQ & HQ SQ 2D BOMB WING M	35	0	0	17	0	1	76	42
		HQ 2D BOMB GP, M	22	1	0	16	0	2	49	28
		20TH BOMB SQ, M	116	1	0	63	0	0	374	220
		49TH BOMB SQ, M	116	1	0	63	0	0	374	227
		96TH BOMB SQ, M	116	1	0	67	0	0	374	213
		2D AIR REFUEL SQ	132	0	0	1	0	0	315	1
		2D MAINT & SUPPLY GP	8	0	0	4	0	0	16	6
		2D MAINT SQ.	15	0	0	10	0	2	277	173
BIGGS	8 AF	TOTAL 97TH BOMB WING	252	10	5	307	8	7	1908	2048
		HQ & HQ SQ 97TH BOMB WG, M	30	0	2	42	0	1	76	77
		HQ 97TH BOMB GP, M	12	2	0	28	0	1	28	27
		340TH BOMB SQ, M	49	0	0	58	0	0	198	193
		341ST BOMB SQ, M	49	0	0	60	0	0	198	194
		342D BOMB SQ, M	49	0	0	51	0	0	198	192
		97TH MAINT & SUPPLY GP	28	0	1	26	0	4	537	556
		97TH AIR BASE GP	35	0	2	42	0	1	634	757
		97TH STATION MED GP	0	8	0	0	8	0	39	52

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			MANNING CEILING			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD
WALKER	8 AF	TOTAL 509TH BOMB WING	640	29	6	542	20	17	3321	3218
		HQ & HQ SQ 509TH BOMB WING	41	0	1	51	0	4	87	182
		HQ 509TH BOMB GROUP	22	1	0	48	0	1	49	62
		393D BOMB SQ M	116	1	0	82	0	1	374	295
		715 TH BOMB SQ, M	116	1	0	88	1	0	374	290
		830 TH BOMB SQ, M	116	1	0	83	1	3	374	318
		509 TH AIR REFUEL SQ	132	0	0	85	0	0	315	259
		509 TH MAINT & SUPPLY GP	44	0	1	38	0	6	815	721
		509 TH AIR BASE GP	53	0	4	67	0	2	841	1010
		509 TH STATION MED GP	0	25	0	0	18	0	92	81
KEARNEY	8 AF	TOTAL 27 TH FIGHTER WING	267	21	4	257	14	7	1582	1424
		HQ & HQ SQ 27TH FIGHTER WG	30	0	1	24	0	1	71	64
		HQ 27TH FIGHTER GP	9	2	0	10	2	0	25	25
		522 ND FTR SQ	55	0	0	57	0	0	135	128
		523 D FTR SQ	55	0	0	55	0	0	135	130
		524 TH FTR SQ	55	0	0	55	0	0	135	124
		27 TH MAINT & SUPPLY GP	28	0	0	28	0	3	432	387
		27 TH AIR BASE GP	35	0	3	28	0	3	584	507
		27 TH STATION MED GP	0	19	0	0	12	0	65	59
CHATHAM	8 AF	TOTAL 2D BOMB WING	74	7	2	111	6	1	1390	804
		2D SUPPLY SQ	15	0	1	15	0	0	325	110
		2D MOTOR VEHICLE SQ	5	0	0	4	0	0	207	121
		2D AIR BASE GP	54	0	1	90	0	1	834	454
		2D STATION MED. GP	0	7	0	0	6	0	24	25
		2D AVIATION SQ	3	0	0	2	0	0	94	94

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			MANNING CEILING			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD
CARSWELL	ATCHD 8 AF	TOTAL 838TH ENGR AVN BN.	21	3	17	30	0	1	592	575
		HQ & HQ & SV CO, 838 TH EAB	9	0	8	15	0	1	185	180
		CO "A" 838TH EAB	4	0	3	5	0	0	131	133
		MEDICAL DET 838TH EAB	0	3	0	0	0	0	14	4
CAMP HOOD		CO "B" 838 TH EAB	4	0	3	6	0	0	131	134
DAVIS-MONTHAN		CO "C" 838 TH EAB	4	0	3	4	0	0	131	124

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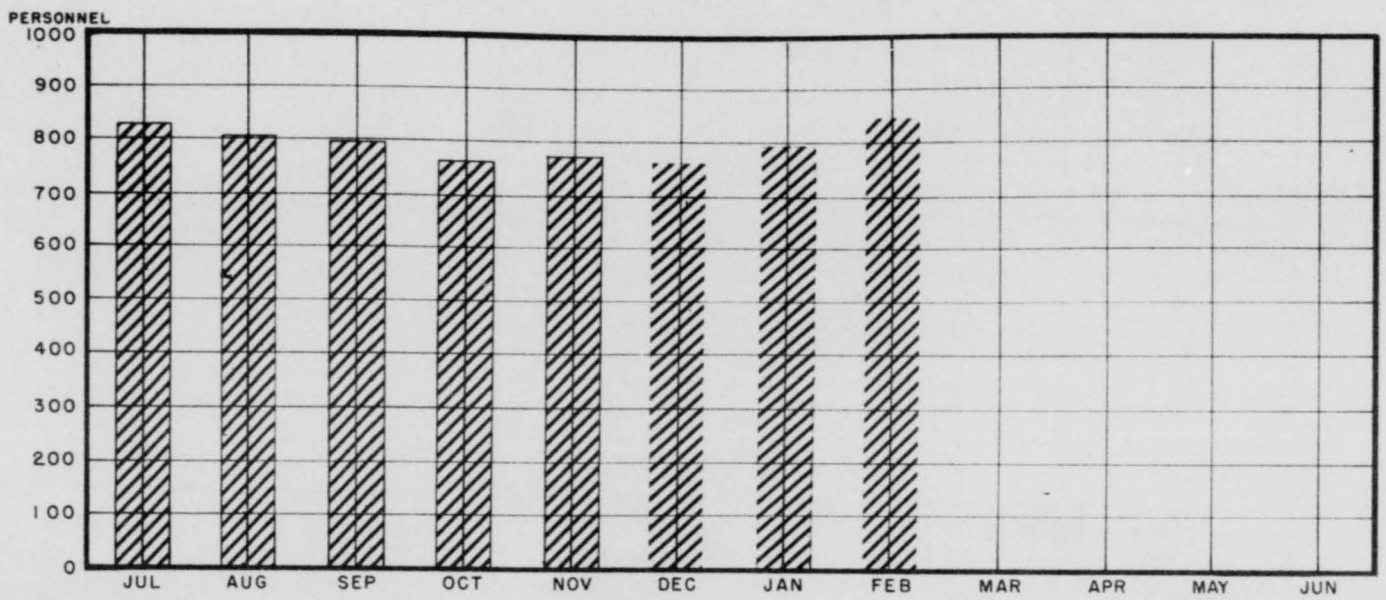
TOTAL EIGHTH AIR FORCE
REGULAR AIR FORCE AND REGULAR ARMY OFFICER PERSONNEL ASSIGNED
AS OF 15TH OF MONTH



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	823	804	797	762	776	772	796	841				
HQ 8TH AF	47	45	50	46	48	51	52	59				
BIGGS	108	111	108	102	110	135	132	131				
CARSWELL	185	180	176	162	164	152	151	157				
DAVIS-MONTHAN	229	222	225	218	220	*225	*239	235				
KEARNEY	79	76	71	70	71	70	74	80				
WALKER	173	168	164	161	160	136	144	154				
CAMP HOOD AIRSTRIP	1	1	1	1	1	1	1	1				
CAMPBELL	1	1	2	2	2	2	2	2				
CLOVIS	0	0	0	0	0	0	0	0				
CHATHAM								22				
% OF ASGD STRENGTH	37.2	37.1	37.2	37.1	36.5	34.9	32.9	32.4				

Note: Hq 8th AF includes 18th Comm Sq(Comd).
* Davis Monthan includes units of 2d Bomb Wing transferred to Chatham AFB, Georgia.

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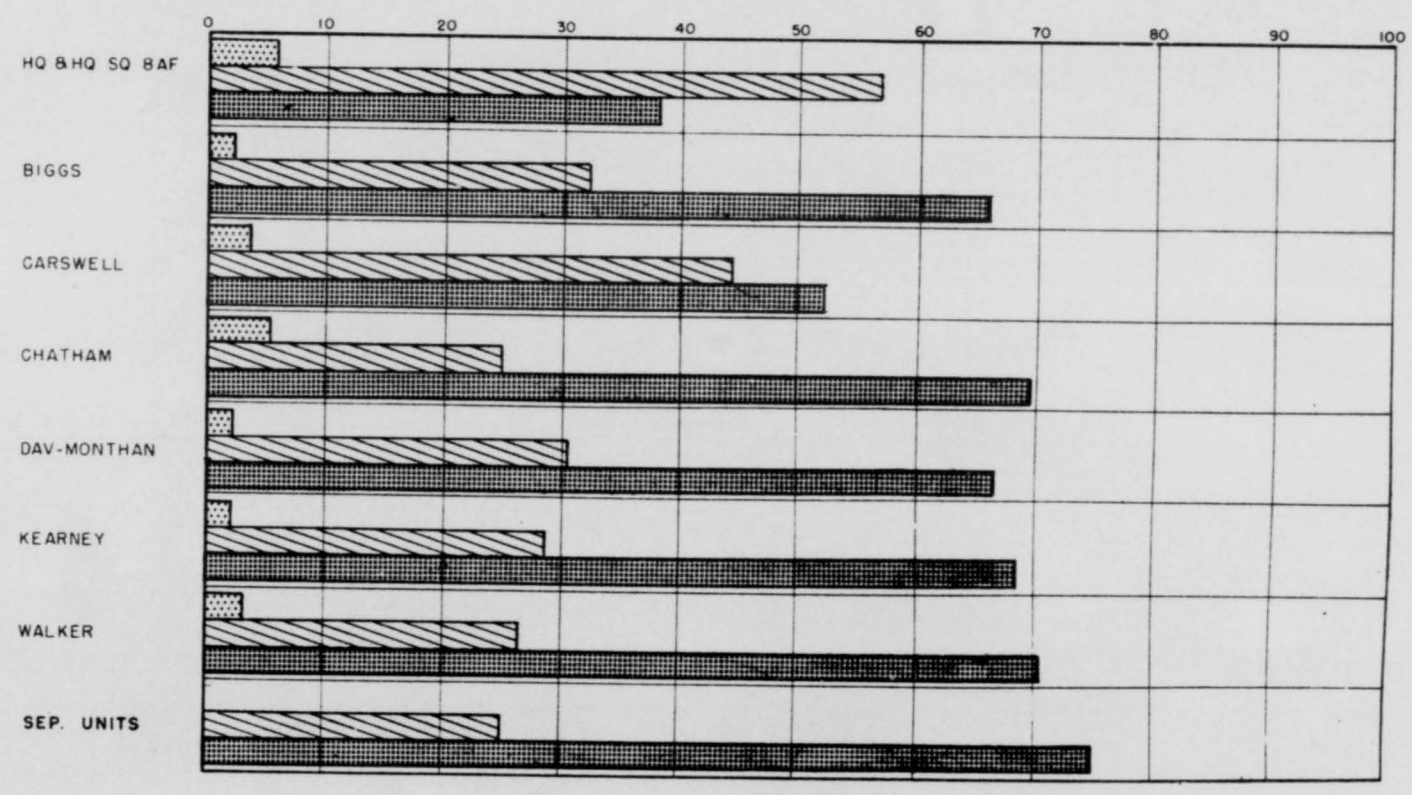
EIGHTH AIR FORCE OFFICER PERSONNEL
BY RANK & COMPONENT

AS OF 15TH MONTHLY
FEBRUARY



NOTE: CLOVIS, HOOD, CAMPBELL & 18TH COMM. SQ (COMD) INCLUDED IN SEP. UNITS.

COMPONENT	GEN.	COL.	LT COL.	MAJOR	CAPT.	LTS.	FO & WO	TOTAL
USAF & RA.	2	20	70	150	298	256	45	841
USAFR & ORC		1	11	90	450	1124		1676
NATIONAL GUARD	0	0	0	0	0	0.	0	0
AFUS & AUS	0	0	0	1	28	5	40	74
TOTAL	2	21	81	241	776	1385	85	2591

USAF
USAFR
AFUS

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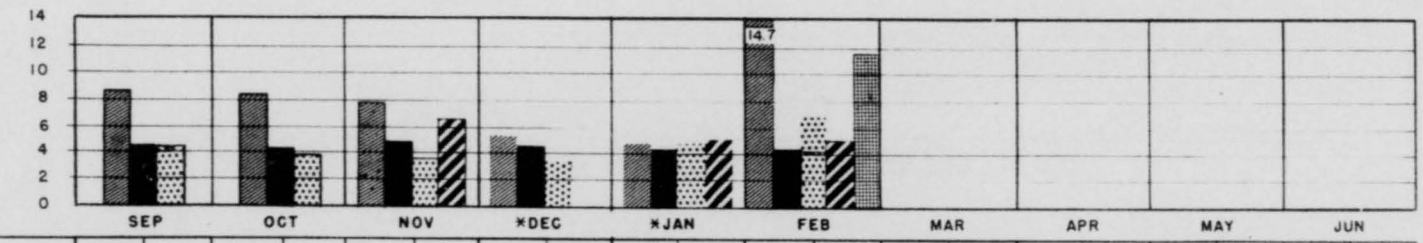
NON-WHITE ENLISTED PERSONNEL
PERCENTAGE OF TOTAL ASSIGNED BY STATION



NO. ASGD	SEP WHT	SEP COL	OCT WHT	OCT COL	NOV WHT	NOV COL	*DEC WHT	*DEC COL	*JAN WHT	*JAN COL	FEB WHT	FEB COL	MAR WHT	MAR COL	APR WHT	APR COL	MAY WHT	MAY COL	JUN WHT	JUN COL
CARSWELL	4233	403	3939	363	3793	321	3547	207	3522	172	3524	610								
WALKER	3773	165	3767	166	3223	162	4338	155	3102	141	3719	273								
DAV-MON	4047	179	4190	159	4303	161	*3179	*154	*4521	*249	3114	136								
BIGGS					1981	141	2255	137	2304	130	2273	126								
CHATHAM											710	94								

		M/SGT	T/SGT	S/SGT	SGT	CPL	PFC	PVT	% NON WHT.
SEP	WHT	1134	1136	3126	2870	2768	3430	795	
	COL	11	7	45	92	124	374	58	4.7
OCT	WHT	1066	1106	3105	2833	2771	3321	778	
	COL	11	4	41	91	134	357	50	4.4
NOV	WHT	1053	1079	3200	2839	2869	4159	796	
	COL	17	10	57	115	160	373	53	4.9
DEC	WHT	1043	1062	3107	2816	2619	3753	719	
	COL	16	9	61	116	141	354	49	4.7
JAN	WHT	1030	1067	3221	2804	2688	3822	687	
	COL	16	8	59	114	139	312	44	4.3
FEB	WHT	1056	1107	3252	2865	2640	3681	627	
	COL	23	21	101	212	304	442	136	7.6
MAR	WHT								
	COL								
APR	WHT								
	COL								
MAY	WHT								
	COL								
JUN	WHT								
	COL								

* INCLUDES UNITS AT CHATHAM AFB

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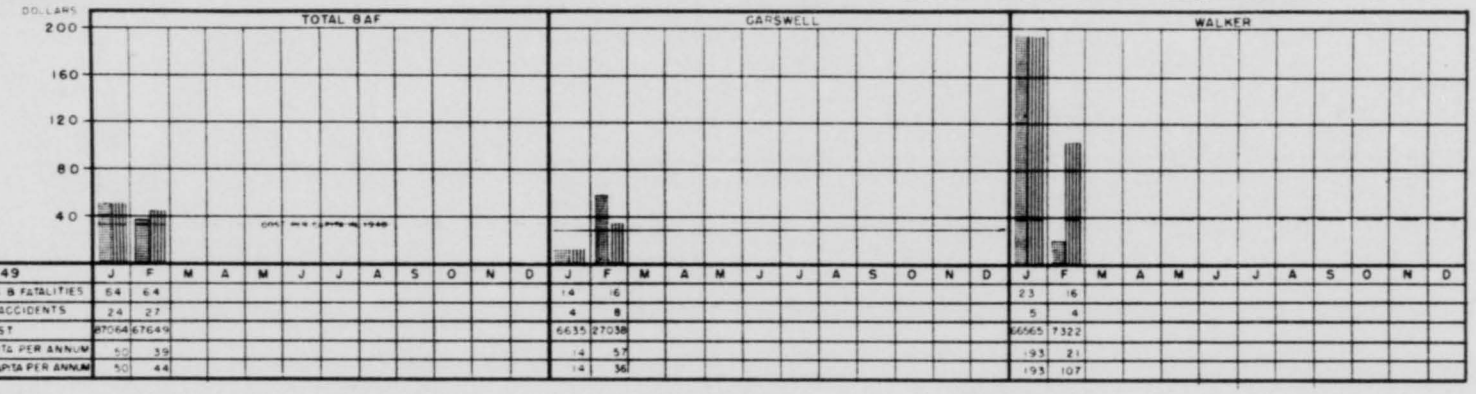
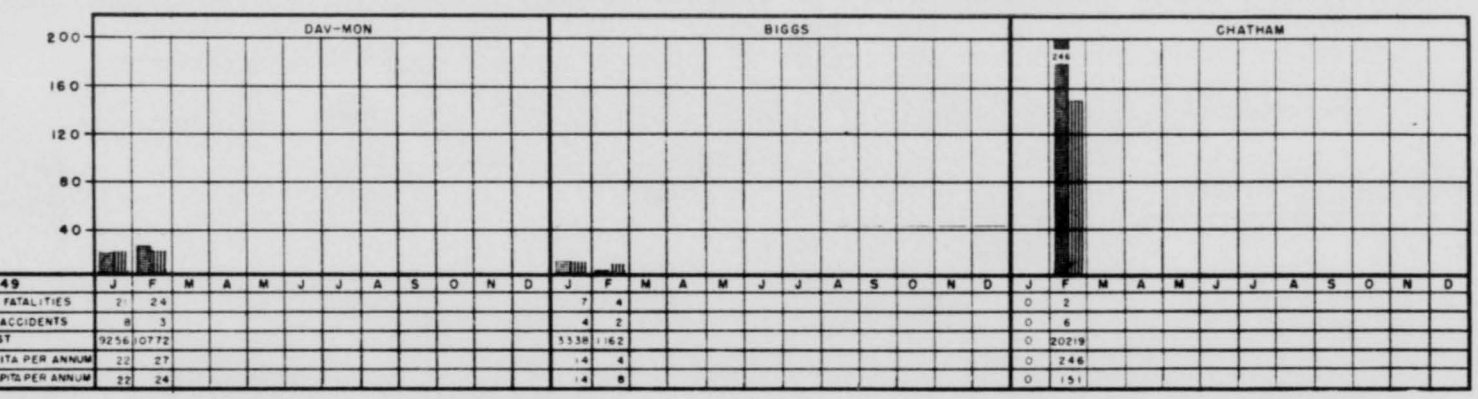
GROUND ACCIDENT SUMMARY
COST PER CAPITA PER ANNUM

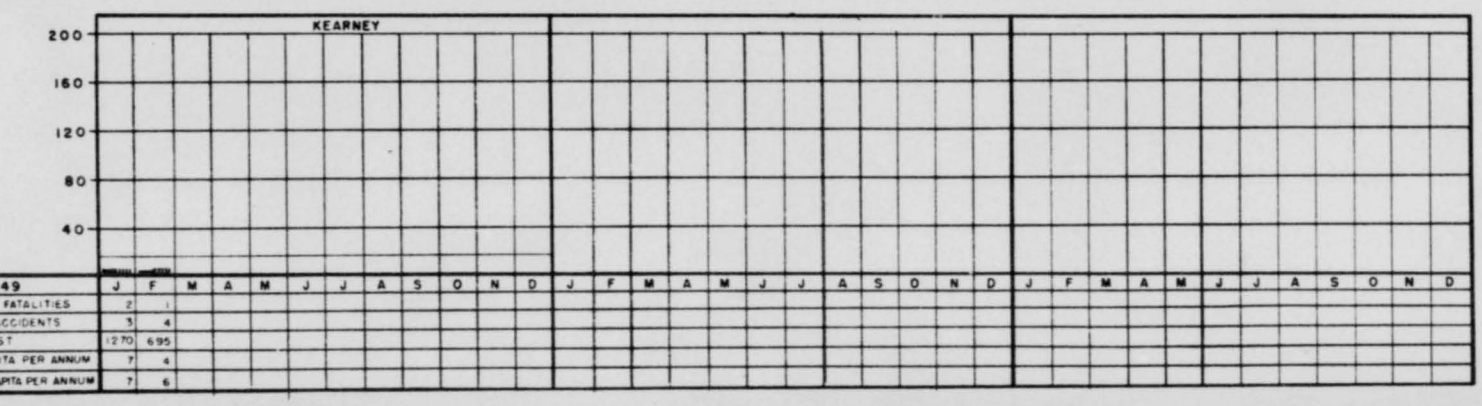
COST PER CAPITA PER ANNUM AVG COST PER CAPITA PER ANNUM



1949	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
PERS INJURIES & FATALITIES	64	64											14	16											23	16										
GOVT VECH ACCIDENTS	24	27											4	8											5	4										
ACCIDENT COST	87064	67649											6635	27038											66565	7322										
COST PER CAPITA PER ANNUM	50	39											14	57											193	21										
AVG COST PER CAPITA PER ANNUM	50	44											14	36											193	107										



1949	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
PERS INJURIES FATALITIES	2	24											7	4											0	2										
GOVT VECH ACCIDENTS	8	3											4	2											0	6										
ACCIDENT COST	9256	10772											5338	1162											0	20219										
COST PER CAPITA PER ANNUM	22	27											14	4											0	246										
AVG COST PER CAPITA PER ANNUM	22	24											14	8											0	151										



1949	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
PERS INJURIES FATALITIES	2	1																																		
GOVT VECH ACCIDENTS	3	4																																		
ACCIDENT COST	1270	695																																		
COST PER CAPITA PER ANNUM	7	4																																		
AVG COST PER CAPITA PER ANNUM	7	6																																		

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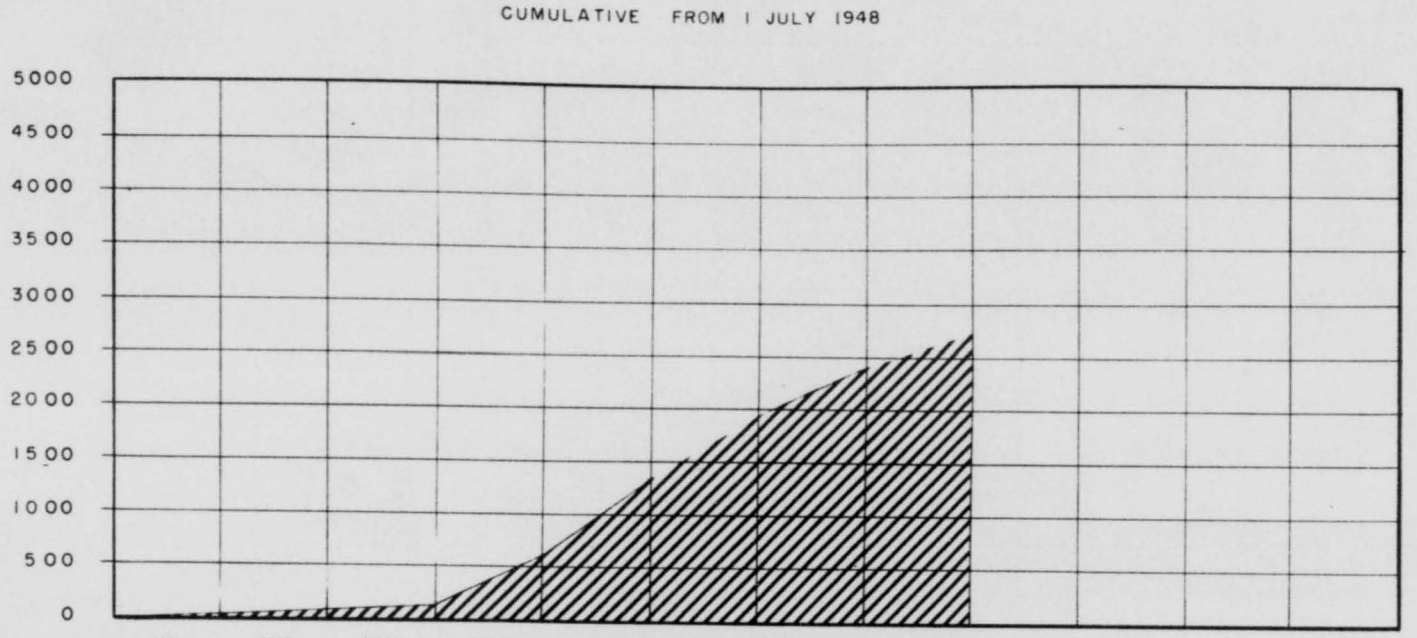
ENLISTMENTS & REENLISTMENTS
TOTAL 8TH. AIR FORCE BY LENGTH OF ENLISTMENT
CUMULATIVE FROM 1 JULY 1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
6 YR. ENLS.	0	0	3	11	14	21	28	32				
5 YR. ENLS.	0	2	3	4	7	8	11	14				
4 YR. ENLS.	0	0	2	4	6	9	11	13				
3 YR. ENLS.	30	71	125	564	1235	1690	2147	2453				
INDEF.	0	0	0	18	67	160	208	245				
TOTAL	30	73	133	601	1329	1888	2405	2747				

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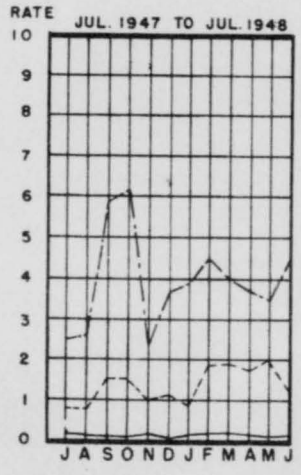
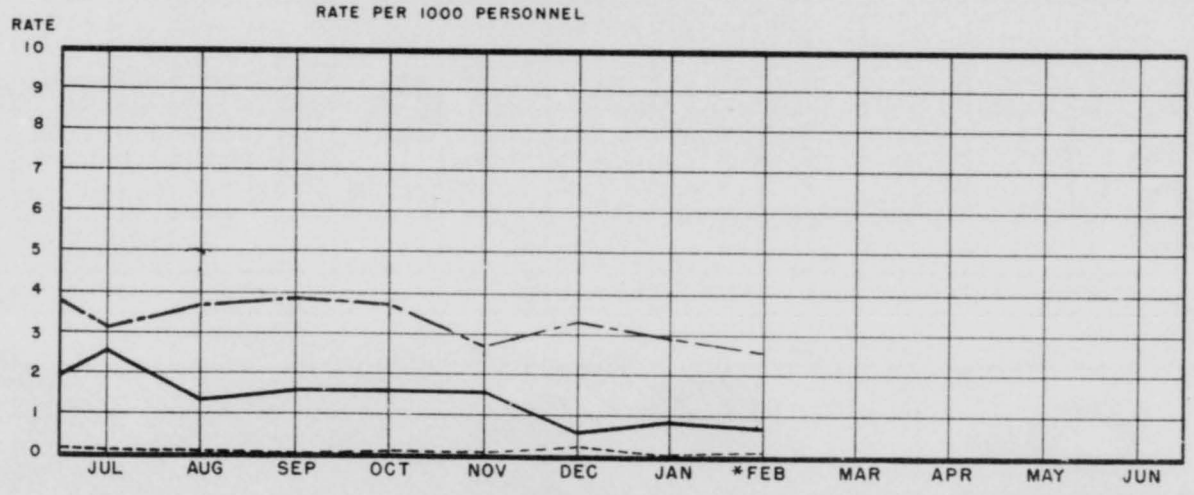
TOTAL 8TH AF COURTS MARTIAL RATES
BY MONTH 1948-1949
RATE PER 1000 PERSONNEL





		NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
BIGGS	SUMMARY											6	2.2	9	3.2	8	2.8								
	SPECIAL	REPORT	NOT	AVAILABLE								0	0	6	2.1	4	1.4								
	GENERAL											0	0	0	0	1	.35								
CARSWELL	SUMMARY	23	4.2	22	4.2	41	8.3	23	5	16	3.2	36	7.9	17	3.8	23	4.7								
	SPECIAL	7	1.3	3	.58	3	.61	3	.6	3	.6	3	.7	1	.22	2	.41								
	GENERAL	1	.18	1	.19	0	0	3	.66	1	.2	1	.2	0	0	0	0								
DAVIS-MONTHAN	SUMMARY	8	1.7	15	3.1	7	1.5	6	1.2	11	2.1	10	1.9	17	3.1	6	1.3								
	SPECIAL	18	3.8	4	.8	10	2.1	7	1.4	13	2.5	4	.8	7	1.3	2	.42								
	GENERAL	0	0	0	0	0	0	0	0	0	0	1	.2	0	0	0	0								
KEARNEY	SUMMARY	9	4.8	12	7.3	8	5.1	9	5.9	7	4.6	5	3.1	8	4.7	11	6.5								
	SPECIAL	9	4.8	7	4.3	7	4.5	5	3.3	7	4.6	3	1.9	0	0	5	2.9								
	GENERAL	0	0	0	0	0	0	0	0	1	.66	0	0	0	0	0	0								
WALKER	SUMMARY	12	2.7	11	2.5	4	.91	19	4.3	11	2.9	3	.8	2	.52	2	.52								
	SPECIAL	9	2.0	6	1.4	5	1.1	11	2.5	5	1.3	0	0	1	.26	2	.52								
	GENERAL	0	0	0	0	0	0	1	.22	0	0	3	.8	0	0	0	0								
8TH AF TOTAL	SUMMARY —·—	52	3.1	60	3.7	60	3.8	57	3.7	45	2.7	60	3.3	53	2.9	53	2.6								
	SPECIAL ———	43	2.6	20	1.3	25	1.6	26	1.6	28	1.6	10	.6	15	.8	16	.77								
	GENERAL - - - -	0	.06	1	.06	0	0	4	.26	2	12	5	3	0	0	1	05								

*NOTE: CHATHAM AFB FIGURES INCLUDED IN 8TH AF TOTAL.

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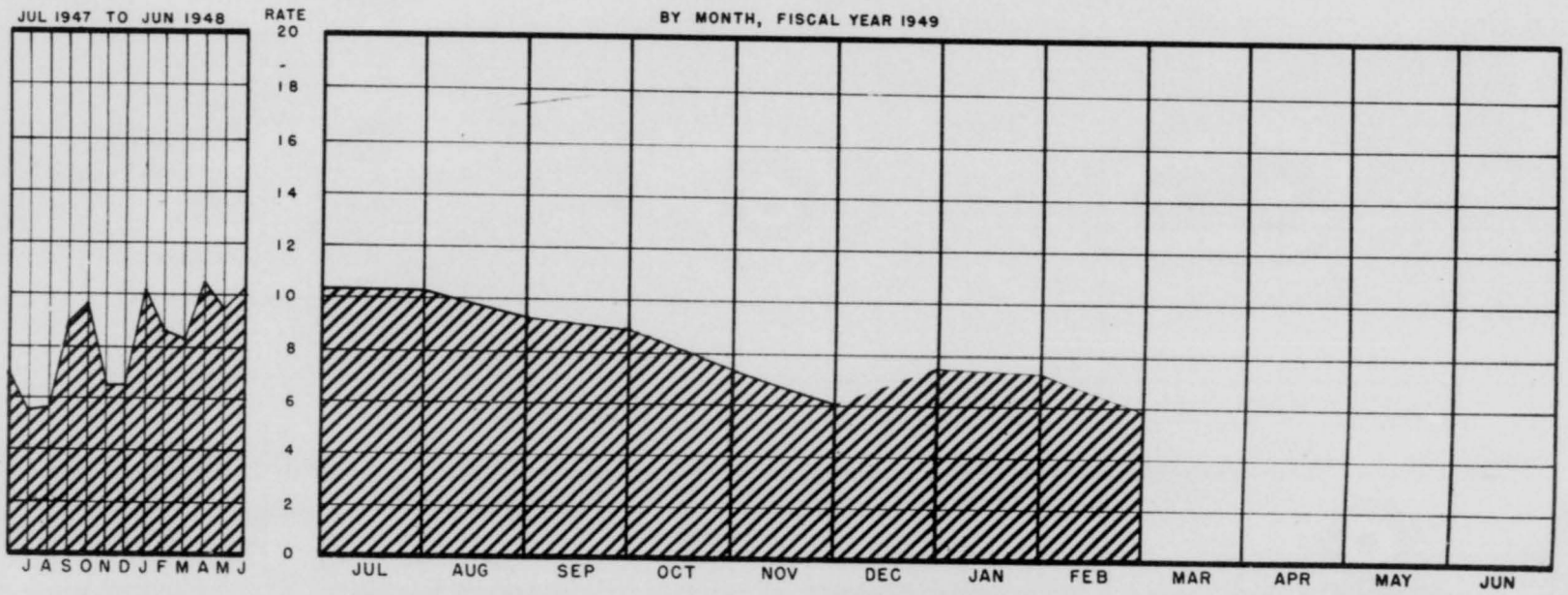
8TH AF PERSONNEL AWOL RATE

RATE PER 1000 PERSONNEL



	JUL 1947		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
BIGGS	REPORT NOT AVAILABLE						12	5.0	15	5.4	14	4.9	7	2.5										
CARSWELL	75	13.6	49	9.3	36	7.1	39	8.5	38	8.1	20	8.1	32	7.9	31	6.9								
DAVIS-MONTHAN	45	9.4	23	4.8	33	6.8	23	4.7	26	5.1	36	6.9	32	5.8	27	5.8								
KEARNEY	25	13.3	19	11.2	20	14.4	16	10.6	9	5.9	20	12.6	19	11.2	19	11.2								
WALKER	44	9.7	59	13.5	51	11.6	39	8.9	30	7.9	44	11.5	39	10.2	20	5.2								
CHATHAM															4	4.3								
8TH AF TOTAL	189	10.2	150	9.3	140	8.9	117	7.6	115	6.1	135	7.5	136	7.3	108	5.9								

NOTE: EXCLUDES 4000TH, 4001ST, 4002ND BASE SERV. SQS.

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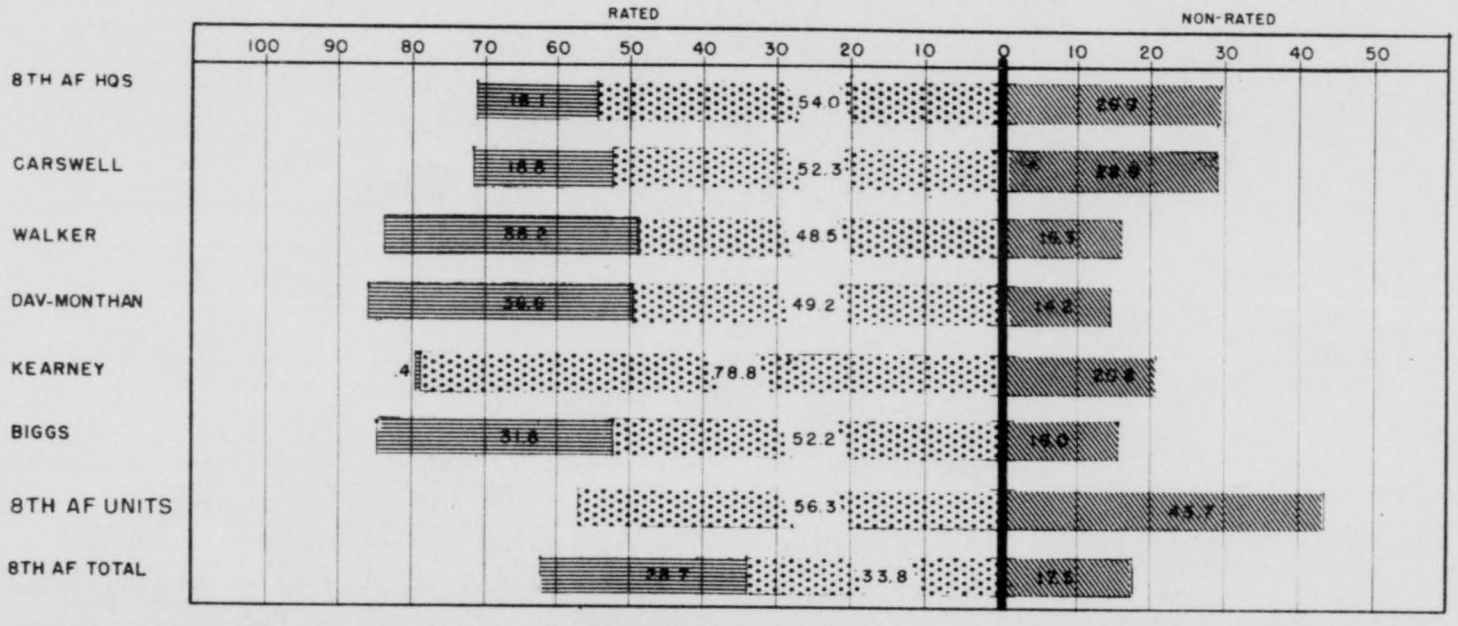
PERCENT RATED & NON-RATED OFFICER PERSONNEL

AS OF 15 FEB. 1949



	NUMBER RATED & NON RATED OFFICER PERSONNEL								
	PILOTS	OTHER RATED	TOTAL RATED	NON RATED	WO'S	CHAPLAIN	FLT S & NURSE	UNKNOWN	TOTAL
8TH AF HQS	47	14	61	26	15	1	0	0	103
CARSWELL	170	94	264	61	18	4	5	4	356
WALKER	262	190	452	88	15	2	6	11	574
DAVIS-MONTHAN	363	270	633	105	20	4	6	0	768
KEARNEY	208	1	209	55	7	2	3	1	277
BIGGS	205	125	330	63	7	2	2	4	408
CHATHAM	55	8	63	24	1	0	1	0	89
8TH AF UNITS	9	0	9	7	0	0	0	0	16
8TH AF TOTAL	1319	702	2021	429	83	15	23	20	2591

CHATHAM INCLUDED IN 8 AF TOTALS
PERCENTAGES EXCLUDE W.O.'S, FLT. SURG. & NURSES, AND UNKNOWN

PILOTS OTHER RATED NON-RATED

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MILITARY PERSONNEL
AUTHORIZED & ASSIGNED STRENGTH
BY RANK & GRADE
EIGHTH AIR FORCE TOTAL

	JUL		AUG		SEP		OCT		*NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
GENERAL	8	2	7	2	8	2	8	2	8	2	8	2	8	2	8	2								
COLONEL	39	18	35	16	36	17	39	18	39	19	37	21	38	22	38	23								
LT. COL.	122	88	102	84	106	85	107	89	108	87	106	78	121	77	122	81								
MAJOR	222	226	234	225	239	214	261	213	270	221	279	223	313	246	315	249								
CAPTAIN	572	645	544	630	551	607	591	608	636	671	649	699	752	757	761	796								
LIEUTENANTS	1399	1150	1594	1125	1597	1077	1681	1094	1711	1160	1736	1198	2094	1339	2106	1416								
WO	15	43	44	44	49	43	24	44	30	43	27	54	32	77	49	91								
ANC	40	22	33	24	33	25	32	27	33	24	33	22	32	23	32	22								
TOTAL	2417	2194	2593	2150	2619	2070	2743	2095	2868	2227	2875	2297	3390	2543	3431	2680								
									*															
M/SGT	985	1206	1141	1189	1170	1145	1171	1077	1196	1070	1185	1059	1361	1046	1368	1079								
T/SGT	713	1187	816	1173	835	1143	833	1110	882	1089	769	1071	870	1075	884	1128								
S/SGT	3253	3502	3515	3063	3574	3171	3592	3146	3737	3257	3837	3168	4375	3280	4424	3353								
SGT	4127	2927	3837	2934	3944	2962	3985	2924	4263	2954	4175	2932	4763	2918	4860	3077								
CPL	3881	3026	3657	3026	3772	2892	3790	2905	4017	3029	4038	2760	4494	2827	4769	2944								
PFC OR PVT	2195	4739	1886	4770	1972	4657	2187	4506	2338	5381	2156	4107	2144	4865	2294	4886								
TOTAL	15154	16110	14852	16155	15267	15970	15558	15668	16691	16780	16151	15865	18007	16011	18599	16467								

* 33 OFF. & 258 E.M. included in totals auth.
Breakdown by Grade not available.

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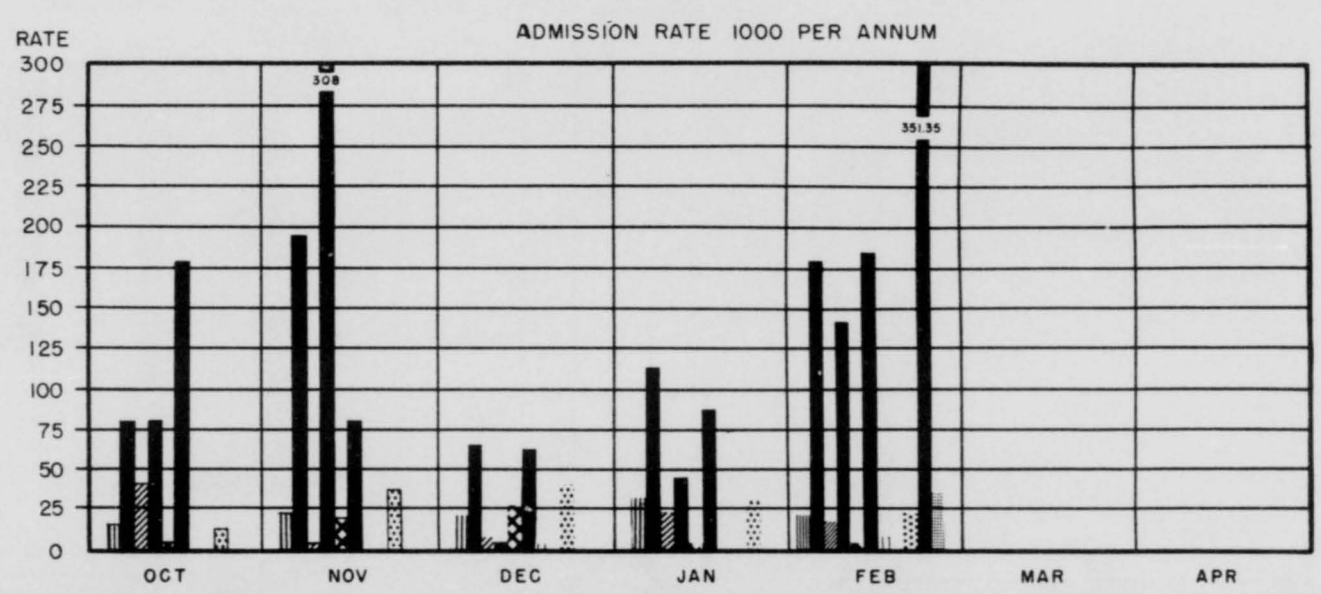
V. D. ADMISSION RATE BY RACE



STATIONS	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD
CARSWELL	19.30	80.41	23.95	194.61	21.58	68.64	30.41	117.11	23.85	179.06				
DAVIS-MON.	40.95	80.93	4.01	308.30	10.54	6.45	23.66	46.76	16.83	142.33				
WALKER	4.83	178.29	19.41	80.74	25.48	66.23	3.49	87.24	3.48	185.75				
KEARNEY	0	0	0	0	6.45	0	0	0	7.29	0				
BIGGS	12.20	0	37.76	0	40.69	0	31.49	0	24.13	351.35				
CHATHAM									38.51	0				

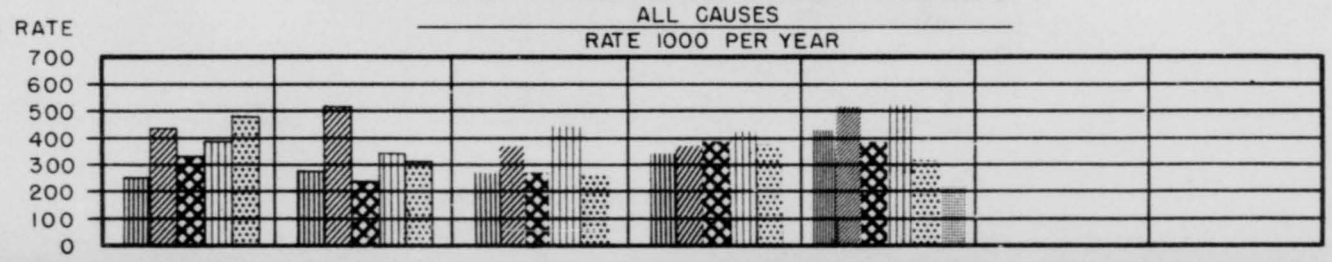
COLORED PERS.

NOTE: NO COLORED PERSONNEL ASGD. KEARNEY

HOSPITAL ADMISSION RATES

ALL CAUSES

RATE 1000 PER YEAR



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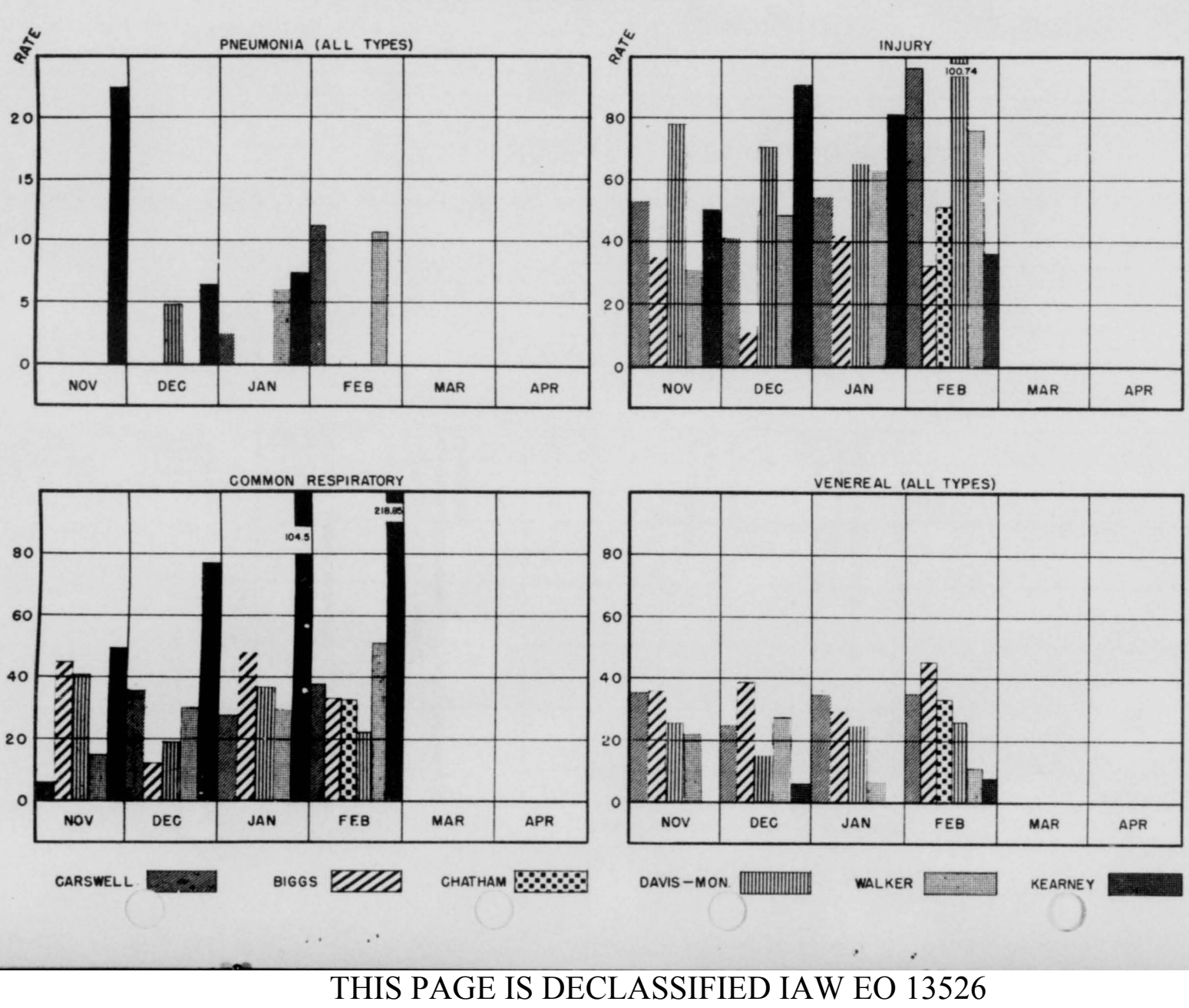
HOSPITAL ADMISSION RATES
PER 1,000 PER YEAR



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SECTION III

TRAINING

AND

OPERATIONS

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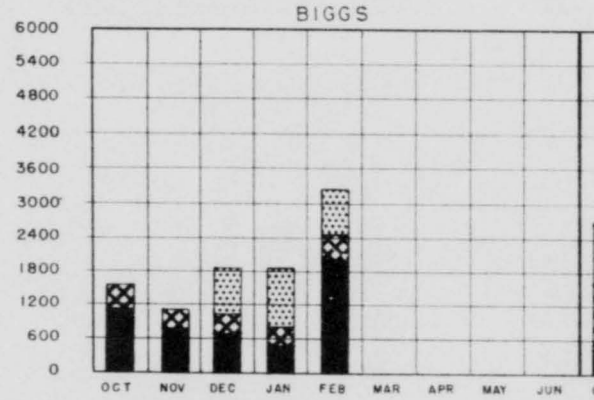
HOURS FLOWN BY TYPE OF FLYING

Dec Bulk Log
Sq Cap Turnaway

CREW TRNG. TROOP C
PROF. FLY OTHER

BIGGS



	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	1090	792	678	812	2027				
PROFICIENCY FLY	449	298	372	403	468				
TROOP CARRIER	0	0	829	653	777				
OTHER	0	0	0	0	0				
TOTAL	1539	1090	1879	1868	3272				

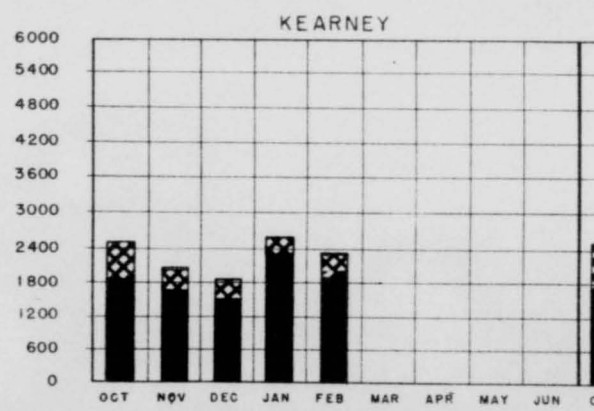
CARSWELL

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	425	168	485	533	694				
PROFICIENCY FLY	1208	962	1094	610	871				
TROOP CARRIER	1015	1195	0	0	0				
OTHER	9	9	8	0	4				
TOTAL	2657	2334	1587	1143	1569				

DAVIS-MONTHAN

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	2397	2904	3358	2836	1723				
PROFICIENCY FLY	1027	849	689	761	769				
TROOP CARRIER	0	0	0	0	0				
OTHER	26	23	0	0	0				
TOTAL	3450	3776	4047	3597	2492				

KEARNEY



	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	1869	1662	1534	2318	2050				
PROFICIENCY FLY	637	351	308	262	298				
TROOP CARRIER	0	0	0	0	0				
OTHER	0	12	2	0	3				
TOTAL	2506	2025	1844	2580	2351				

WALKER

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	1699	1205	1254	1108	1296				
PROFICIENCY FLY	815	413	528	424	459				
TROOP CARRIER	0	0	0	0	0				
OTHER	0	0	1	40	32				
TOTAL	2514	1618	1783	1572	1787				

CHATHAM

ASSIGNED TO 8AF EFF 1 DEC 1948

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING				0	0				
PROFICIENCY FLY				15	103				
TROOP CARRIER				0	0				
OTHER				0	0				
TOTAL				15	103				

+Excludes Fly Time for Camp Hood & Campbell AFB

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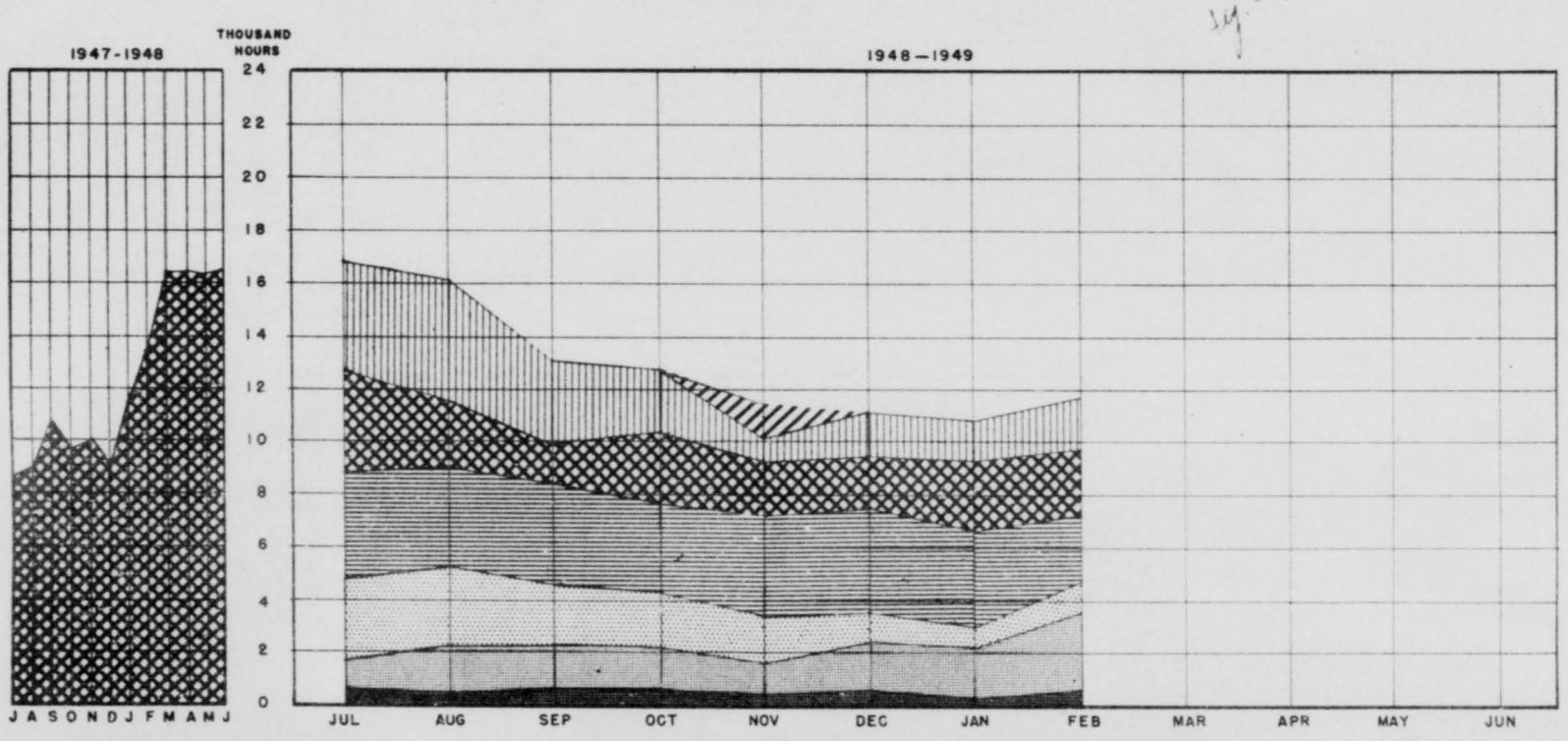
TOTAL 8TH AF AIRCRAFT HOURS FLOWN

BY MONTH FISCAL YEAR 1949



GAINED OTIS AFB 15 NOV — 649 — TRANSFERED TO CONT AIR COMD EFF 1 DEC '48

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
HQ 8TH AF	595	491	593	615	553	605	312	542				
BIGGS	1123	1744	1655	1539	1090	1879	1868	3272				
CARSWELL	3247	3085	2441	2151	1869	1080	870	1087				
DAVIS-MONTHAN	3924	3680	3791	3450	3776	4043	3612*	2595**				
KEARNEY	3851	2694	1421	2506	2025	1844	2580	2351				
WALKER	4094	4452	3201	2514	1618	1783	1572	1787				
TOTAL 8TH AF	16834	16146	13102	12775	11580	11234	10814	11634				

*Includes 15 hrs. flown by 2nd A/B Gp at Chatham AFB
**Includes 103 hrs. flown by 2d A/B Gp at Chatham AFB

Hq 8th AF Includes Flying Time For 4001, 4002 Base Ser. Sqs

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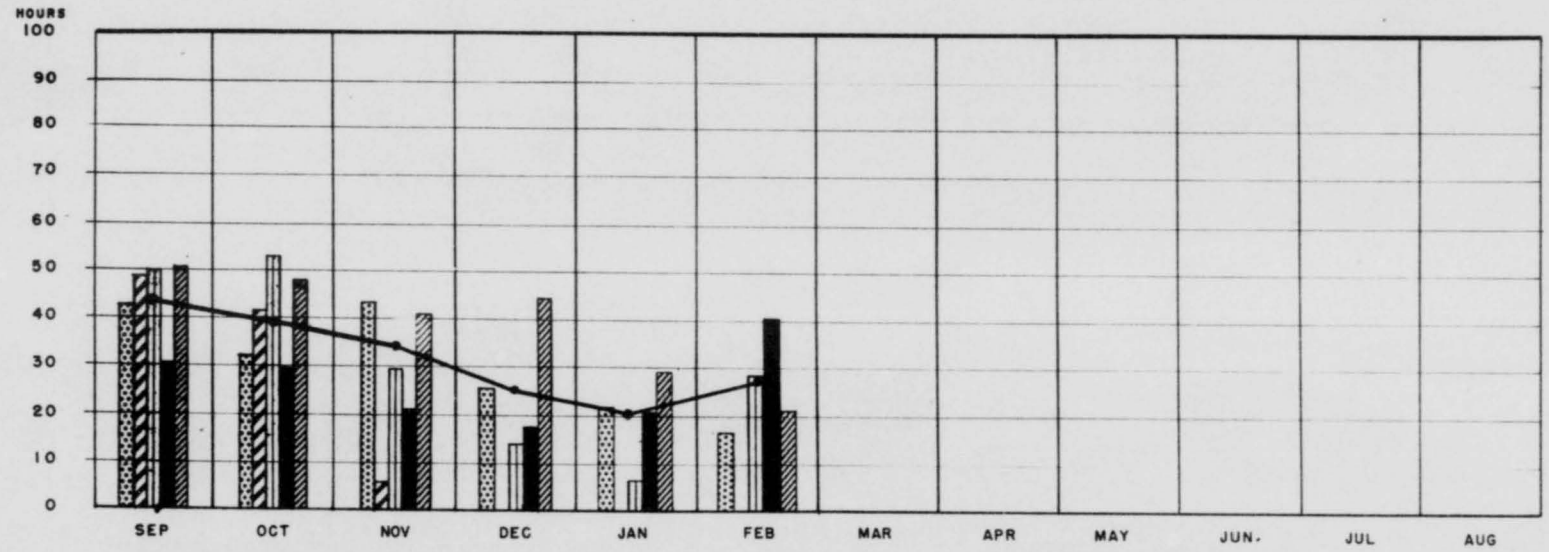
Sq. Comp. 7 a/c days

AVERAGE HOURS FLOWN PER B-29

BY: 8TH AF BOMB GROUPS



	SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN.		JUL		AUG	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
2D BG.	30	42.8	28	31.9	38	43.1	59	26.8	47	22.0	41.3	17.2												
7TH BG.	13	48.5	6	41.6	12	5.7	NONE ASSIGNED																	
43D BG.	29	50	25	53.1	26	29.7	30	14.1	30	6.5	15.6	28.2												
97TH BG.	42	30.6	37	29.5	36	21.6	37	18.6	40	20.2	50.3	40.3												
509TH BG.	30	50.4	29	47.9	29	41.6	28	44.9	38	29.2	60.0	21.6												
TOTAL 8AF	142	43.1	126	39.7	131	34.2	153	25.7	156	20.2	167.2	26.8												

NOTE: INCLUDES B-29 IN FUNCTIONAL CODE CC ONLY

A.– AVE. NO. B-29'S ASGD.

B.– AVE. HOURS FLOWN PER B-29

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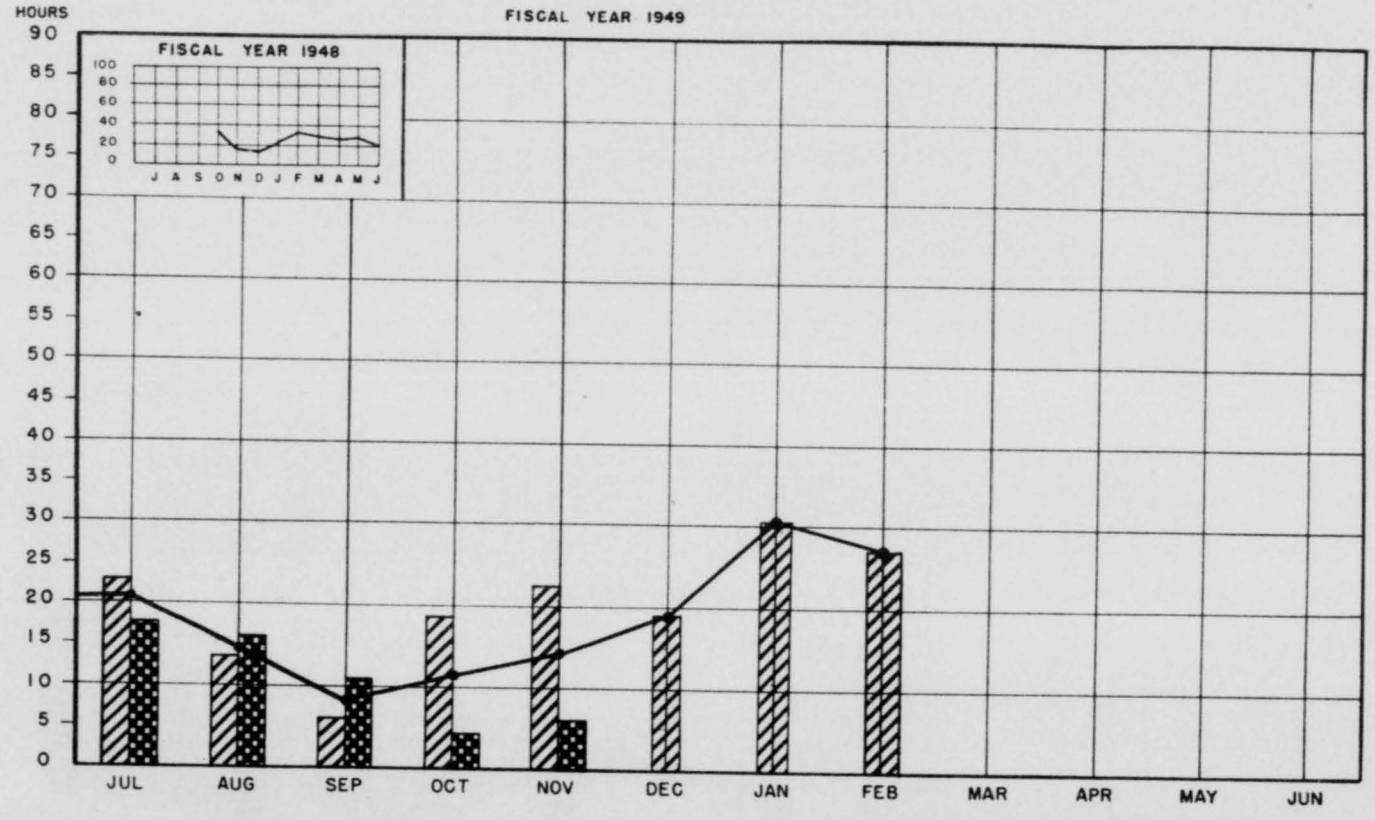
AVERAGE HOURS FLOWN PER AIRCRAFT

BY FIGHTER GROUP MONTHLY



FIGHTER GROUP	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
27TH FIGHTER GP.	134.3	22.9	156.1	13.4	127.8	6.3	102.7	18.7	72.8	22.8	79.3	19.3	76.5	30.3	76.0	27.0								
33RD FIGHTER GP.	69.3	17.7	80.5	16.3	81.8	11.4	80.5	3.8	78.6	6.6	TRANSFERRED TO CONTINENTAL AIR COMMAND 1 DEC 1948													
8TH AF TOTAL	203.6	21.1	236.6	14.4	209.8	8.3	183.13	11.9	151.4	14.4	79.3	19.3	76.5	30.3	76.0	27.0								

A. AVERAGE NO AIRCRAFT ASSIGNED.
B. AVERAGE HRS. FLOWN PER AIRCRAFT ASSIGNED.

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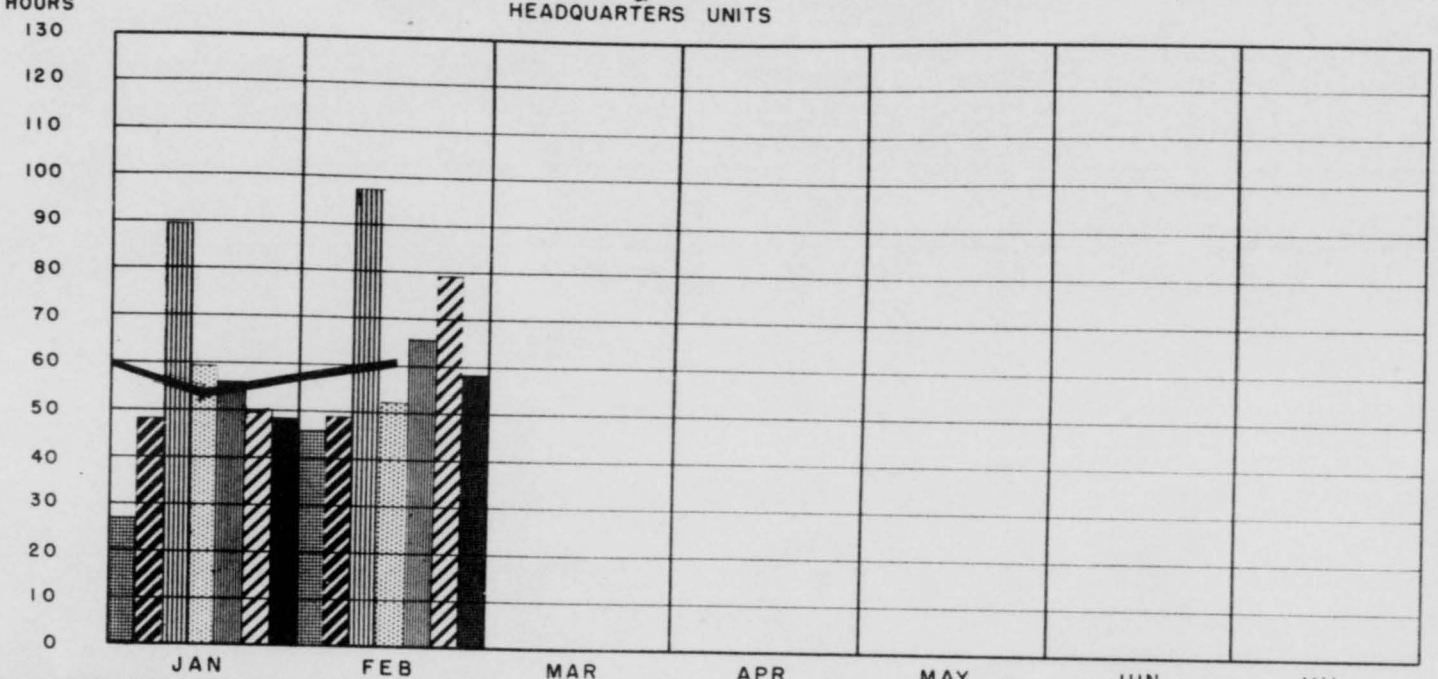
AVERAGE HOURS FLOWN PER AIRCRAFT

BY AIR BASE GROUPS & HEADQUARTERS UNITS



	JAN A	JAN B	FEB A	FEB B	MAR A	MAR B	APR A	APR B	MAY A	MAY B	JUN A	JUN B	JUL A	JUL B
HQ & HQ SQ 8TH AF	10	27.3	10	45.9										
7TH A/B GP	7	48.1	8	48.6										
43RD A/B GP	8.5	89.5	8	97.3										
97TH A/B GP	7	59.3	9	52.6										
509TH A/B GP	7.6	55.8	7	65.6										
2ND A/B GP	1	50	1.3	79.2										
27TH A/B GP	5.4	48.5	5	58.4										
TOTAL 8TH AF	46	54.2	49	61.1										

A AVERAGE NO. AIRCRAFT ASGD.
B AVERAGE HOURS PER AIRCRAFT ASGD

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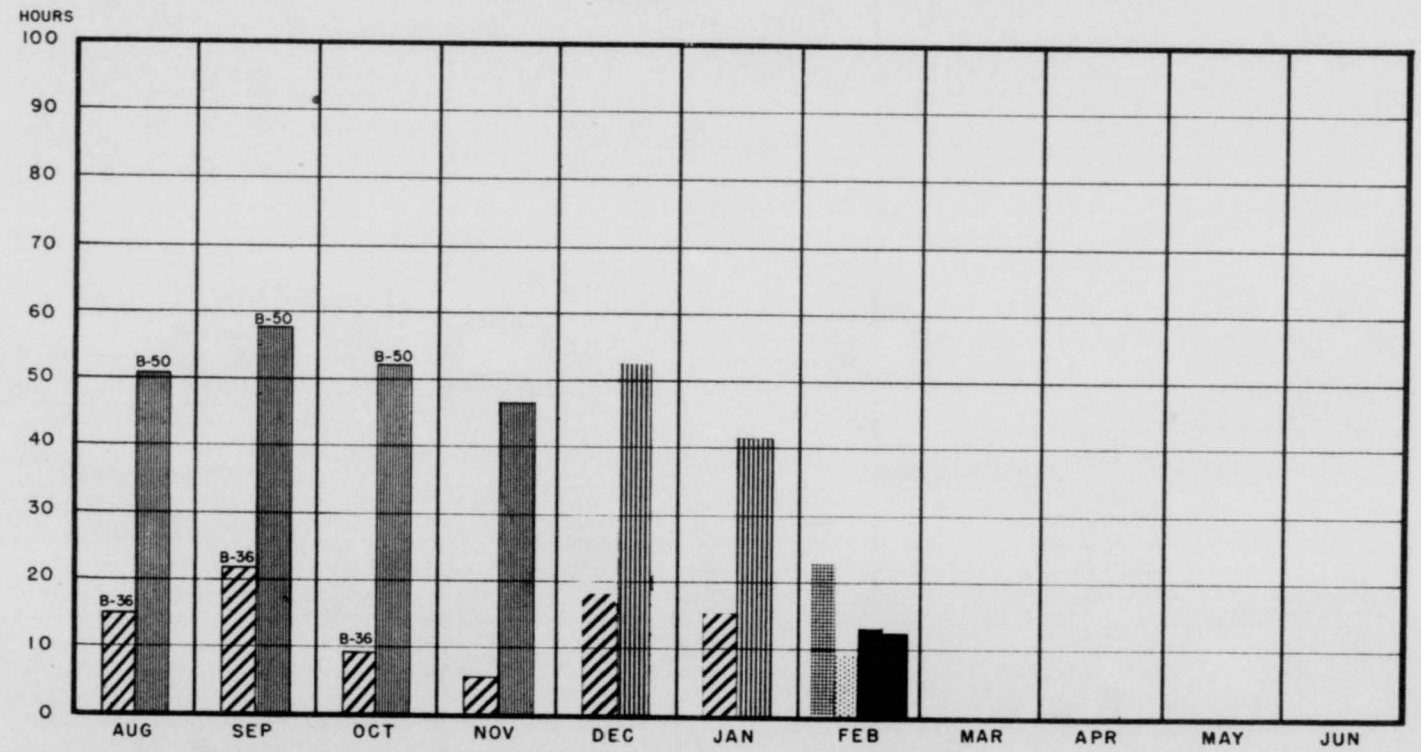
AVERAGE HOURS FLOWN BY B-36 & B-50 ACFT.

BY MONTH
FISCAL YEAR 1949



		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
		AVE. NO. A/C ASGD.	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD.	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD.	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD.	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS. FLOWN PER A/C
7 TH B.G.	(B-36)	10.1	15.2	13.6	21.9	17.3	9.3	18.4	5.3	26.8	18.1	35	15.2	26	23.3								
11 TH B.G.														10	9.8								
43 D B.G.	(B-50)	3.7	50.9	4.3	57.9	2.8	52.3	10.2	46.8	25.4	53.1	39	41.1	32	13.3								
2D B.G.														11	13.0								

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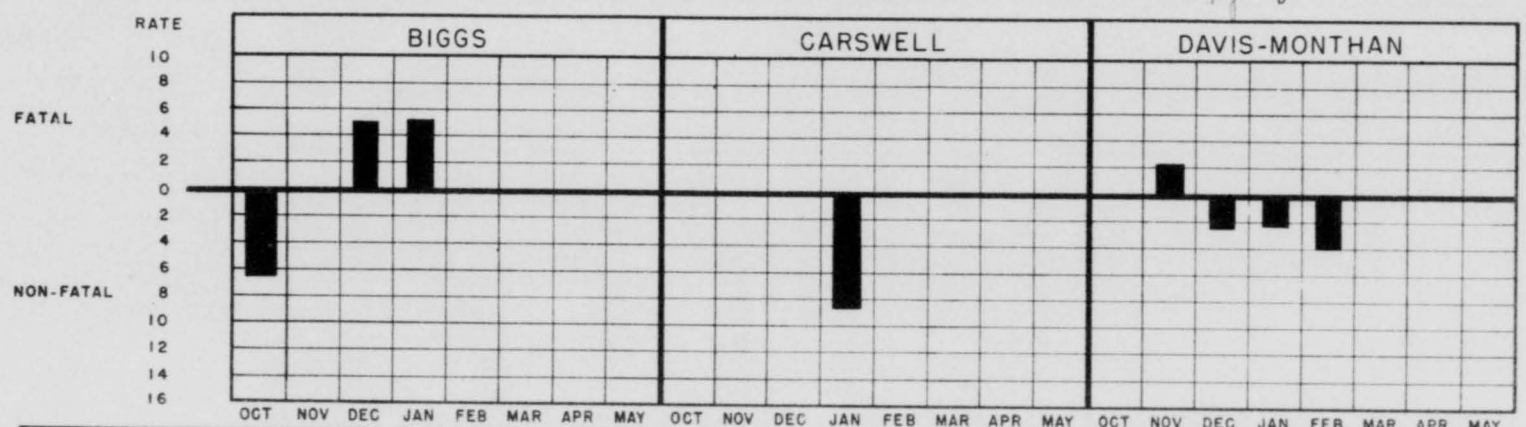
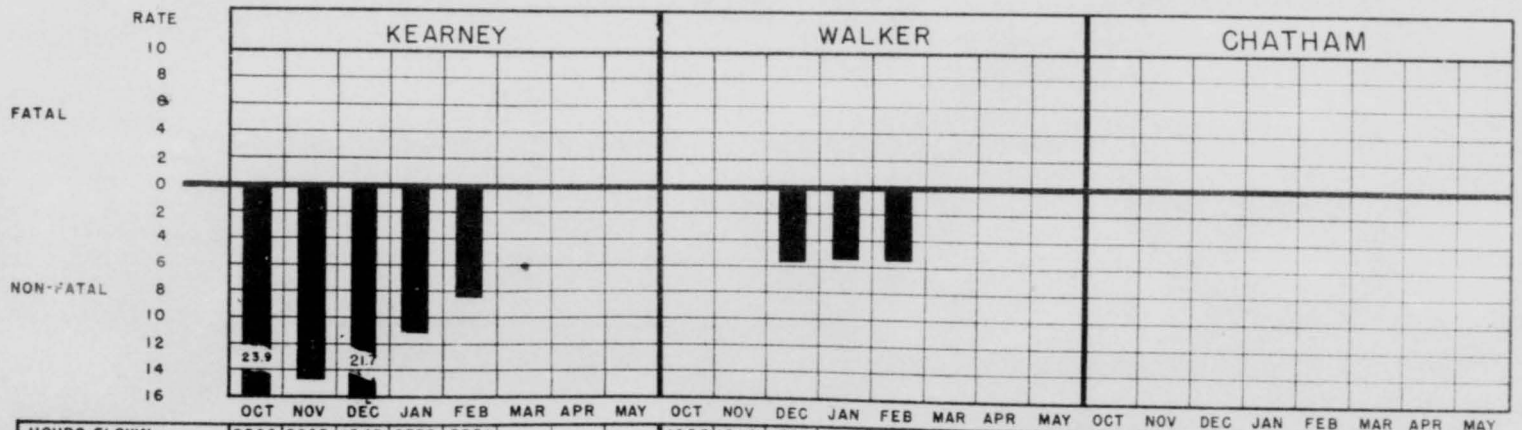
AIRCRAFT ACCIDENTS

RATE PER 10,000 HOURS FLOWN

To be completed by Engineering on Jan. 1st.



	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
BIGGS								
HOURS FLOWN	1539	1090	1879	1868	3272			
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0	1	1	0			
NON-FATAL	1	0	0	0	0			
TOTAL	1	0	1	1	0			
CARSWELL								
HOURS FLOWN	2657	2334	1579	1143	1569			
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0	0	0	0			
NON-FATAL	0	0	0	1	0			
TOTAL	0	0	0	1	0			
DAVIS-MONTHAN								
HOURS FLOWN	3450	3776	4043	3597	2492			
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	1	0	0	0			
NON-FATAL	0	0	1	1	1			
TOTAL	0	1	1	1	1			



	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
KEARNEY								
HOURS FLOWN	2506	2025	1842	2580	2351			
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0	0	0	0			
NON-FATAL	6	3	4	3	2			
TOTAL	6	3	4	3	2			
WALKER								
HOURS FLOWN	1699	1618	1782	1572	1787			
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0	0	0	0			
NON-FATAL	0	0	1	0	1			
TOTAL	0	0	1	0	1			
CHATHAM								
HOURS FLOWN				15	103			
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO
FATAL				0	0			
NON-FATAL				0	0			
TOTAL				0	0			

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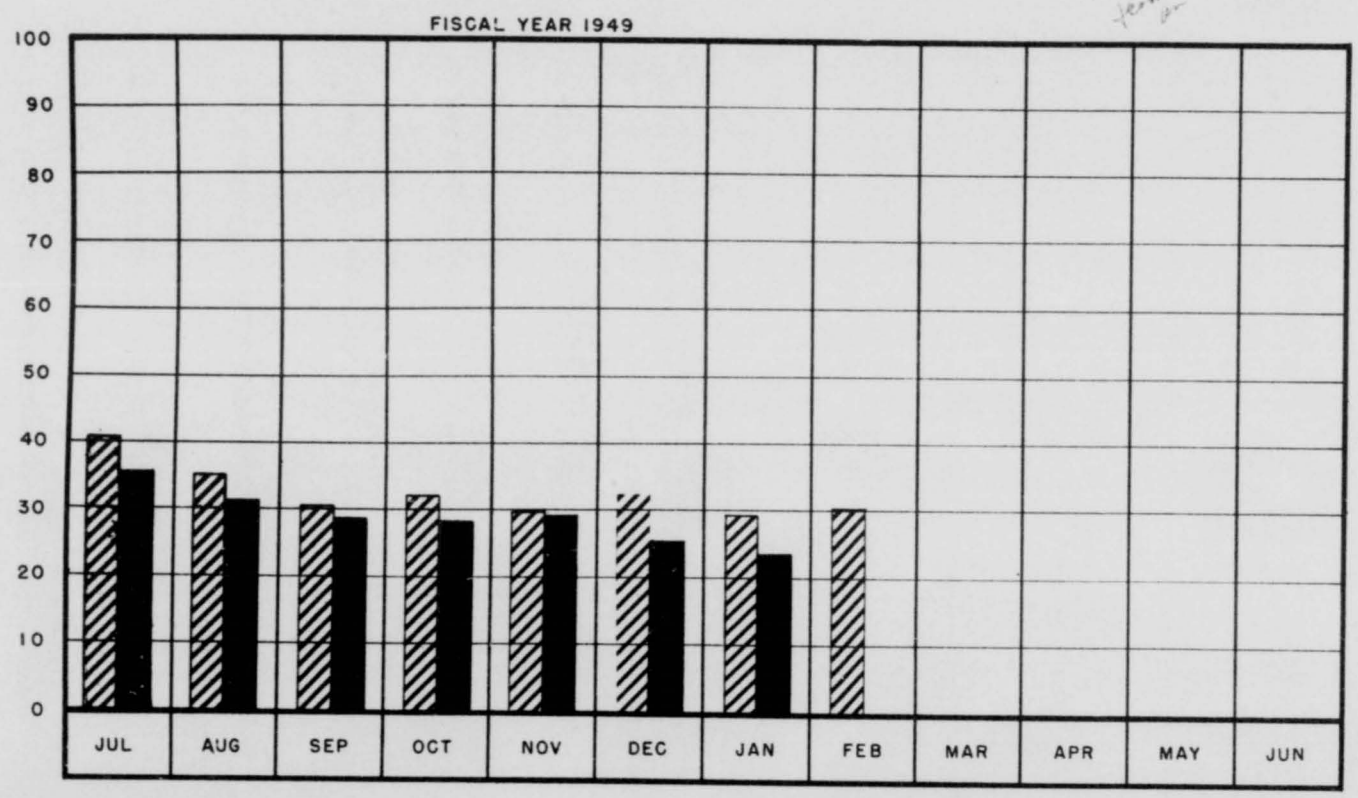
Computed on 7th work day from Reports received on 5th work day

AVERAGE HOURS FLOWN PER AIRCRAFT ASSIGNED
8TH AIR FORCE VS SAC



LEGEND 8 AF ▨ SAC ■	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC
AVE NO A/C ASGD.	417	1028	458	1137	446	1183	399	1171	409	872	343	915	369	960	386									
AVE HRS FLOWN PER A/C	40.3	35.9	35.2	31.1	30.2	28.2	32	27.9	29.7	29.3	32.8	25.4	29.2	23.3	30.1									

Current figures for SAC not available.

NOTE: Excludes Storage, Excess, Grounded Pending Transfer & Transient Acft.

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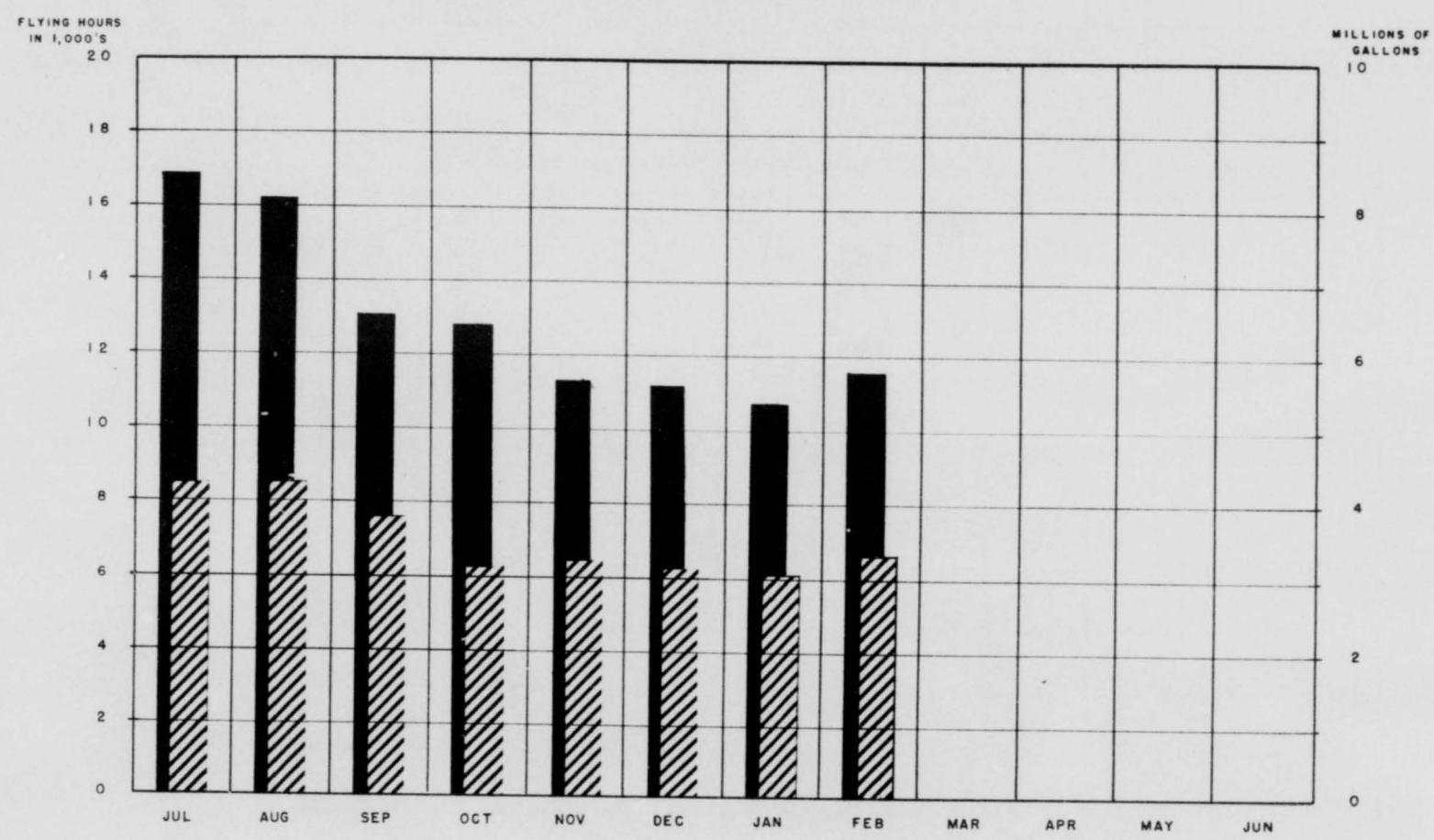
Due 3rd wk day
Fig. Comp 7 wk day

TOTAL 8TH AF FLYING TIME & AVIATION FUEL CONSUMPTION

MONTHLY, FISCAL YEAR 1949



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SECTION IV

AIRCRAFT

AND

MAINTENANCE

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AIRCRAFT INVENTORY

BY STATION & UNIT

Dec 3 - 1 wk day, Fig Cop 7 wk da

STATION & UNIT	GRAND TOTAL	BOMBER							FIGHTER						RCN & LIAISON				CARGO						TRAINER			
		B-50 B-36	B-29 B-25 TB-29 TB-25 KB-29 VB-25	B-26		OTHER COMD	TOTAL		F-51	F-80	F-82	F-84	OTHER COMD	TOTAL	F-2	L-13		OTHER COMD	TOTAL	C-45	C-47	C-54	YC-97	OTHER COMD	TOTAL	T-6 T-11	T-7	OTHER COMD	TOTAL
EIGHTH AIR FORCE																													
BIGGS	80						65										1							16				6
97TH BOMB GP	40		40				40																					
97TH A/B GP	11			3			3																					
97TH M/S GP	25		21		1		22										1	1	1		3			3	5			5
IST SSS	12																							1		1		1
																					9	3		12				
CARSWELL	64						53							2														
7TH BOMB GP	25	25					25																	9				
7TH A/B GP	8			2	1		3																					
7TH M/S GP	6		1	1	1	1	4			1				1							5			5				
11TH BOMB GP	14	14					14														1			1				
HQ & HQ AF SQ 8TH AF	11		2	5			7			1				1							3			3				
DAVIS-MONTHAN	118						109																					
2D BOMB GP	47	13	34				47										1							7				1
430 BOMB GP	61	37	24				61																					
430 A/B GP	7			1			1																					
430 M/S GP	3																				6			6				
																	1	1			1			1			1	1
KEARNEY	91													87														
27TH FIGHTER GP	83								10		73			83										4				
27TH A/B GP	4																				4			4				
27TH M/S GP	4											4		4														
WALKER	109						99							5														
509TH BOMB GP	96		96				96																	4				1
509TH A/C GP	7			3			3														4			4				
509TH M/S GP	6												5	5													1	1
CHATHAM	1																							1				
2ND A/B GP	1																				1			1				
CAMP HOOD	1																							1				
4001ST B/S SQ	1																				1			1				
CAMP CAMPBELL	1																							1				
4002D B/S SQ	1																				1			1				
TOTAL ALL STATIONS	473	89	218	15	3	1	326	10	75	4	5	94			2	2	3	28	9	3	43				5	1	2	8	

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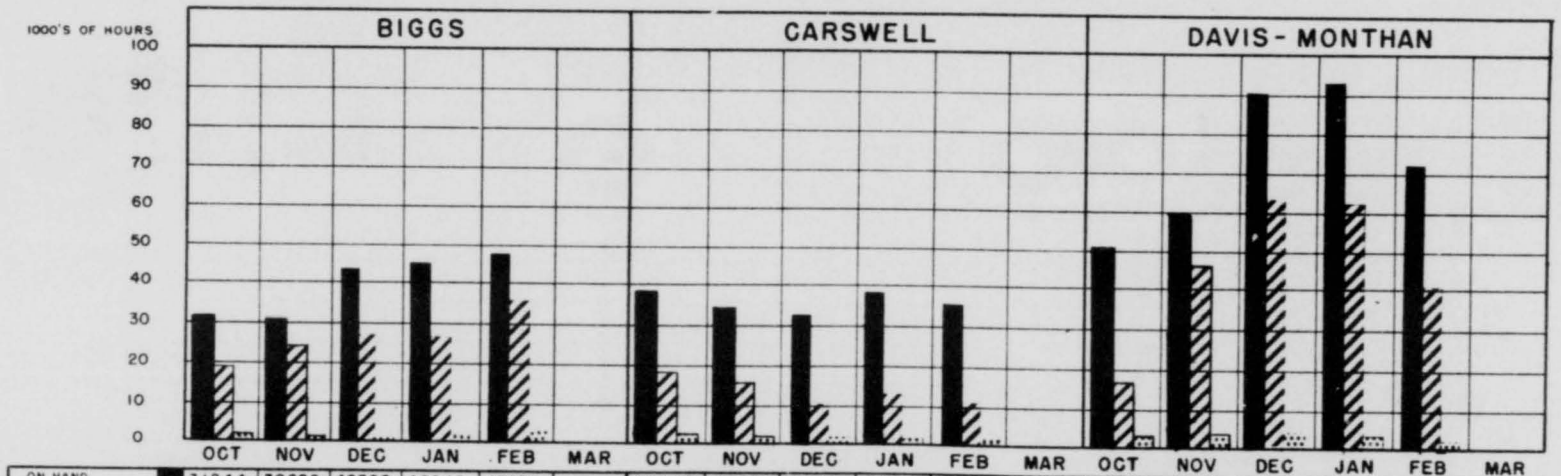
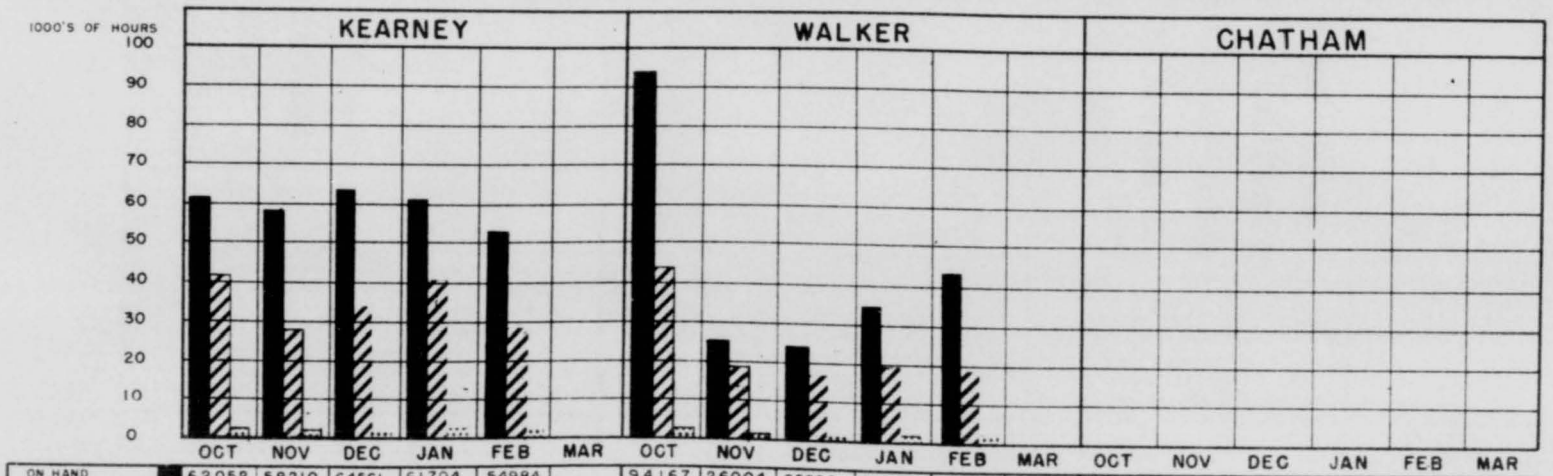
Desk 3 of ark Days
Hq. Comp 7 ark days

NUMBER OF HOURS ON HAND, IN COMMISSION & FLYING TIME



	BIGGS						CARSWELL						DAVIS - MONTHAN					
	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR
ON HAND	31944	30696	40368	45240	48074		38527	34050	33140	38664	36342		51660	59952	90801	93112	72591	
IN COMMISSION	19040	24460	28222	27704	26032		18674	16162	10509	13538	10571		17660	46116	64497	62212	41330	
FLYING TIME	1539	1090	1879	1868	3272		2657	2334	1579	1143	1565		3450	3776	4043	3597	2492	



	KEARNEY						WALKER						CHATHAM					
	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR
ON HAND	62052	58210	64561	61704	54984		94167	26004	25996	33952	44976					240	864	
IN COMMISSION	42171	27703	34238	40074	28677		44140	18992	17281	19703	19204					240	726	
FLYING TIME	2506	2025	1842	2580	2348		2514	1618	1782	1532	1781					15	103	

NOTE: EXCLUDES TRANSIENT, EXCESS, STORAGE & A/C GROUNDED PENDING TRANSFER. CAMP HOOD AND CAMPBELL NOT INCLUDED.

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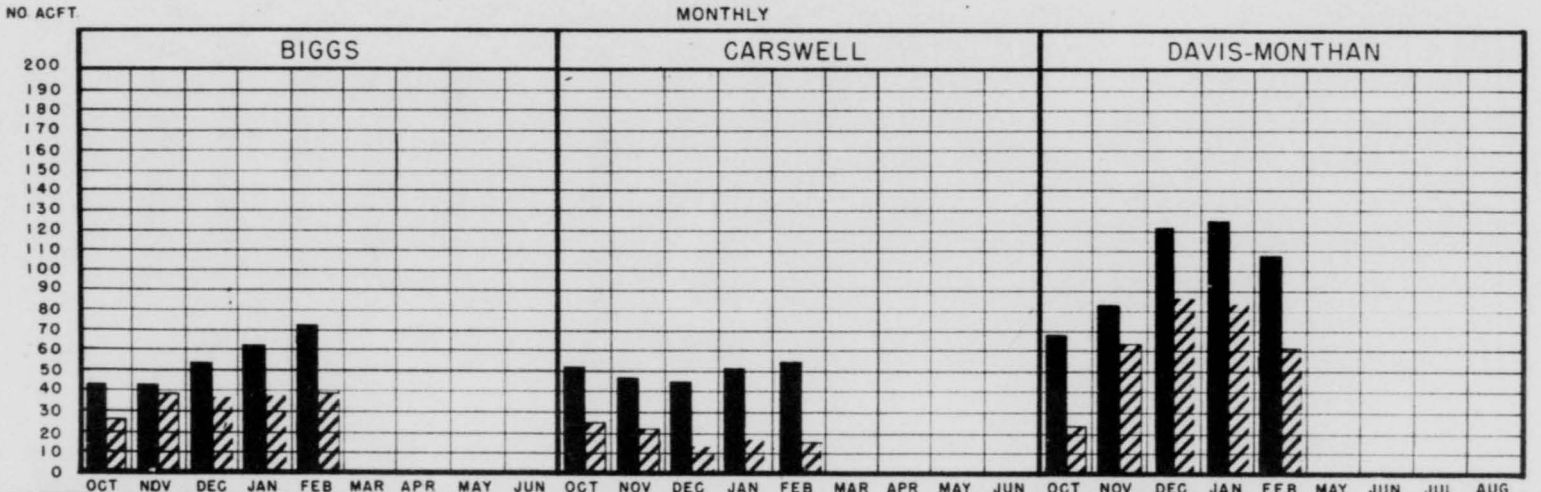
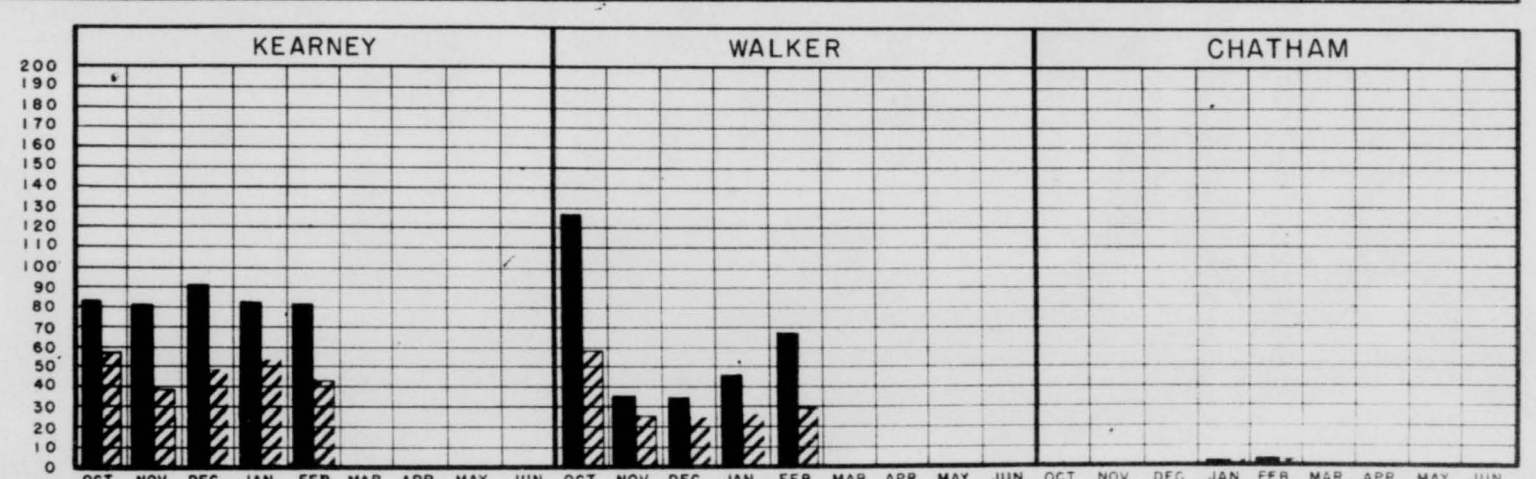
Due 3rd wk day
Fig. Comp 7 wk Day

AVERAGE NUMBER AIRCRAFT ON HAND & IN COMMISSION
EIGHTH AIR FORCE BY BASE



	BIGGS									CARSWELL									DAVIS-MONTHAN								
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAY	JUN	JUL	AUG
AVE. NO ON HAND	43	43	54	61	72					52	47	45	52	54					69	83	122	125	108				
AVE NO IN COMM	26	39	38	37	39					25	22	14	18	16					24	64	87	84	61				
% IN COMM.	59.6	79.7	69.9	61.2	54.1					54	47.5	31.7	35.0	29.1					34.2	76.9	71.0	66.8	56.9				



	KEARNEY									WALKER									CHATHAM								
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AVE NO ON HAND	83	81	93	83	82					127	36	35	46	67								3	13				
AVE NO IN COMM	57	39	49	54	43					59	26	23	27	29								3	11				
% IN COMM	68	47.6	53.1	64.9	52.2					46.9	73	66.5	58.0	42.7								100.0	84.0				

NOTE: EXCLUDES TRANSIENT, EXCESS, STORAGE & A/C GROUNDED PENDING TRANSFER.

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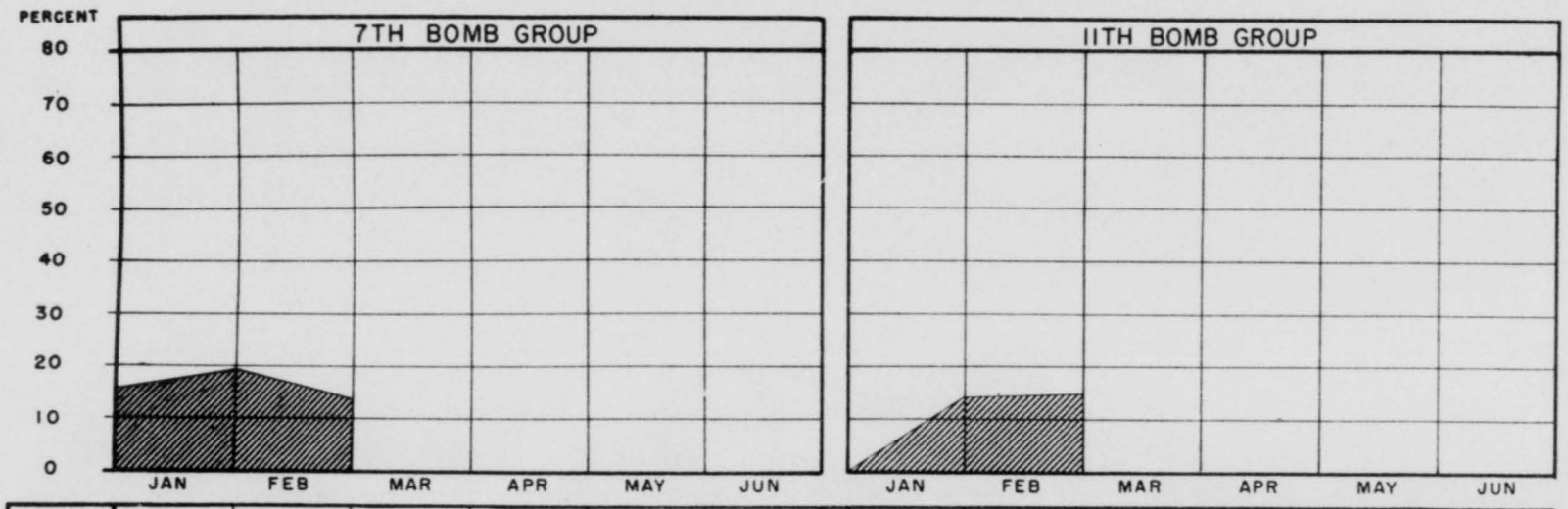
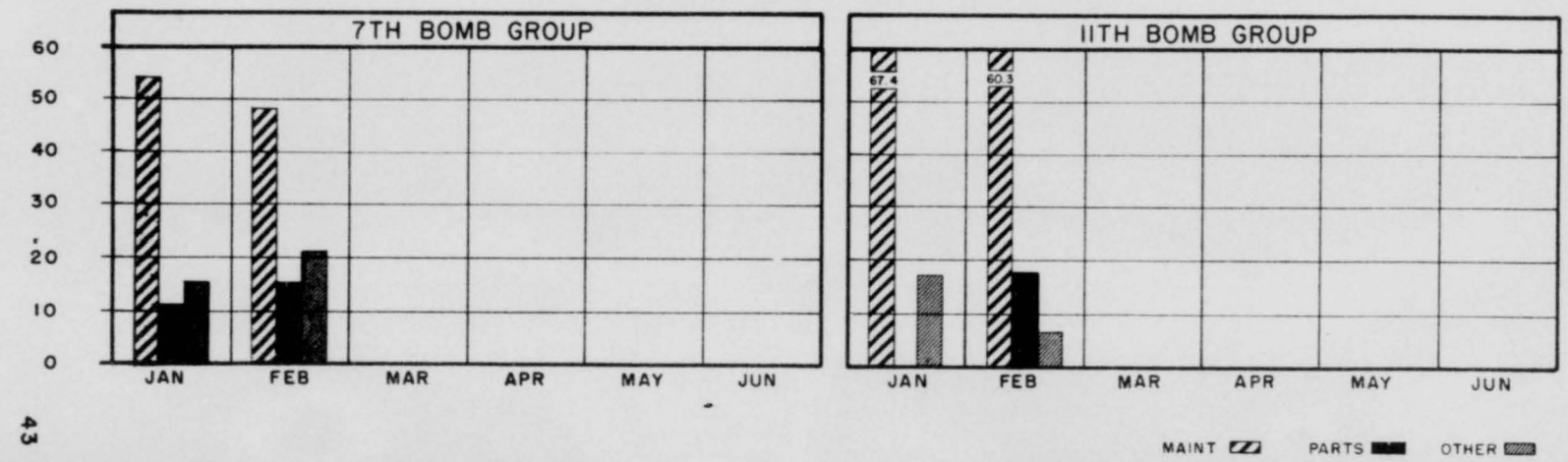
B-36 AIRCRAFT IN COMMISSION



	7TH BOMB GROUP						11TH BOMB GROUP					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	33	26					2.0	10				
IN COMM	6	4					.3	2				

B-36 AIRCRAFT OUT OF COMMISSION



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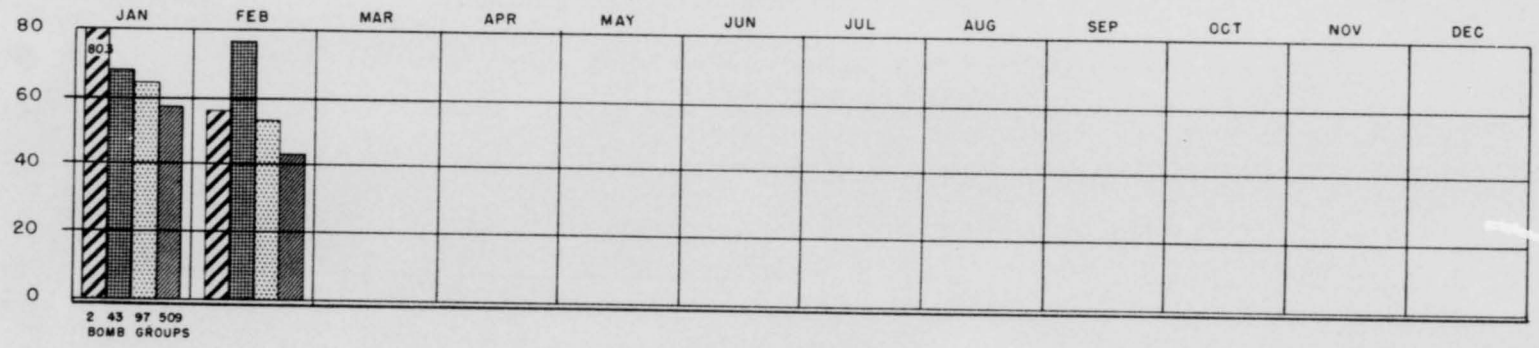
Due 3rd day
Freq Corp 7th day

AIRCRAFT

TOTAL B-29 IN COMMISSION

On Hand	156	167										
In Comm.	107	88										

B-29 IN COMMISSION BY BOMB GROUPS



NOTE: INCLUDES B-29 A/C POSSESSED BY BOMB GPS IN CC FUNCTIONS ONLY.

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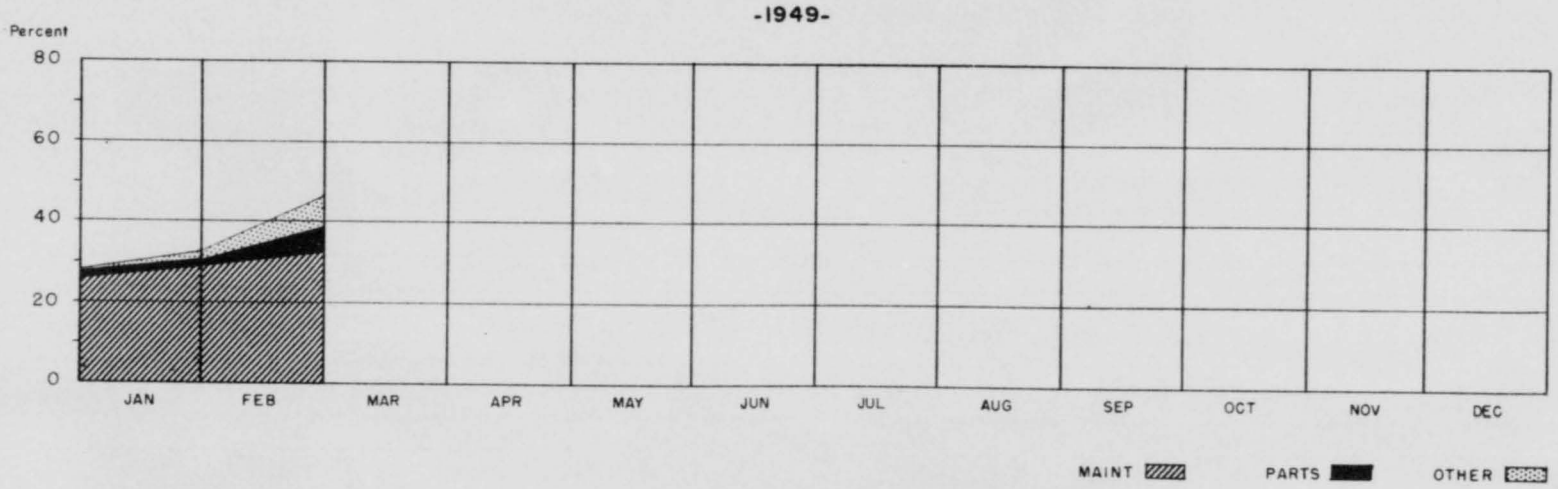
Due 3rd wk day
Sq Comp 7th day

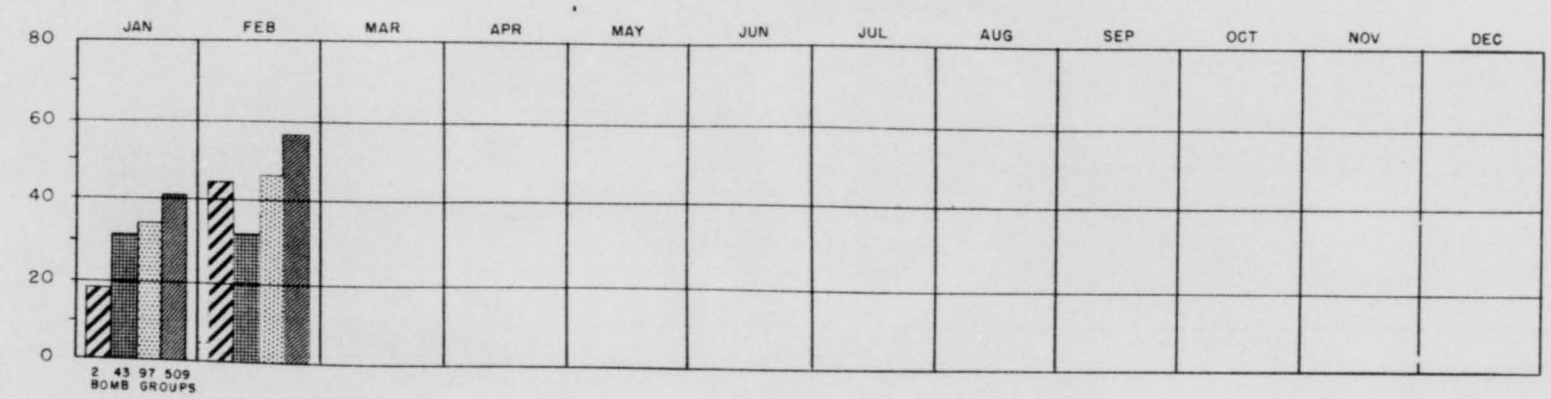
AIRCRAFT

TOTAL B-29 OUT OF COMMISSION

-1949-



OUT OF COMMISSION BY BOMB GROUPS



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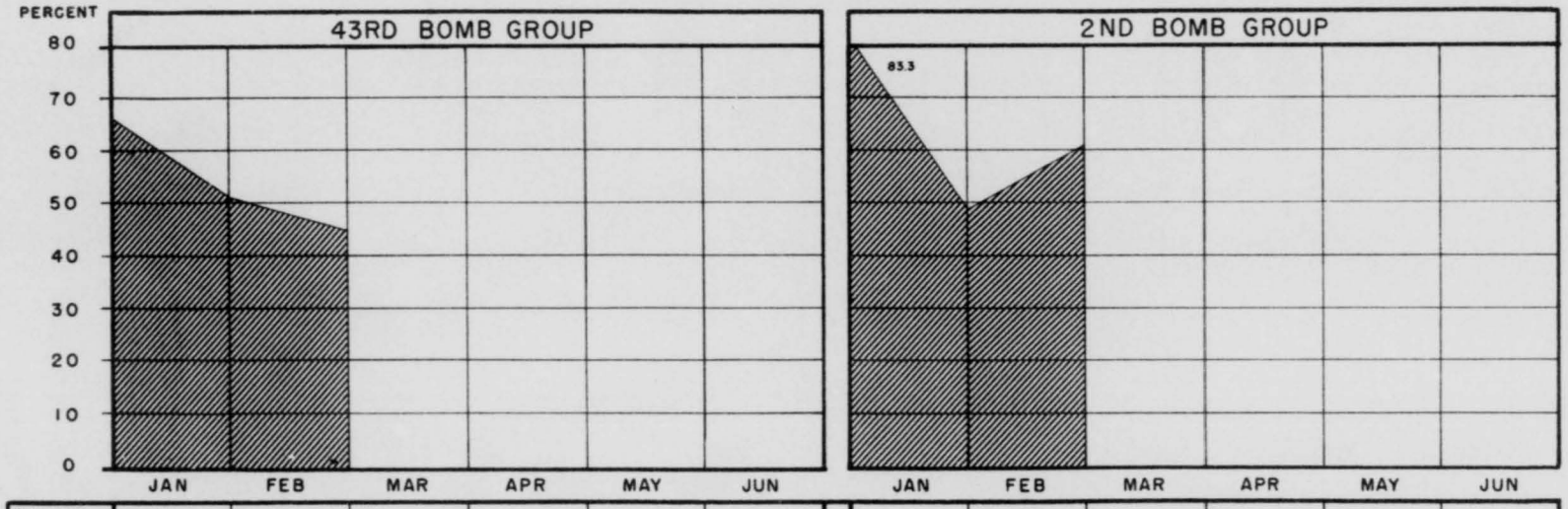
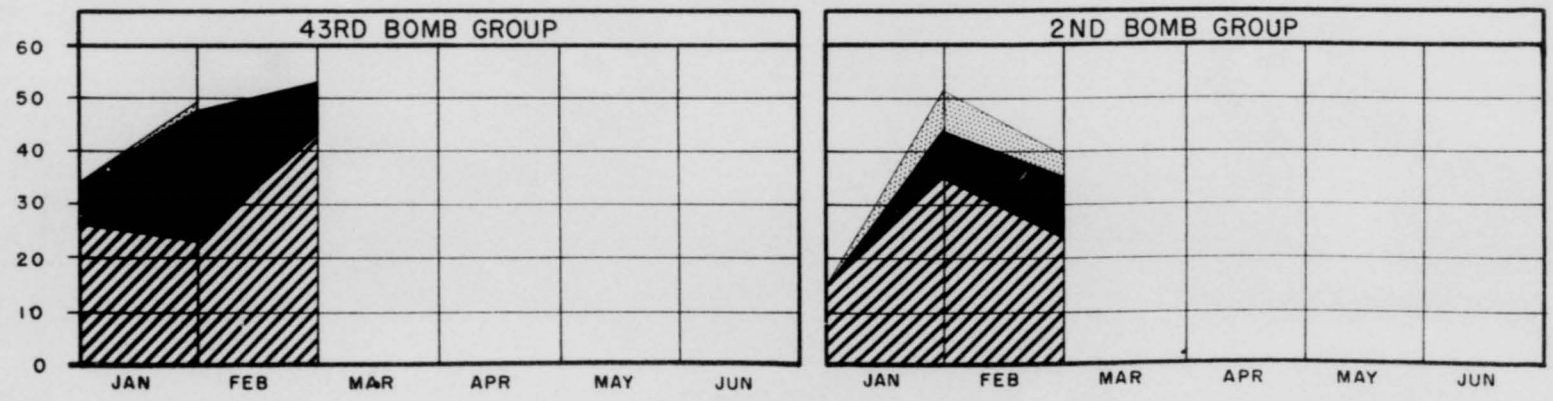
Due 3 wk da
Leg Cup 7 wk day

B-50 AIRCRAFT IN COMMISSION



	43RD BOMB GROUP JAN	FEB	MAR	APR	MAY	JUN	2ND BOMB GROUP JAN	FEB	MAR	APR	MAY	JUN
ON HAND	30	32					9	11				
IN COMM	15	15					5	7				

B-50 AIRCRAFT OUT OF COMMISSION



NOTE: INCLUDES B-50 AIRCRAFT IN CC, AND GT FUNCTIONS ONLY.

MAINT PARTS OTHER

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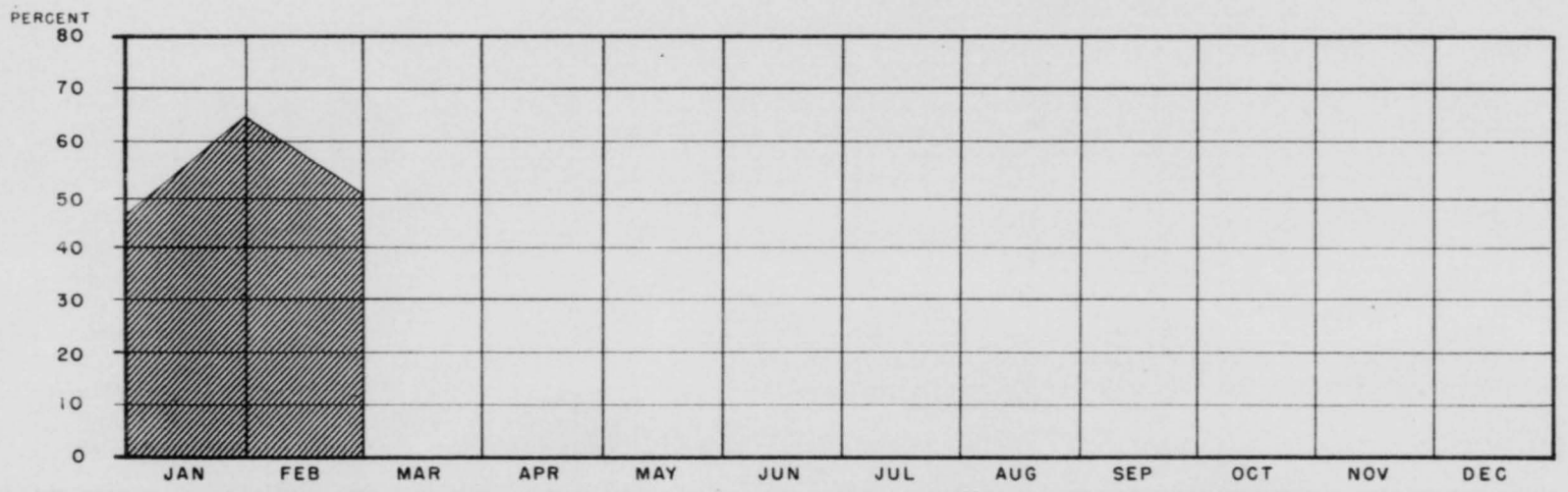
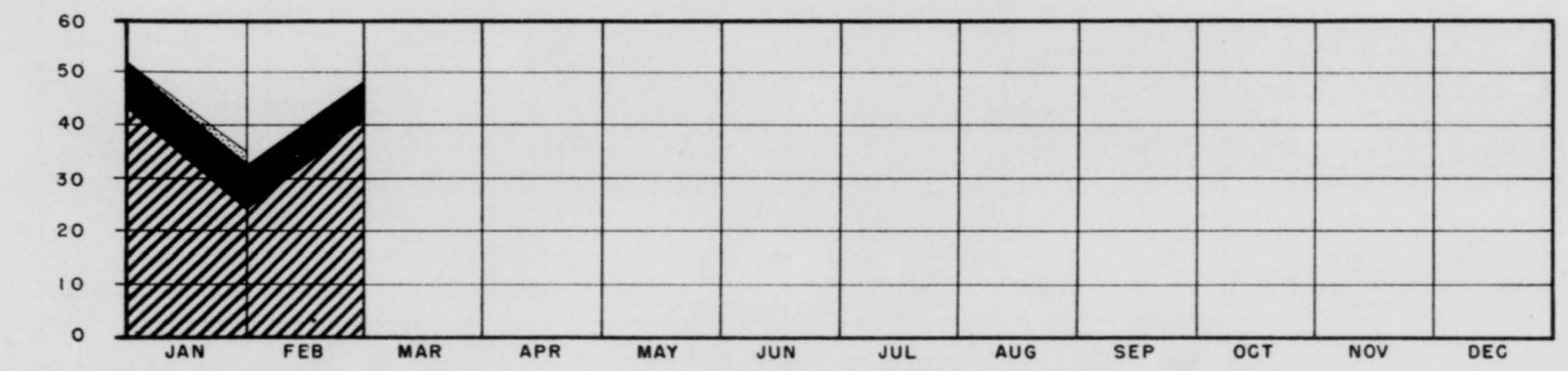
F-82 AIRCRAFT IN COMMISSION



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
ON HAND	74	73										
IN COMM	47	37										

F-82 AIRCRAFT OUT OF COMMISSION



47

NOTE: INCLUDES F-82 A/C IN CC AND GT FUNCTIONS ONLY.

MAINT PARTS OTHER

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AIR BASE DATA

AVAILABLE HOUSING AND RUNWAYS

AS OF 15 FEB 1949

		HOUSING AVAILABLE					RUNWAYS		
STATION	RANK	NORMAL CAPACITY AVAILABLE	BEDS OCCUPIED	NO. OF SEPARATE RATIONS	SPACE USED FOR OTHER PURPOSES	FAMILY QUARTERS OCCUPIED	NO.	LONGEST (FT.)	ELEVATION (FT.)
BIGGS	OFFICERS	223	167	146	0	25			
	NURSES	13	13	0	0	0			
	E M WHITE	3361	2143	614	53***	36	3	9500	3909
	E M COLORED	278	100	35	0	0			
	TOTAL	3875	2423	795	53***	61			
CARSWELL	OFFICERS	207	87	438	0	48			
	NURSES	24	5	2	0	0			
	E M WHITE	2053	2142	1915	658	109	5	8200	631
	E M COLORED	220	402	83	0	24			
	TOTAL	2504	2636	2438	658	181			
CLOVIS	OFFICERS	315	0	3	0	0			
	NURSES	22	0	0	0	0			
	E M WHITE	2403	0	12	0	0	4	10000	4298
	E M COLORED	216	0	0	0	0			
	TOTAL	2956	0	15	0	0			
DAVIS-MONTHAN	OFFICERS	458	214	583	0	75*			
	NURSES	35	7	0	0	0			
	E M WHITE	2809**	2509	1483	1564	173*	5	8000	2692
	E M COLORED	393	227	53	0	0			
	TOTAL	3695	2957	2119	1564	248			
KEARNEY	OFFICERS	72	55	228	508	48			
	NURSES	12	4	0	0	0			
	E M WHITE	1886	1122	380	0	56	3	7290	2140
	E M COLORED	0	0	0	0	0			
	TOTAL	1970	1181	608	508	104			
WALKER	OFFICERS	127	92	392	0	100			
	NURSES	31	6	0	0	0			
	E M WHITE	3270	1838	1104	672	85	7	8500	3645
	E M COLORED	153	111	31	0	0			
	TOTAL	3581	2047	1527	672	185			
CHATHAM	OFFICERS	34	0	73	0	0			
	NURSES	0	0	0	0	0			
	E M WHITE	2126	478	164	0	0	4	7000	50
	E M COLORED	143	74	20	0	0			
	TOTAL	2303	552	257	0	0			
	OFFICERS								
	NURSES								
	E M WHITE								
	E M COLORED								
	TOTAL								

REMARKS

* FIG. INCLUDE RINCON VISTA HOUSING AREA ** FIG. INCLUDE WILCOX & SAHURITE BOMB RANGES

*** TEMP. USED FOR HOUSING 4 OFFICER & 96 ENLISTED FAMILIES

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DIR OF INTELL SAC	1
DIR OF OPR SAC	1
DIR OF MATERIEL SAC	1
COMPTROLLER, SAC	1
COMMANDING GENERAL 8AF	1
CHIEF OF STAFF, 8AF	1
PIO	1
INSPECTOR GENERAL	1
ADJUTANT GENERAL	1
HQ COMMANDANT	1
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WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO	10
BIGGS AIR FORCE BASE, BIGGS FIELD, TEXAS	10
CHATHAM AIR FORCE BASE, SAVANNAH, GA.	10
CLOVIS AIR FORCE BASE, CLOVIS, NEW MEXICO	2
CAMPBELL AIR FORCE BASE, CAMP CAMPBELL, KENTUCKY	2
CAMP HOOD AIRSTRIP, KILLEEN, TEXAS	2
COMMANDING GENERAL, AIR PROVING GROUND, EGLIN AFB, FLORIDA	1
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PREPARED BY
COMPTROLLER
HEADQUARTERS EIGHTH AIR FORCE

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EIGHTH AIR FORCE

1. Purpose. The mission of the Eighth Air Force as stated in letter, Hq SAC 322, subject: "Mission of the Eighth Air Force", dated 10 Janary 1947.

2. General. The Commanding General, Eighth Air Force, will be responsible for exercising command jurisdiction over and operating the Eighth Air Force in accordance with policies established by the Commanding General, SAC.

3. Mission. The Eighth Air Force will:

a. Command and administer such units and installations as may be assigned thereto, including the administration of military justice to all personnel subject to military law.

b. Man, train and equip, in accordance with priorities established by Headquarters, Strategic Air Command, such tactical units and their associated services as are designated, maintain these units in a state of training and indoctrination with the latest available equipment necessary to permit immediate long range offensive bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort operations in any part of the world, either independently, or in cooperation with land and naval forces.

c. Train units, crews, and individuals for maintenance of the combat efficiency of strategic combat units assigned to separate theater commands to include long range bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort, based upon requirements furnished by the Commanding General.

d. Conduct such Universal Military Training as may be directed by the Commanding General, Strategic Air Command.

e. Support the Air Reserve and National Guard Programs in accordance with instructions issued by this headquarters.

f. Perform such special missions and assignments as the Commanding General, Strategic Air Command may direct.

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Command Book Distribution

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SECTION I

ORGANIZATION

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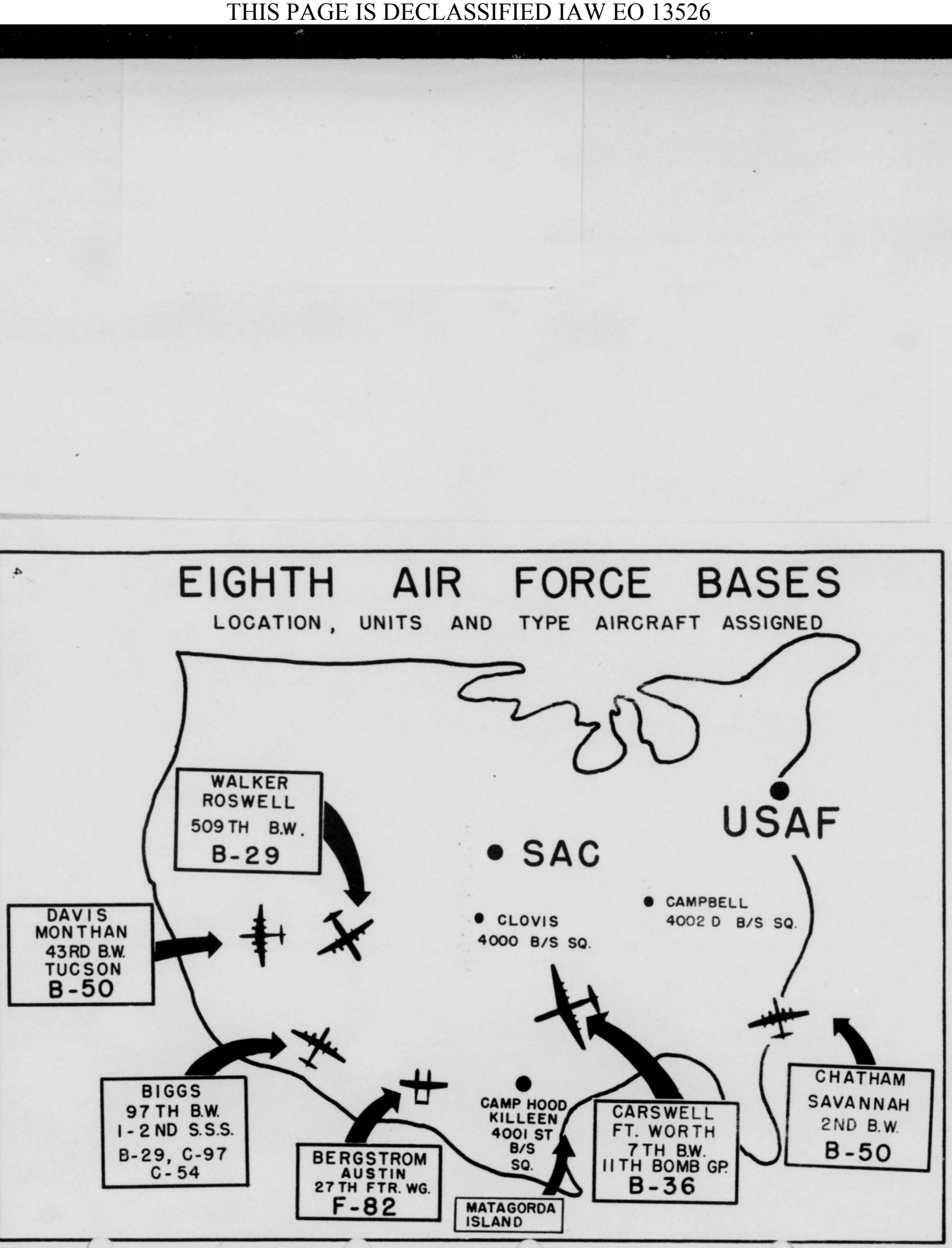
4.

EIGHTH AIR FORCE BASES

LOCATION, UNITS AND TYPE AIRCRAFT ASSIGNED



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SECTION I

ORGANIZATION

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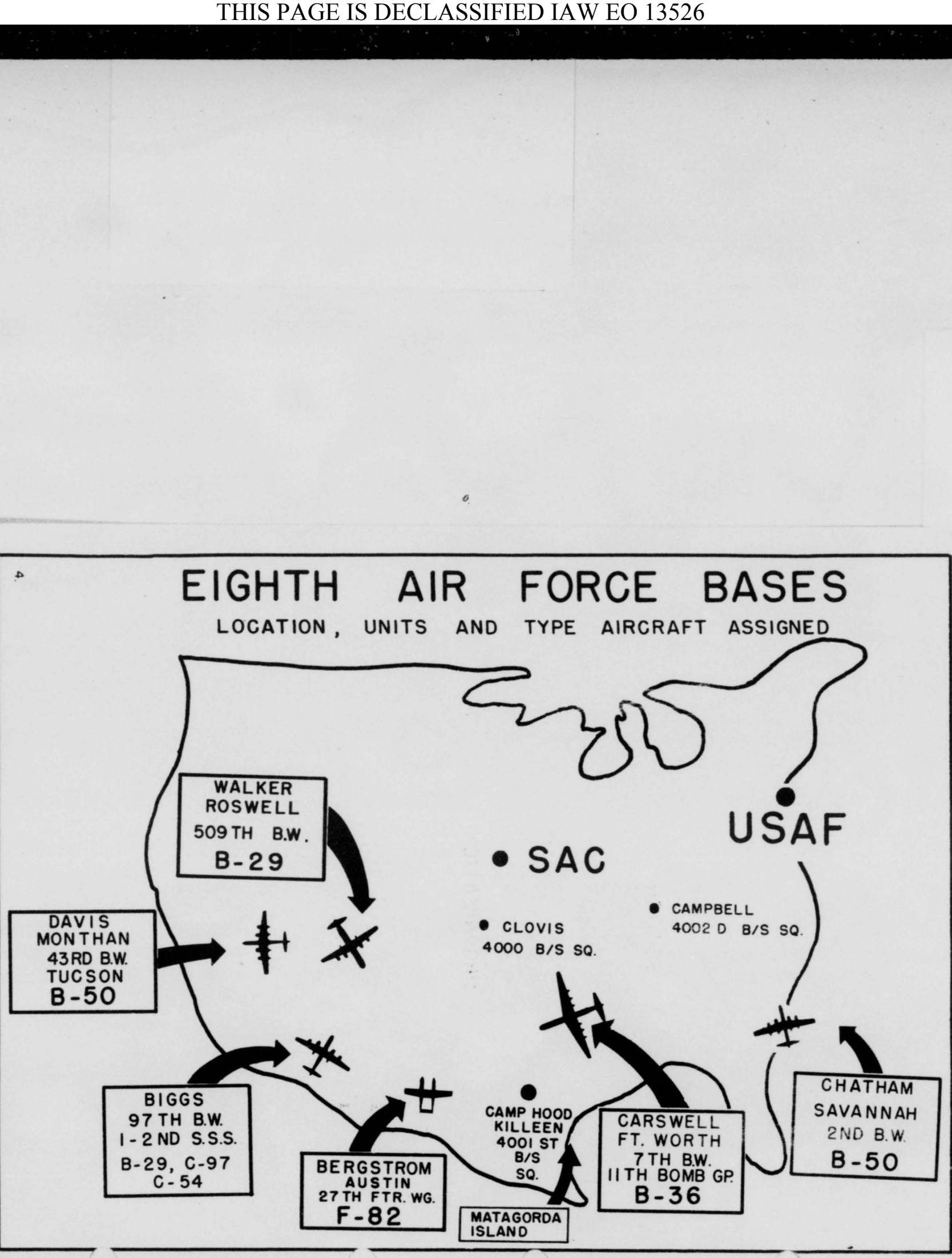
EIGHTH AIR FORCE BASES

LOCATION, UNITS AND TYPE AIRCRAFT ASSIGNED



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EIGHTH AIR FORCE BASES AND UNITS

FORT WORTH TEXAS
HQ. & HQ. SQ.
EIGHTH AIR FORCE

CARSWELL AFB
HQ & HQ SQ, 7TH BOMB WG, HEAVY
7TH BOMB GROUP, HEAVY
7TH AIR BASE GROUP
7TH MAINTENANCE & SUPPLY GROUP
7TH MEDICAL GROUP
11TH BOMB GROUP, HEAVY
585TH AF BAND
AF STAGING AREA
AF ASSEMBLY STATION
AF SEPARATION POINT
18TH COMMUNICATIONS SQ (COMD)
838TH ENGR AVN BN (ATTACHED)

DAVIS-MONTHAN AFB
HQ & HQ SQ, 43D BOMB WG, MEDIUM
43D BOMB GROUP, MEDIUM
43D AIR BASE GROUP
43D MAINTENANCE & SUPPLY GROUP
43D MEDICAL GROUP
2D BOMB GROUP, MEDIUM
2D MAINTENANCE SQUADRON
775TH AF BAND
AF STAGING AREA
AF ASSEMBLY STATION
AF SEPARATION POINT
COMPANY C 838TH ENGR AVN BN
(TDY FROM CARSWELL AFB)

BIGGS AFB
HQ & HQ SQ, 97TH BOMB WG, MEDIUM
97TH BOMB GROUP, MEDIUM
97TH AIR BASE GROUP
97TH MAINTENANCE & SUPPLY GROUP
97TH MEDICAL GROUP
1ST STRATEGIC SUPPORT SQUADRON
2ND STRATEGIC SUPPORT SQUADRON
AF ASSEMBLY STATION
AF SEPARATION POINT

WALKER AFB
HQ & HQ SQ, 509TH BOMB WG, MEDIUM
509TH BOMB GROUP, MEDIUM
509TH AIR BASE GROUP
509TH MAINTENANCE & SUPPLY GROUP
509TH MEDICAL GROUP
611TH AF BAND
AF ASSEMBLY STATION
AF SEPARATION POINT
AF STAGING AREA

KEARNEY AFB
MINIMUM OPERATIONS
4003RD BASE SV SQ

CLOVIS AFB
STAND BY STATUS
4000TH BASE SV SQ

BERGSTROM AFB
HQ & HQ SQ, 27TH FTR WG
27TH FIGHTER GROUP
27TH AIR BASE GROUP
27TH MAINTENANCE & SUPPLY GROUP
27TH MEDICAL GROUP

CAMPBELL AFB
MINIMUM OPERATIONS
4002ND BASE SV SQ

HOOD AIR STRIP
MINIMUM OPERATIONS
4001ST BASE SV SQ
COMPANY B 838TH ENGR AVN BN
(TDY FROM CARSWELL AFB)

CHATHAM AFB
HQ & HQ SQ, 2ND BOMB WG, MEDIUM
HQ & HQ SQ, 2ND MAINT AND SUPPLY GROUP
2ND SUPPLY SQUADRON
2ND AIR BASE GROUP
2ND MEDICAL GROUP

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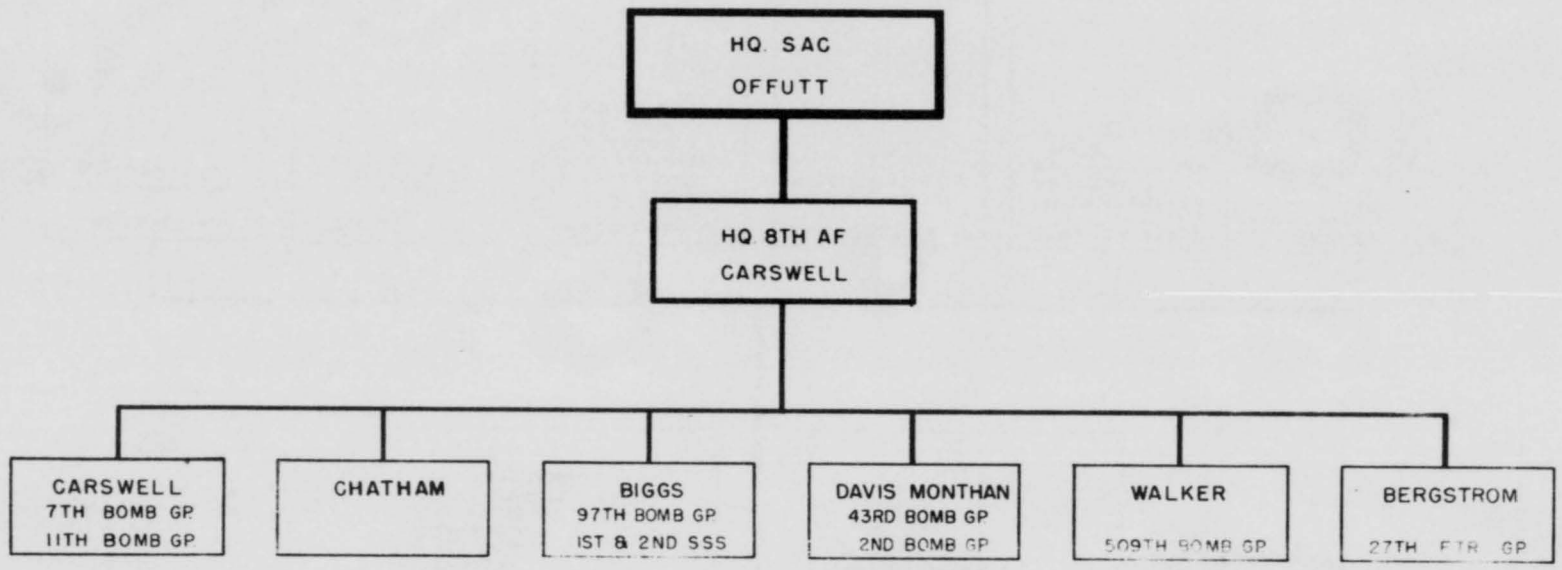
EIGHTH AIR FORCE ORGANIZATION
TACTICAL UNITS



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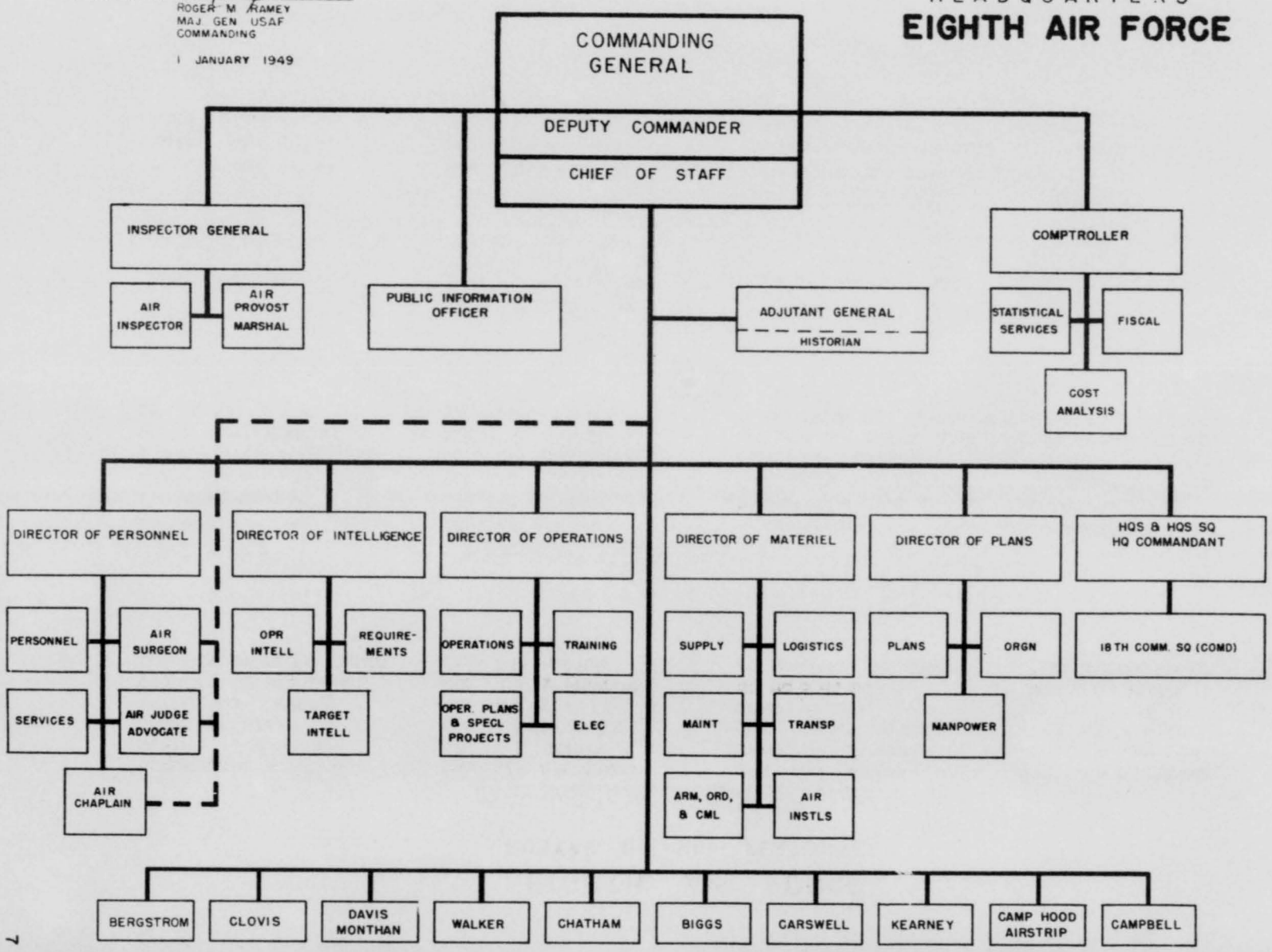
ROGER M RAMEY
MAJ GEN USAF
COMMANDING

1 JANUARY 1949

HEADQUARTERS
EIGHTH AIR FORCE



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EIGHTH AIR FORCE
ROSTER OF KEY PERSONNEL

HEADQUARTERS EIGHTH AIR FORCE

COMMANDING GENERAL	- MAJ. GEN. R.M. RAMEY	DIRECTOR OF OPERATIONS	- COL. W.H. BLANCHARD
DEPUTY COMMANDER	- COL. C.E. COMBS	DIRECTOR OF MATERIEL	- COL. F.G. JAMISON
CHIEF OF STAFF	- COL. J.A. ROBERTS	DIRECTOR OF PLANS	- COL. W.C. KINGSBURY
INSPECTOR GENERAL	- COL. W.B. OFFUTT	COMPTROLLER	- LT. COL. T.C. McNEAL
DIRECTOR OF PERSONNEL	- COL. J.B. McPHERSON	CO HQ & HQ SQ	- MAJ. H.E. ADAMS
DIRECTOR OF INTELLIGENCE	- LT. COL. E.M. KIRTON	CO 18TH COMM. SQ. (COMD.)	- CAPT. J.J. GOODREAU

WING	WING COMMANDER	ACTIVE STATION
2D BOMB WING (M)	COL. W.E. EUBANK	DAVIS-MONTHAN AIR FORCE BASE, TUCSON, ARIZONA
7TH BOMB WING (H)	COL. A.D. CLARK	CARSWELL AIR FORCE BASE, FORT WORTH, TEXAS
43D BOMB WING (M)	COL. J.C. SELSER JR.	DAVIS-MONTHAN AIR FORCE BASE, TUCSON, ARIZONA
97TH BOMB WING (M)	BRIG. GEN. D.W. HUTCHISON	BIGGS AIR FORCE BASE, BIGGS FIELD, TEXAS
509TH BOMB WING (M)	COL. C.S. IRVINE	WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO
27TH FIGHTER WING	COL. A.B. PACKARD	BERGSTROM AIR FORCE BASE, AUSTIN, TEXAS

	STATION COMMANDER	STANDBY
4000TH BASE SV. SQ.	CAPT. C.S. LINVILLE	CLOVIS AIR FORCE BASE, CLOVIS, NEW MEXICO

		MINIMUM OPERATIONS
4001ST BASE SV. SQ.	MAJ. A.D. LUCAS	CAMP HOOD AIRSTRIP, KILLEEN, TEXAS
4002D BASE SV. SQ.	MAJ. C.C. WOOLWINE	CAMPBELL AIR FORCE BASE, CAMP CAMPBELL, KY.
4003D BASE SV. SQ.	MAJ. W.M. THOMPSON	KEARNEY AIR FORCE BASE, KEARNEY, NEBR.

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SECTION II

PERSONNEL

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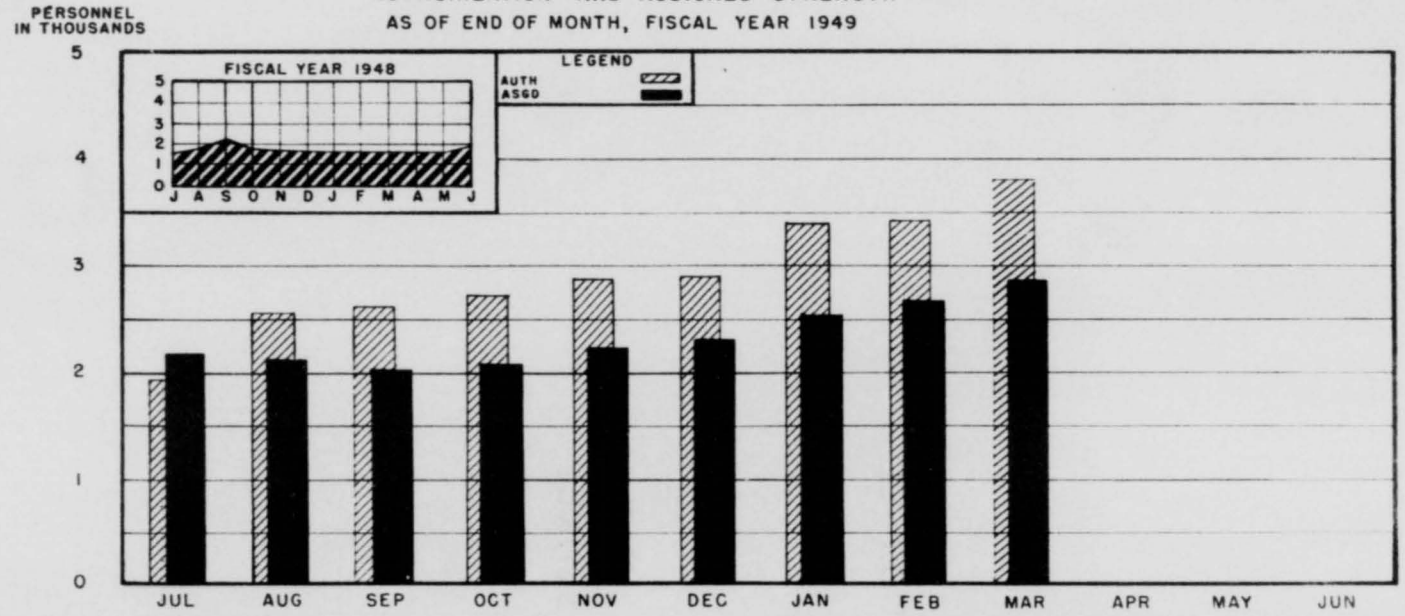
10

TOTAL 8 AF OFFICER PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	1966	2593	2619	2743	2868	2875	3390	3431	3825			
	ASGD	2194	2150	2070	2095	2227	2297	2543	2680	2882			
HQ. 8 HQ SQ 8 AF	AUTH	90	90	90	87	87	87	116	116	116			
	ASGD	82	79	81	83	85	88	99	107	109			
HQ 8AF UNITS	AUTH	40	42	46	20	20	20	20	20	27			
	ASGD	39	36	33	15	16	17	16	17	21			
BIGGS	AUTH	176	244	244	244	266	320	397	397	787			
	ASGD	252	243	250	265	311	372	400	414	446			
CARSWELL	AUTH	383	378	375	378	417	561	561	595 ▼	587 ▼			
	ASGD	443	435	395	408	401	352	350	393 ▼	447 ▼			
DAVIS-MONTHAN	AUTH	594	842	842	888	898	920 *	1325 *	1249 ■	1250 ■			
	ASGD	655	660	643	642	670	758 *	841 *	773 ■	768 ■			
BERGSTROM	AUTH	225	221	221	281	292	292	292	292	292			
	ASGD	226	214	199	205	206	214	267	278	325			
WALKER	AUTH	458	776	801	845	672	672	676	676	676			
	ASGD	497	483	469	477	410	494	568	580	601			

Note:
Hq 8AF Units include 18th Comm Sq (Comd), 4003 RD, 4000th, 4001st, 4002nd BS Sq
▼ Includes Hq & Hq & Sv Co, Co "A", "B" & Med Det, 838th Engr Avn BN
■ Includes Co "C" 838th Engr Avn Bn

CHATHAM AFB	
AUTH	90
ASGD	165

* Includes Units Of 2nd Bomb Wg now at Chatham AFB

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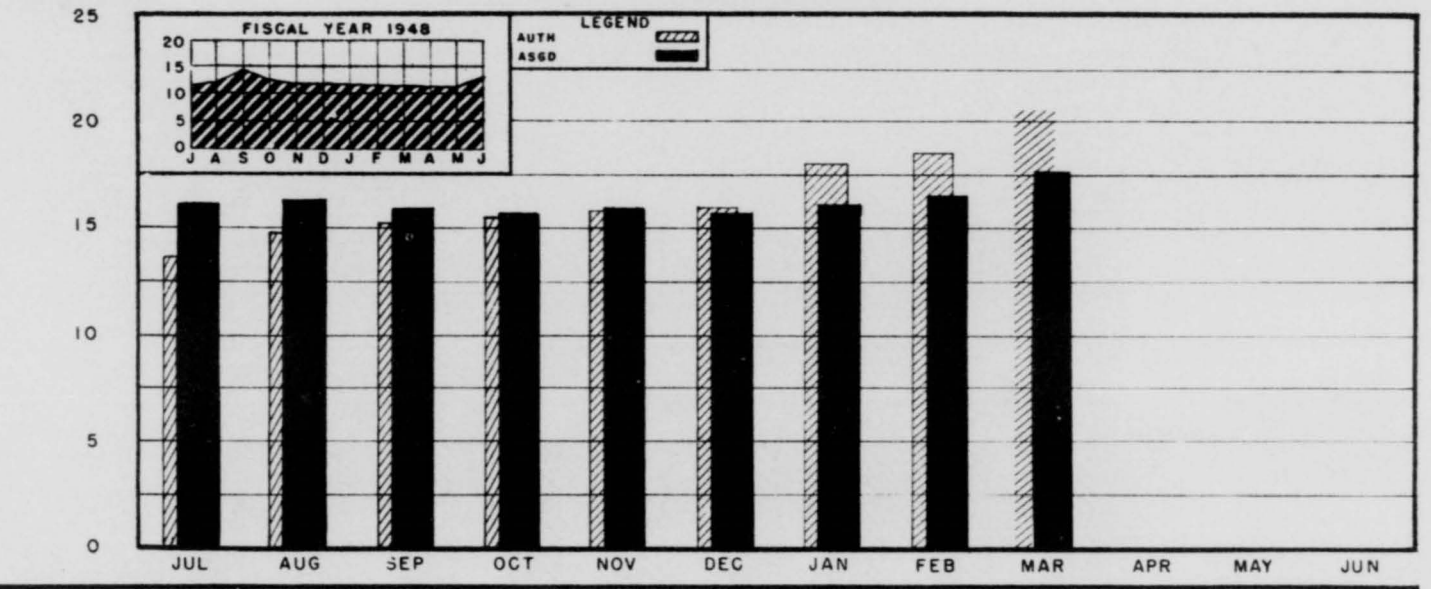
TOTAL 8 AF ENLISTED PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	13603	14852	15267	15558	16691	16151	18007	18599	20114			
	ASGD	16110	16155	15970	15668	16780	15865	16011	16467	17065			
HQ. & HQ. SQ. 8 AF	AUTH	250	250	250	250	250	250	281	281	281			
	ASGD	249	249	244	239	251	256	266	273	295			
HQ 8AF UNITS	AUTH	391	391	466	190	190	190	213	213	213			
	ASGD	317	316	315	130	149	167	169	191	201			
BIGGS	AUTH	1185	1553	1553	1553	1908	2261	2273	2273	3882			
	ASGD	1585	1808	1770	1719	2122	2392	2434	2399	2365			
CARSWELL	AUTH	2972	2651	2649	2753	3191	3588	3588	4049 ▼	3941 ▼			
	ASGD	4325	4249	4117	3988	4114	3754	3694	4134 ▼	4158 ▼			
DAVIS-MONTHAN	AUTH	3811	4512	4512	4830	4832	4880 *	6621 *	5362 ■	5376 ■			
	ASGD	4119	4156	4212	4349	4464	4493 *	4675 *	3992 ■	3980 ■			
BERGSTROM	AUTH	1573	1400	1400	1504	1582	1582	1582	1582	1582			
	ASGD	1544	1424	1360	1310	1312	1377	1435	1424	1875			
WALKER	AUTH	3421	4095	4437	4478	3306	3306	3355	3355	3355			
	ASGD	3971	3953	3952	3933	3385	3333	3243	3250	3170			

Note:
= Hq 8AF Stations include 18th Comm Sq(Comd), and 4000th, 4001st, 4002nd, 4003d B.S. SQ.
▼ Includes Hq & Hq & Sv Co, Co "A", "B" & Med Det, 838th Engr Avn. BN
■ Includes Co "C" 838th Engr Avn Bn

CHATHAM AFB	
AUTH	1484
ASGD	1021

* Includes Units Of 2nd Bomb Wg. now at Chatham AFB

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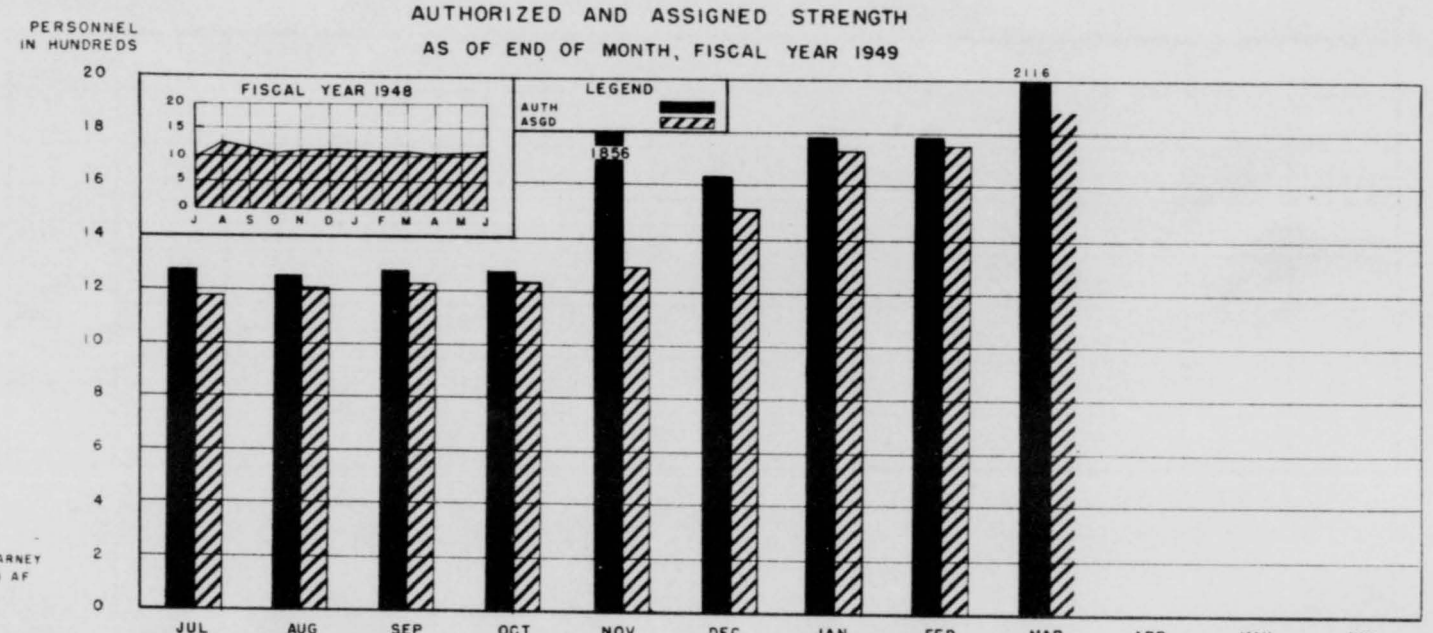
TOTAL 8AF CIVILIAN PERSONNEL
AUTHORIZED AND ASSIGNED STRENGTH
AS OF END OF MONTH, FISCAL YEAR 1949



* FIGURES FOR KEARNEY INCLUDED IN 8TH AF TOTAL

		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8AF	AUTH	1263	1256	1273	1273	1856	1631	1791	1791	2116 *			
	ASGD	1179	1201	1222	1236	1281	1518	1636	1659	1895 *			
HQ & HQ SQ 8AF	AUTH	75	75	75	75	75	75	75	75	75			
	ASGD	68	71	68	69	71	73	72	71	74			
BIGGS	AUTH	5	5	7	7	298	298	300	300	300			
	ASGD	0	1	5	5	6	220	225	249	269			
CAMPBELL	AUTH	16	16	16	16	16	16	16	16	16			
	ASGD	10	10	15	16	16	16	16	16	16			
CARSWELL	AUTH	301	301	307	307	328	328	330	330	330			
	ASGD	291	294	294	299	302	317	324	322	325			
DAVIS-MONTHAN	AUTH	298	295	296	296	296	296	299	299	299			
	ASGD	284	285	288	296	300	301	299	295	296			
BERGSTROM	AUTH	212	212	214	214	260	260	260	260	260			
	ASGD	186	197	206	204	228	240	245	241	204			
WALKER	AUTH	306	302	308	308	308	308	308	308	308			
	ASGD	290	293	296	297	308	301	301	302	303			
CLOVIS	AUTH	50	50	50	50	50	50	50	50	50			
	ASGD	50	50	50	50	50	50	50	50	49			
CHATHAM	AUTH		ASSIGNED TO 8TH AF EFF 1 DEC '48					153	153	293			
	ASGD							104	113	122			

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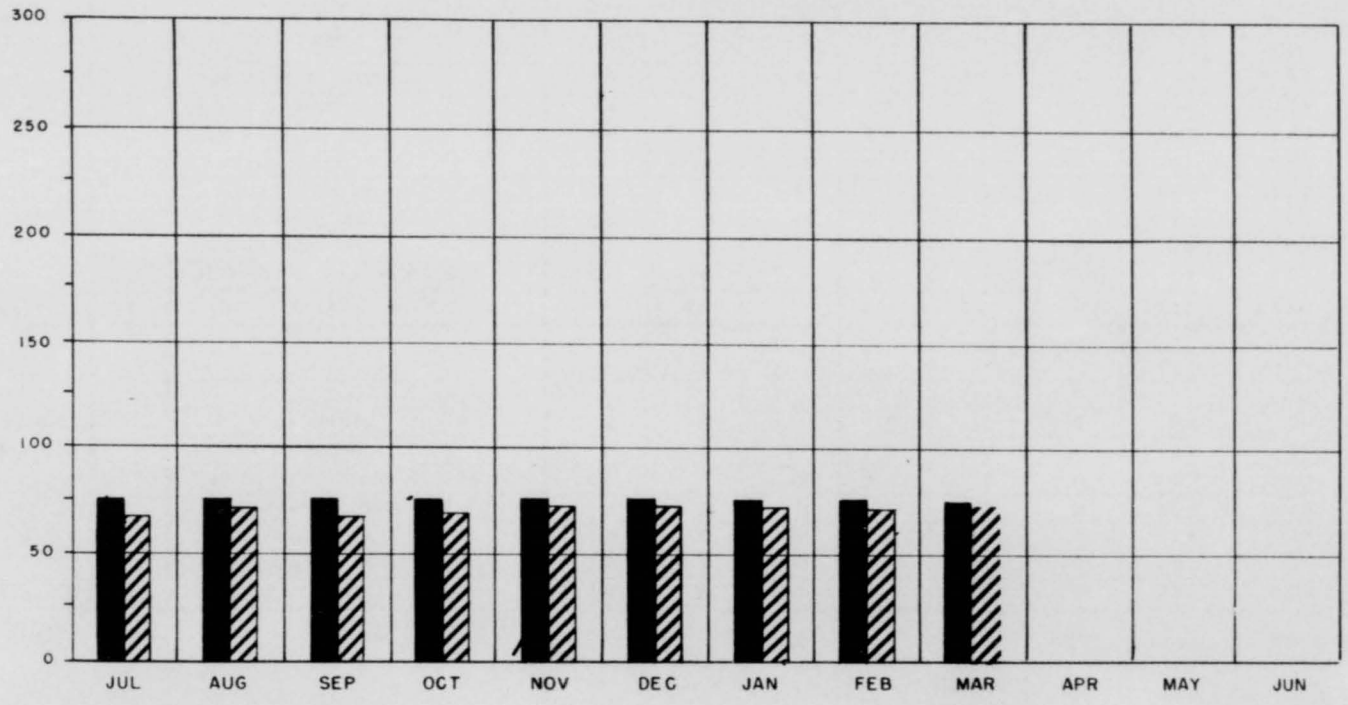
CIVILIAN PERSONNEL AUTHORIZED & ASSIGNED
8TH AF HQ.
AS OF END OF MONTH, FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AUTHORIZED	75	75	75	75	75	75	75	75	75			
ASSIGNED	68	71	68	69	71	73	72	71	74			

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MILITARY PERSONNEL STRENGTH BY UNIT

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			AUTHORIZED			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	AUTH	ASGD
CARSWELL	8 AF	HQ & HQ SQ 8AF	114	2	0	91	2	16	281	295
		18TH COMM SQ (COMD)	9	0	0	5	0	0	147	95
		585 TH AF BAND	0	0	1	0	0	1	34	25
BIGGS		1ST STRATEGIC SUPPORT SQ	65	0	0	67	0	0	206	224
BIGGS		2ND STRATEGIC SUPPORT SQ	65	0	0	44	0	0	161	114
WALKER		611 TH AF BAND	0	0	1	0	0	1	34	34
DAV-MONTHAN		775 TH AF BAND	0	0	1	0	0	1	34	29
CARSWELL	8 AF	TOTAL 7TH BOMB WING	316	37	6	324	24	20	2656	3240
		HQ & HQ SQ 7TH BOMB WING H	36	0	1	64	0	6	98	126
		HQ 7TH BOMB GP, H	13	2	0	21	2	1	28	28
		9TH BOMB SQ, H	62	0	0	55	0	1	254	267
		436TH BOMB SQ, H	62	0	0	51	0	1	254	278
		492ND BOMB SQ, H	62	0	0	52	0	1	254	258
		7TH MAINT. & SUPPLY GP.	38	0	2	30	0	5	782	843
		7TH AIR BASE GP.	43	0	3	51	0	5	858	1305
		7TH STATION MED. GP.	0	35	0	0	22	0	128	135
CARSWELL	8AF	TOTAL 11TH BOMB GP.	199	2	0	51	0	0	790	471
		HQ. 11TH BOMB GP. H	13	2	0	14	0	0	28	28
		26TH BOMB SQ. H	62	0	0	11	0	0	254	145
		42ND BOMB SQ. H	62	0	0	13	0	0	254	144
		98TH BOMB SQ. H	62	0	0	13	0	0	254	154

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LOCATION	ASGMT	UNIT	OFFICERS AUTHORIZED: OTHER THAN MEDICAL DEPT	OFFICERS AUTHORIZED: MEDICAL DEPT	OFFICERS AUTHORIZED: W/O	OFFICERS ASSIGNED: OTHER THAN MEDICAL DEPT	OFFICERS ASSIGNED: MEDICAL DEPT	OFFICERS ASSIGNED: W/O	ENLISTED: AUTH	ENLISTED: ASGD
DAV-MONTHAN	8 AF	TOTAL 43D BOMB WING	638	33	6	488	25	18	3342	2984
		HQ & HQ SQ 43D BOMB WG, M	39	0	1	39	0	1	97	109
		HQ 43D BOMB GROUP, M	22	1	0	29	0	1	49	43
		63D BOMB SQ, M	116	1	0	83	1	3	374	247
		64TH BOMB SQ, M	116	1	0	77	1	1	374	238
		65TH BOMB SQ, M	116	1	0	84	1	3	374	261
		43D AIR REFUEL SQ	132	0	0	72	0	2	315	293
		43D MAINT & SUPPLY GP	44	0	1	43	0	4	827	728
		43D AIR BASE GP	53	0	4	51	0	3	816	949
		43D STATION MED	0	29	0	0	22	0	116	116
DAV-MONTHAN	8 AF	TOTAL 2D BOMB WING	563	4	1	228	0	3	1869	836
		HQ & HQ SQ 2D BOMB WING M	37	0	1	15	0	1	90	39
		HQ 2D BOMB GP, M	22	1	0	18	0	1	49	29
		20TH BOMB SQ, M	116	1	0	61	0	1	374	204
		49TH BOMB SQ, M	116	1	0	59	0	0	374	216
		96TH BOMB SQ, M	116	1	0	66	0	0	374	205
		2D AIR REFUEL SQ	132	0	0	1	0	0	315	1
		2D MAINT & SUPPLY GP	9	0	0	3	0	0	16	12
		2D MAINT SQ.	15	0	0	5	0	0	277	130
BIGGS	8 AF	TOTAL 97TH BOMB WING	638	13	6	318	8	9	3515	2027
		HQ & HQ SQ 97TH BOMB WG, M	39	0	2	39	0	2	102	79
		HQ 97TH BOMB GP, M	22	1	0	35	0	1	49	29
		340TH BOMB SQ, M	116	1	0	61	0	0	374	183
		341ST BOMB SQ, M	116	1	0	63	0	0	374	170
		342D BOMB SQ, M	116	1	0	51	0	0	374	180
		97TH MAINT & SUPPLY GP	44	0	1	25	0	5	941	569
		97TH AIR BASE GP	53	0	3	43	0	1	932	766
		97TH STATION MED GP	0	9	0	0	8	0	54	50
		97TH AIR REFUELING SQ	132	0	0	1	0	0	315	1

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			MANNING CEILING			ASSIGNED				
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD
WALKER	8 AF	TOTAL 509TH BOMB WING	640	29	6	561	22	17	3321	3136
		HQ & HQ SQ 509TH BOMB WING	41	0	1	57	0	4	87	152
		HQ 509TH BOMB GROUP	22	1	0	49	0	1	49	59
		393D BOMB SQ M	116	1	0	80	1	1	374	281
		715TH BOMB SQ, M	116	1	0	89	1	0	374	278
		830TH BOMB SQ, M	116	1	0	84	1	3	374	293
		509TH AIR REFUEL SQ	132	0	0	96	0	0	315	296
		509TH MAINT & SUPPLY GP	44	0	1	37	0	6	815	704
		509TH AIR BASE GP	53	0	4	69	0	2	841	995
		509TH STATION MED GP	0	25	0	0	19	0	92	78
KEARNEY	8 AF	TOTAL 27TH FIGHTER WING	267	21	4	303	14	8	1582	1875
		HQ & HQ SQ 27TH FIGHTER WG	30	0	1	37	0	2	71	77
		HQ 27TH FIGHTER GP	9	2	0	10	2	0	25	28
		522ND FTR SQ	55	0	0	56	0	0	135	147
		523D FTR SQ	55	0	0	57	0	0	135	142
		524TH FTR SQ	55	0	0	55	0	0	135	142
		27TH MAINT & SUPPLY GP	28	0	0	36	0	4	432	449
		27TH AIR BASE GP	35	0	3	52	0	2	584	819
		27TH STATION MED GP	0	19	0	0	12	0	65	71
CHATHAM	8 AF	TOTAL 2D BOMB WING	75	7	5	152	5	6	1390	925
		2D SUPPLY SQ	15	0	1	21	0	1	317	173
		2D MOTOR VEHICLE SQ	5	0	0	6	0	0	212	140
		2D AIR BASE GP	55	0	4	125	0	5	837	585
		2D STATION MED. GP	0	7	0	0	5	0	24	27
		2D AVIATION SQ	3	0	0	2	0	0	94	96

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LOCATION	ASGMT	UNIT	OFFICERS AUTHORIZED: OTHER THAN MEDICAL DEPT	OFFICERS AUTHORIZED: MEDICAL DEPT	OFFICERS AUTHORIZED: W/O	OFFICERS ASSIGNED: OTHER THAN MEDICAL DEPT	OFFICERS ASSIGNED: MEDICAL DEPT	OFFICERS ASSIGNED: W/O	ENLISTED: AUTH.	ENLISTED: ASGD
CARSWELL	ATCHD 8 AF	TOTAL 838TH ENGR AVN BN.	27	3	0	31	0	1	592	553
		HQ & HQ & SV CO, 838 TH EAB	15	0	0	15	0	1	185	168
		CO "A" 838TH EAB	4	0	0	5	0	0	131	125
		MEDICAL DET 838TH EAB	0	3	0	0	0	0	14	5
CAMP HOOD		CO "B" 838 TH EAB	4	0	0	6	0	0	131	124
DAVIS-MONTHAN		CO "C" 838 TH EAB	4	0	0	5	0	0	131	131
CLOVIS		4000TH BASE SV. SQ.	4	0	0	3	0	0	0	0
CAMP HOOD		4001ST BASE SV. SQ.	2	0	0	3	0	0	18	37
CAMPBELL		4002D BASE SV. SQ.	5	0	0	6	0	0	48	69
KEARNEY		4003D BASE SV. SQ.	7	0	0	4	0	0	0	0

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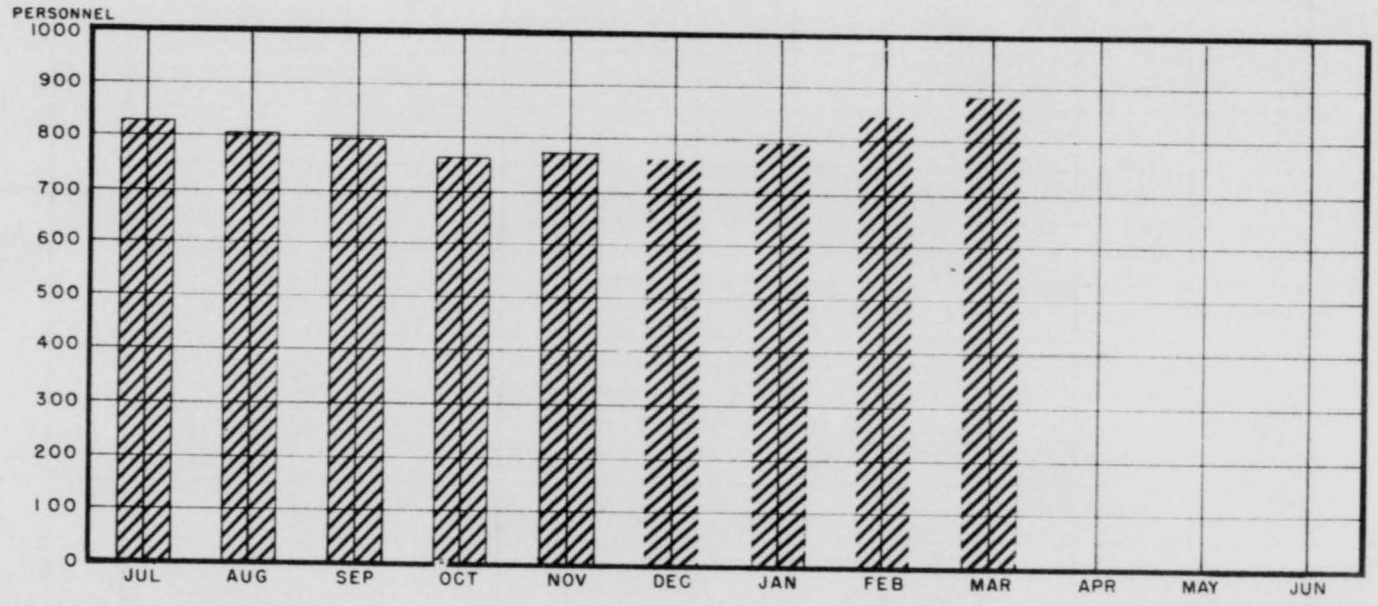
TOTAL EIGHTH AIR FORCE
REGULAR AIR FORCE AND REGULAR ARMY OFFICER PERSONNEL ASSIGNED
AS OF 15TH OF MONTH



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	823	804	797	762	776	772	796	841	883			
HQ 8TH AF	47	45	50	46	48	51	52	59	70			
BIGGS	108	111	108	102	110	135	132	131	136			
CARSWELL	185	180	176	162	164	152	151	157	164			
DAVIS-MONTHAN	229	222	225	218	220	*225	*239	235	237			
BERGSTROM	79	76	71	70	71	70	74	80	78			
WALKER	173	168	164	161	160	136	144	154	158			
CAMP HOOD AIRSTRIP	1	1	1	1	1	1	1	1	1			
CAMPBELL	1	1	2	2	2	2	2	2	2			
CLOVIS	0	0	0	0	0	0	0	0	0			
CHATHAM								22	37			
KEARNEY									0			
% OF ASGD STRENGTH	37.2	37.1	37.2	37.1	36.5	34.9	32.9	32.4	32.1			

Note: Hq 8th AF includes 18th Comm Sq(Comd).
* Davis Monthan includes units of 2d Bomb Wing transferred to Chatham AFB, Georgia.

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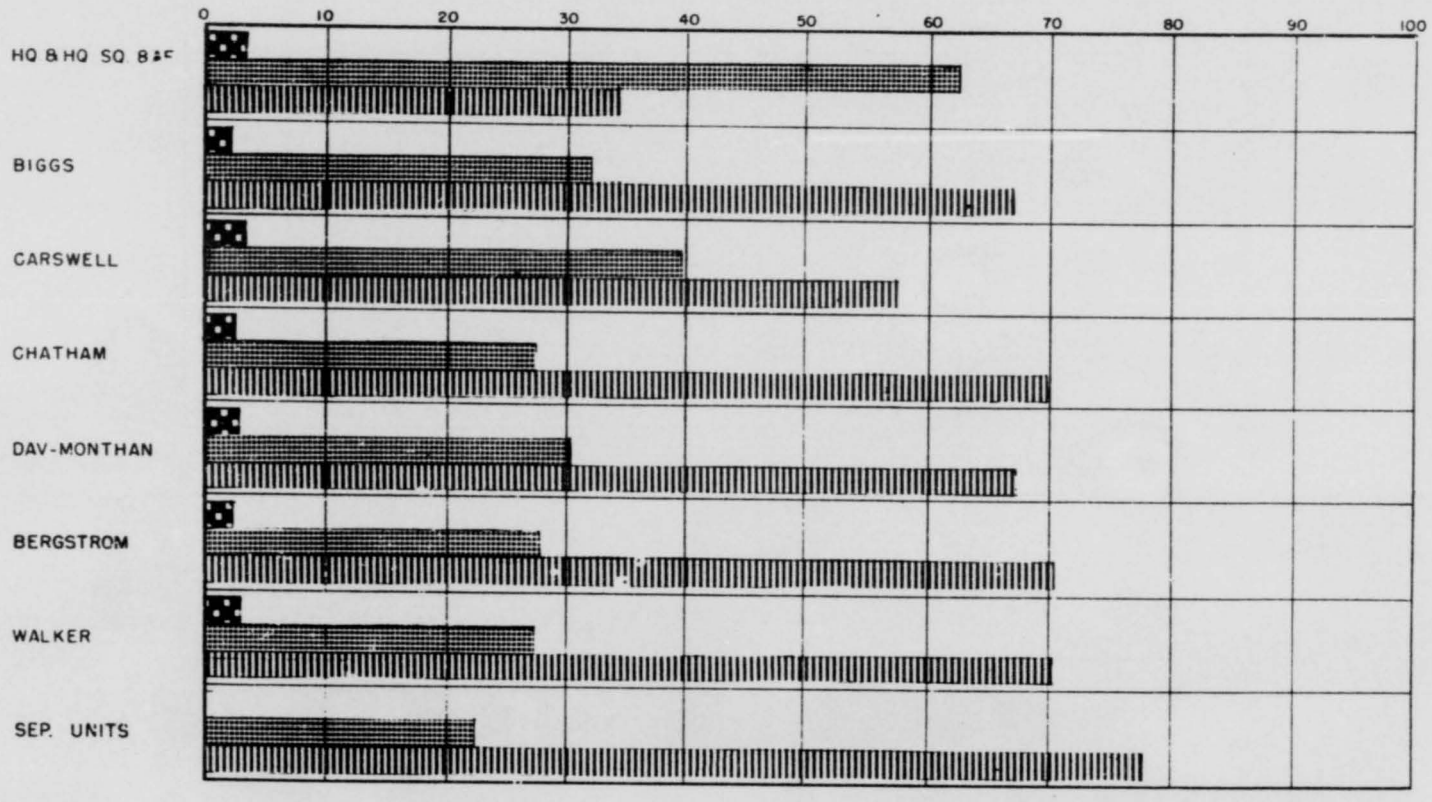
EIGHTH AIR FORCE OFFICER PERSONNEL
BY RANK & COMPONENT

AS OF 15TH MONTHLY



COMPONENT	GEN.	COL	LT COL	MAJOR	CAPT	LTS.	FO & WO	TOTAL
USAF & RA	2	22	69	158	310	269	53	883
USAFR & ORC		1	12	93	473	1220		1799
NATIONAL GUARD								
AFUS & AUS					29	4	40	73
TOTAL	2	23	81	251	812	1493	93	2755

NOTE:
INCLUDED IN SEP UNITS
CLOVIS, HOOD, CAMPBELL & 18TH COMM. SQ (COMD)

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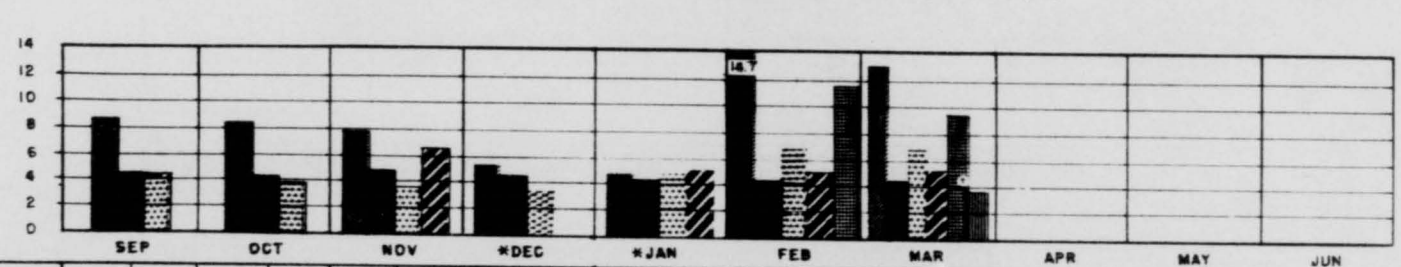
NON-WHITE ENLISTED PERSONNEL
PERCENTAGE OF TOTAL ASSIGNED BY STATION



NO. ASGD		SEP WHT	SEP COL	OCT WHT	OCT COL	NOV WHT	NOV COL	*DEC WHT	*DEC COL	*JAN WHT	*JAN COL	FEB WHT	FEB COL	MAR WHT	MAR COL	APR WHT	APR COL	MAY WHT	MAY COL	JUN WHT	JUN COL
CARSWELL		4233	403	3939	363	3793	321	3547	207	3522	172	3524	610	3614	544						
WALKER		3773	165	3767	166	3223	162	4338	155	3102	141	3719	273	3029	141						
DAV-MON		4047	179	4190	159	4303	161	*3179	* 154	*4521	* 249	3114	136	3703	277						
BIGGS						1981	141	2255	137	2304	130	2273	126	2238	127						
CHATHAM												710	94	925	96						

	MAR WHT	MAR COL
BERGSTROM	1805	70

8TH AIR FORCE ENLISTED STRENGTH BY GRADE & RACE

		M/SGT	T/SGT	S/SGT	SGT	CPL	PFC	PVT	% NON WHT
SEP	WHT	1134	1136	3126	2870	2768	3430	795	
	COL	11	7	45	92	124	374	58	4 7
OCT	WHT	1066	1106	3105	2833	2771	3321	778	
	COL	11	4	41	91	134	357	50	4 4
NOV	WHT	1053	1079	3200	2839	2869	4159	796	
	COL	17	10	57	115	160	373	53	4 9
DEC	WHT	1043	1062	3107	2816	2619	3753	719	
	COL	16	9	61	116	141	354	49	4 7
JAN	WHT	1030	1067	3221	2804	2688	3822	687	
	COL	16	8	59	114	139	312	44	4 3
FEB	WHT	1056	1107	3252	2865	2640	3681	627	
	COL	23	21	101	212	304	442	136	7 6
MAR	WHT	1142	1168	3454	3017	2786	3680	563	
	COL	25	24	110	215	299	451	131	7 3
APR	WHT								
	COL								
MAY	WHT								
	COL								
JUN	WHT								
	COL								

* INCLUDES UNITS AT CHATHAM AFB

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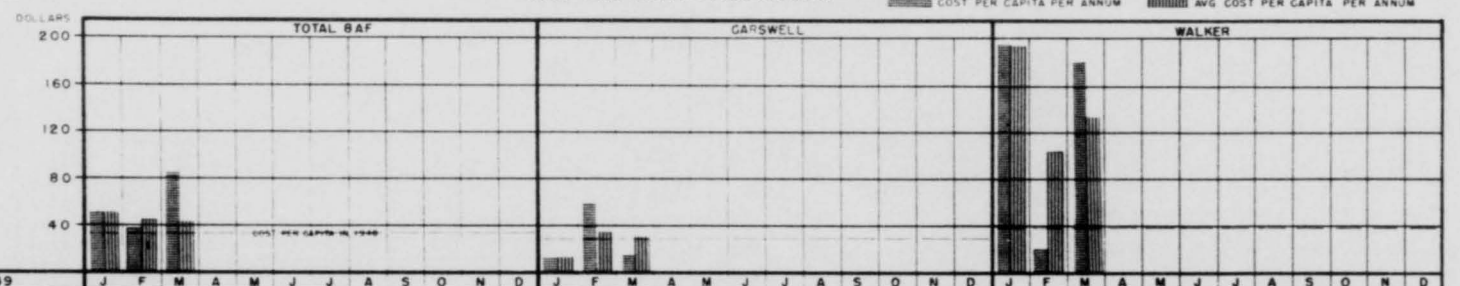
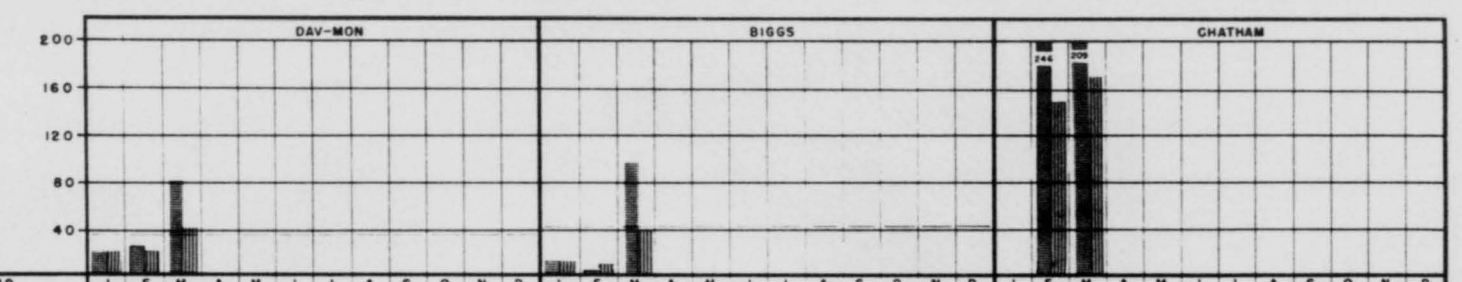
GROUND ACCIDENT SUMMARY

COST PER CAPITA PER ANNUM

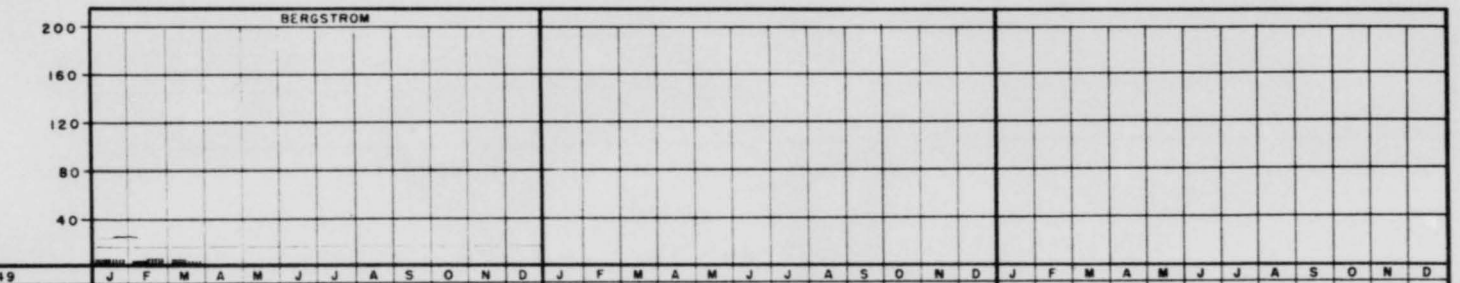
COST PER CAPITA PER ANNUM — AVG COST PER CAPITA PER ANNUM



1949	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
PERS INJURIES & FATALITIES	64	64	85										14	16	20										23	16	17									
GOVT VECH ACCIDENTS	24	27	24										4	8	6										5	4	8									
ACCIDENT COST	87064	67649	53573										6635	27038	8679										66565	7322	63337									
COST PER CAPITA PER ANNUM	50	39	86										14	57	18										193	21	183									
AVG COST PER CAPITA PER ANNUM	50	44	59										14	36	30										193	107	132									



1949	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
PERS INJURIES FATALITIES	21	24	30										7	4	11										0	2	4									
GOVT VECH ACCIDENTS	8	3	3										4	2	2										0	6	3									
ACCIDENT COST	19256	10772	33003										3338	1162	25514										0	20219	21587									
COST PER CAPITA PER ANNUM	22	27	82										14	4	105										0	246	209									
AVG COST PER CAPITA PER ANNUM	22	24	43										14	8	40										0	151	171									



1949	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
PERS INJURIES FATALITIES	2	1	3																																	
GOVT VECH ACCIDENTS	3	4	2																																	
ACCIDENT COST	1270	695	1453																																	
COST PER CAPITA PER ANNUM	7	4	8																																	
AVG COST PER CAPITA PER ANNUM	7	6	7																																	

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ENLISTMENTS & REENLISTMENTS
TOTAL 8TH AIR FORCE BY LENGTH OF ENLISTMENT
CUMULATIVE FROM 1 JULY 1948

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
6 YR. ENLS.	0	0	3	11	14	21	28	32	35			
5 YR. ENLS.	0	2	3	4	7	8	11	14	16			
4 YR. ENLS.	0	0	2	4	6	9	11	13	14			
3 YR. ENLS.	30	71	125	564	1235	1690	2147	2453	2753			
INDEF.	0	0	0	18	67	160	208	245	384			
TOTAL	30	73	133	601	1329	1888	2405	2757	3202			

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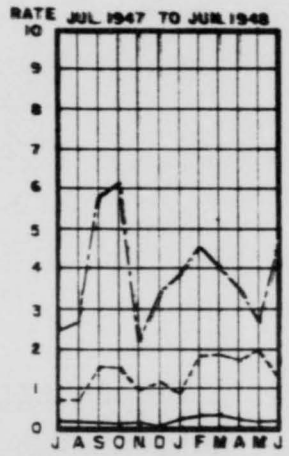
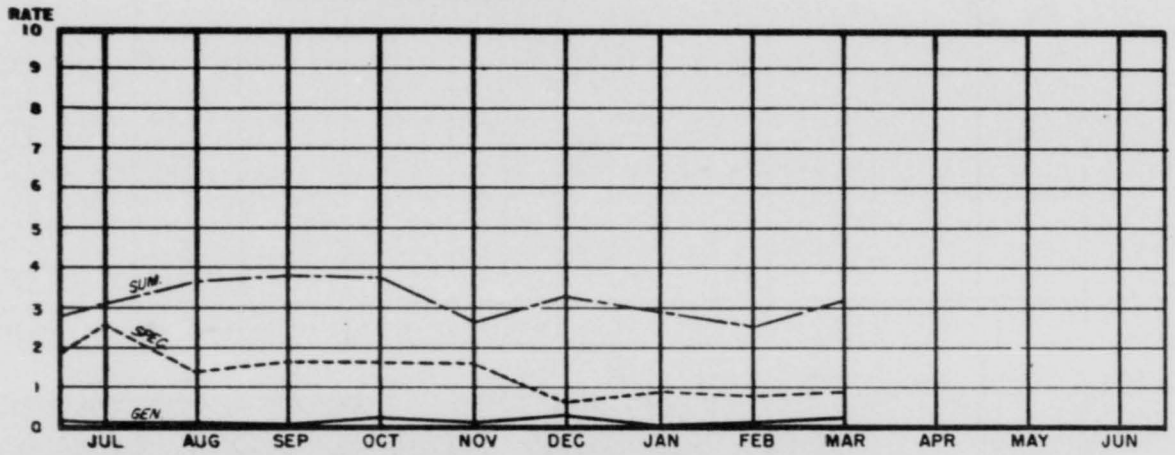
TOTAL 8TH AF COURTS MARTIAL RATES

BY MONTH 1948-1949

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
BIGGS	SUMMARY											6	2.2	9	3.2	8	2.8	20	7.1						
	SPECIAL											0	0	6	2.1	4	1.4	3	1.0						
	GENERAL											0	0	0	0	1	.35	0	0						
CARSWELL	SUMMARY	23	4.2	22	4.2	41	8.3	23	5.0	16	3.2	36	7.9	17	3.8	23	4.7	22	4.3						
	SPECIAL	7	1.3	3	.58	3	.61	3	.66	3	.6	3	.7	1	.22	2	.41	3	.58						
	GENERAL	8	.18	1	.19	0	0	3	.66	1	.2	1	.2	0	0	0	0	1	.19						
DAVIS-MONTHAN	SUMMARY	8	1.7	15	3.1	7	1.5	6	1.2	11	2.1	10	1.9	17	3.1	6	1.3	2	.42						
	SPECIAL	18	3.8	4	.8	10	2.1	7	1.42	13	2.5	4	.8	7	1.3	2	.42	6	1.2						
	GENERAL	0	0	0	0	0	0	0	0	0	0	1	.2	0	0	0	0	0	0						
BERGSTROM	SUMMARY	9	4.8	12	7.3	8	5.1	9	5.9	7	4.6	5	3.1	8	4.7	11	6.5	8	3.6						
	SPECIAL	9	4.8	7	4.3	7	4.5	5	3.3	7	4.6	3	1.9	0	0	5	2.9	3	1.3						
	GENERAL	0	0	0	0	0	0	0	0	1	.66	0	0	0	0	0	0	1	.45						
WALKER	SUMMARY	12	2.7	11	2.5	4	.91	19	4.3	11	2.9	3	.8	2	.52	2	.52	9	2.3						
	SPECIAL	9	2.0	6	1.4	5	1.1	11	2.5	5	1.3	0	0	1	.26	2	.52	1	.26						
	GENERAL	0	0	0	0	0	0	0	0	0	0	3	.8	0	0	0	0	1	.26						
CHATHAM	SUMMARY													0	0	3	3.3	3	2.5						
	SPECIAL													0	0	1	1.1	1	.84						
	GENERAL													0	0	0	0	0	0						
8TH AF TOTAL	SUMMARY	52	3.1	60	3.7	60	3.8	57	3.7	45	2.7	60	3.3	53	2.9	53	2.6	64	3.2						
	SPECIAL	43	2.6	20	1.3	25	1.6	26	1.6	28	1.6	10	.6	15	.8	16	.77	17	.85						
	GENERAL	0	.06	1	.06	0	0	4	.26	2	.12	5	.3	0	0	1	.05	3	.14						

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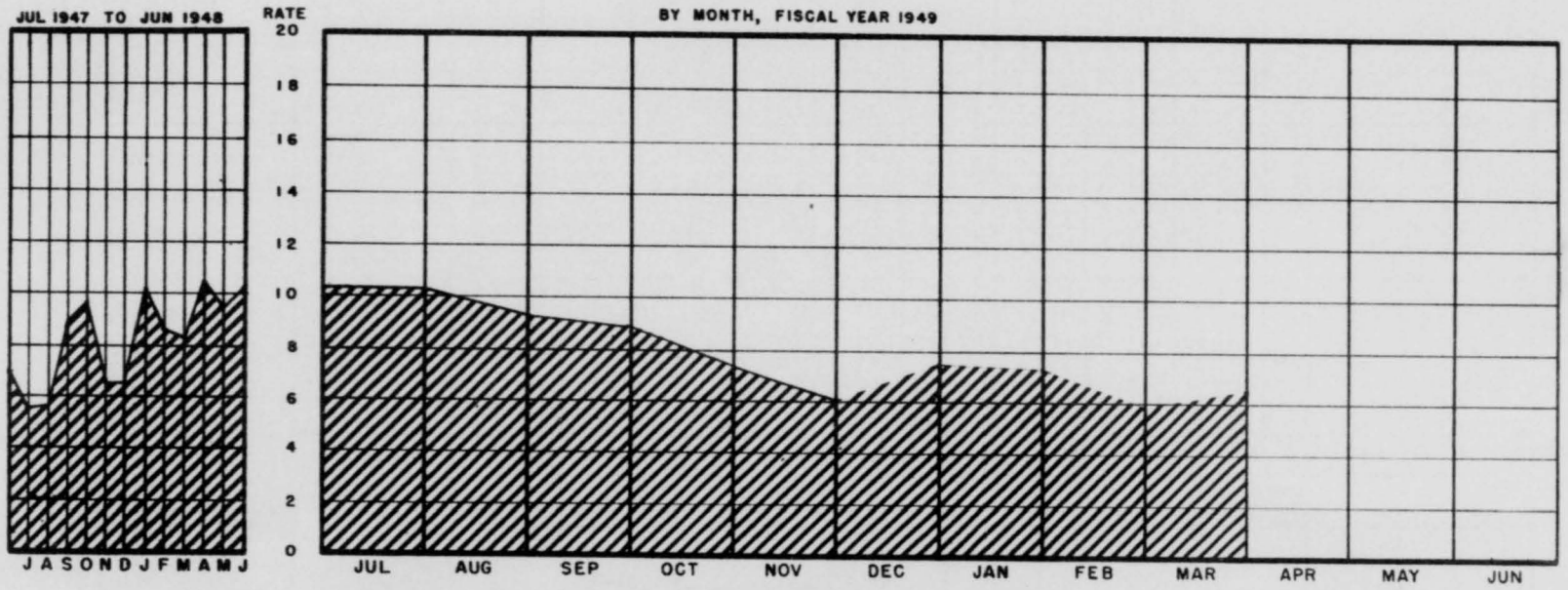
8TH AF PERSONNEL AWOL RATE

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
BIGGS	REPORT NOT AVAILABLE								12	5.0	15	5.4	14	4.9	7	2.5	15	5.3						
CARSWELL	75	13.6	49	9.3	36	7.1	39	8.5	38	8.1	20	8.1	32	7.9	31	6.9	46	9.0						
DAVIS-MONTHAN	45	9.4	23	4.8	33	6.8	23	4.7	26	5.1	36	6.9	32	5.8	27	5.8	28	5.8						
	25	13.3	19	11.2	20	14.4	16	10.6	9	5.9	20	12.6	19	11.2	19	11.2	16	7.2						
WALKER	44	9.7	59	13.5	51	11.6	39	8.9	30	7.9	44	11.5	39	10.2	20	5.2	22	5.8						
CHATHAM															4	4.3	2	1.6						
8TH AF TOTAL	189	10.2	150	9.3	140	8.9	117	7.6	115	6.1	135	7.5	136	7.3	108	5.9	129	6.5						

NOTE: EXCLUDES 4000TH, 4001ST, 4002ND BASE SERV. SQS.

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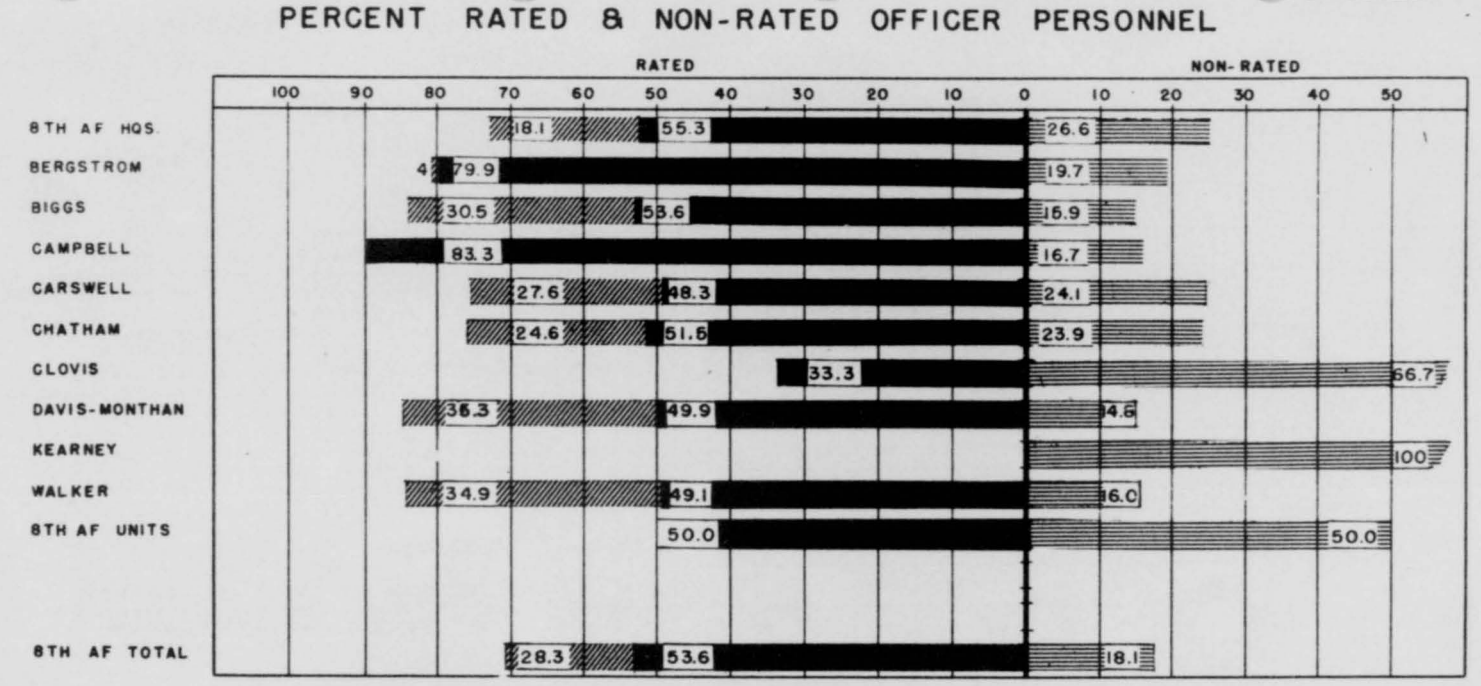
OF 15 MAR.

PERCENT RATED & NON-RATED OFFICER PERSONNEL



	NUMBER RATED & NON RATED OFFICER PERSONNEL								
	PILOTS	OTHER RATED	TOTAL RATED	NON RATED	WO'S	CHAPLAIN	FLT. S. & NURSE	UNKNOWN	TOTAL
8TH AF HQS.	52	17	69	25	16	1	0	0	111
BERGSTROM	215	1	216	53	7	2	3	0	281
BIGGS	216	123	339	64	7	2	2	13	427
CAMPBELL	5	0	5	1	0	0	0	0	6
CARSWELL	173	99	272	86	21	4	7	24	414
CHATHAM	69	33	102	32	1	0	0	1	136
CLOVIS	1	0	1	2	0	0	0	0	3
DAVIS MONTHAN	376	266	642	111	23	3	7	0	786
KEARNEY	0	0	0	1	0	0	0	0	1
WALKER	272	194	466	89	18	2	6	1	582
* 8TH AF UNITS	4	0	4	4	0	0	0	0	8
8TH AF TOTAL	1383	733	2116	468	93	14	25	39	2755

* INCLUDES 18TH COMM. SQ 4001ST B S SQ.
% EXCLUDE WO'S, CHAP., FLT. SURG. & NURSES

OTHER RATED ▨ PILOTS ■ NON-RATED ▬

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MILITARY PERSONNEL
AUTHORIZED & ASSIGNED STRENGTH
BY RANK & GRADE
EIGHTH AIR FORCE TOTAL

	JUL		AUG		SEP		OCT		*NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
GENERAL	8	2	7	2	8	2	8	2	8	2	8	2	8	2	8	2	8	2						
COLONEL	39	18	35	16	36	17	39	18	39	19	37	21	38	22	38	23	38	26						
LT COL	122	88	102	84	106	85	107	89	108	87	106	78	121	77	122	81	129	92						
MAJOR	222	226	234	225	239	214	261	213	270	221	279	223	313	246	315	249	328	251						
CAPTAIN	572	645	544	630	551	607	591	608	636	671	649	699	752	757	761	796	840	834						
LIEUTENANTS	1399	1150	1594	1125	1597	1077	1681	1094	1711	1160	1736	1198	2094	1339	2106	1416	2413	1552						
WO	15	43	44	44	49	43	24	44	30	43	27	54	32	77	49	91	37	101						
ANC	40	22	33	24	33	25	32	27	33	24	33	22	32	23	32	22	32	24						
TOTAL	2417	2194	2593	2150	2619	2070	2743	2095	2868	2227	2875	2297	3390	2543	3431	2680	3825	2882						
									*															
M/SGT	985	1206	1141	1189	1170	1145	1171	1077	1196	1070	1185	1059	1361	1046	1368	1079	1486	1167						
T/SGT	713	1187	816	1173	835	1143	833	1110	882	1089	769	1071	870	1075	884	1128	934	1192						
S/SGT	3253	3502	3515	3063	3574	3171	3592	3146	3737	3257	3837	3168	4375	3280	4424	3353	4845	3564						
SGT	4127	2927	3837	2934	3944	2962	3985	2924	4263	2954	4175	2932	4763	2918	4860	3077	5234	3232						
CPL	3881	3026	3657	3026	3772	2892	3790	2905	4017	3029	4038	2760	4494	2827	4769	2944	5130	3085						
PFC OR PVT	2195	4739	1886	4770	1972	4657	2187	4506	2338	5381	2156	4107	2144	4865	2294	4886	2485	4825						
TOTAL	15154	16110	14852	16155	15267	15970	15558	15668	16691	16780	16151	15865	18007	16011	18599	16467	20114	17065						

* 33 OFF & 258 E.M. included in totals auth.
Breakdown by Grade not available.

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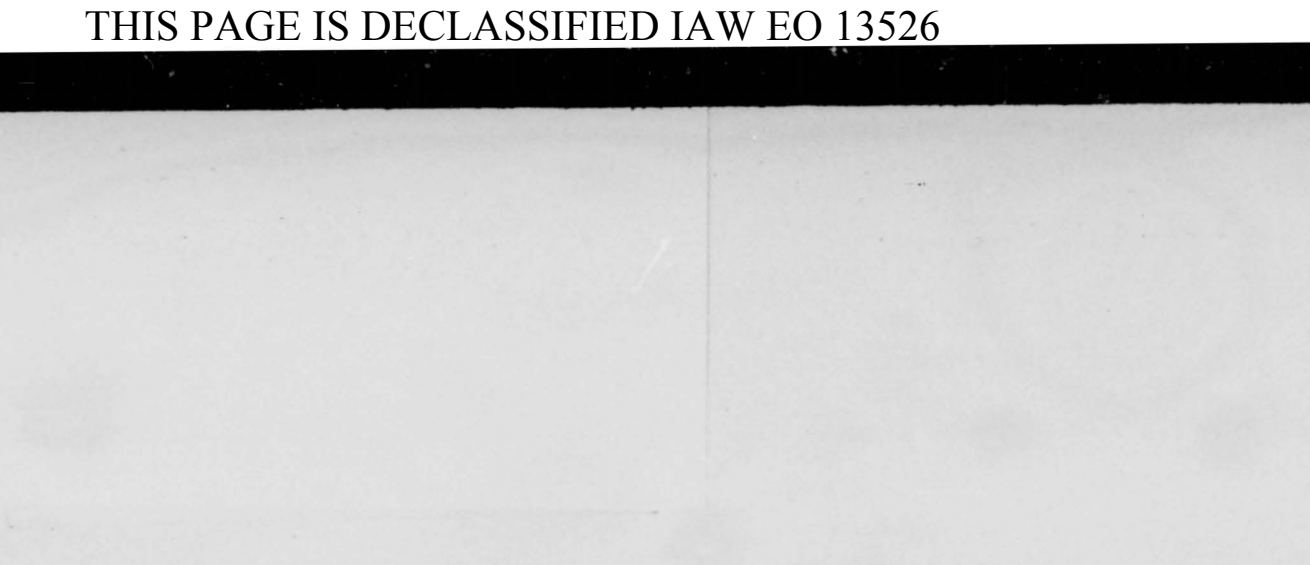
V. D. ADMISSION RATE BY RACE



STATIONS		WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD
CARSWELL		19.30	80.41	23.95	194.61	21.58	68.64	30.41	117.11	23.85	179.06	23.18	138.00		
DAVIS-MON.		40.95	80.93	4.01	308.30	10.54	6.45	23.66	46.76	16.83	142.33	16.33	291.04		
WALKER		4.83	178.29	19.41	80.74	25.48	66.23	3.49	87.24	3.48	185.75	31.67	0		
BERGSTROM		0	0	0	0	6.45	0	0	0	7.29	0	12.54	448.27		
BIGGS		12.20	0	37.76	0	40.69	0	31.49	0	24.13	351.35	25.46	175.67		
CHATHAM										38.51	0	29.34	136.84		

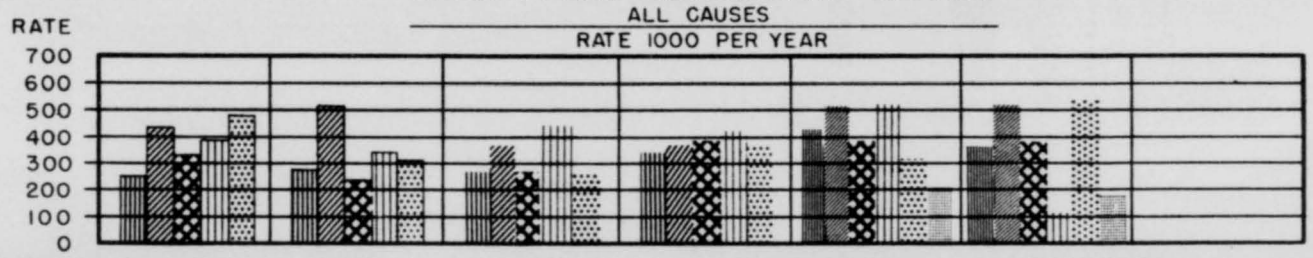
COLORED PERS.

NOTE: NO COLORED PERSONNEL ASGD. KEARNEY

HOSPITAL ADMISSION RATES

ALL CAUSES

RATE 1000 PER YEAR



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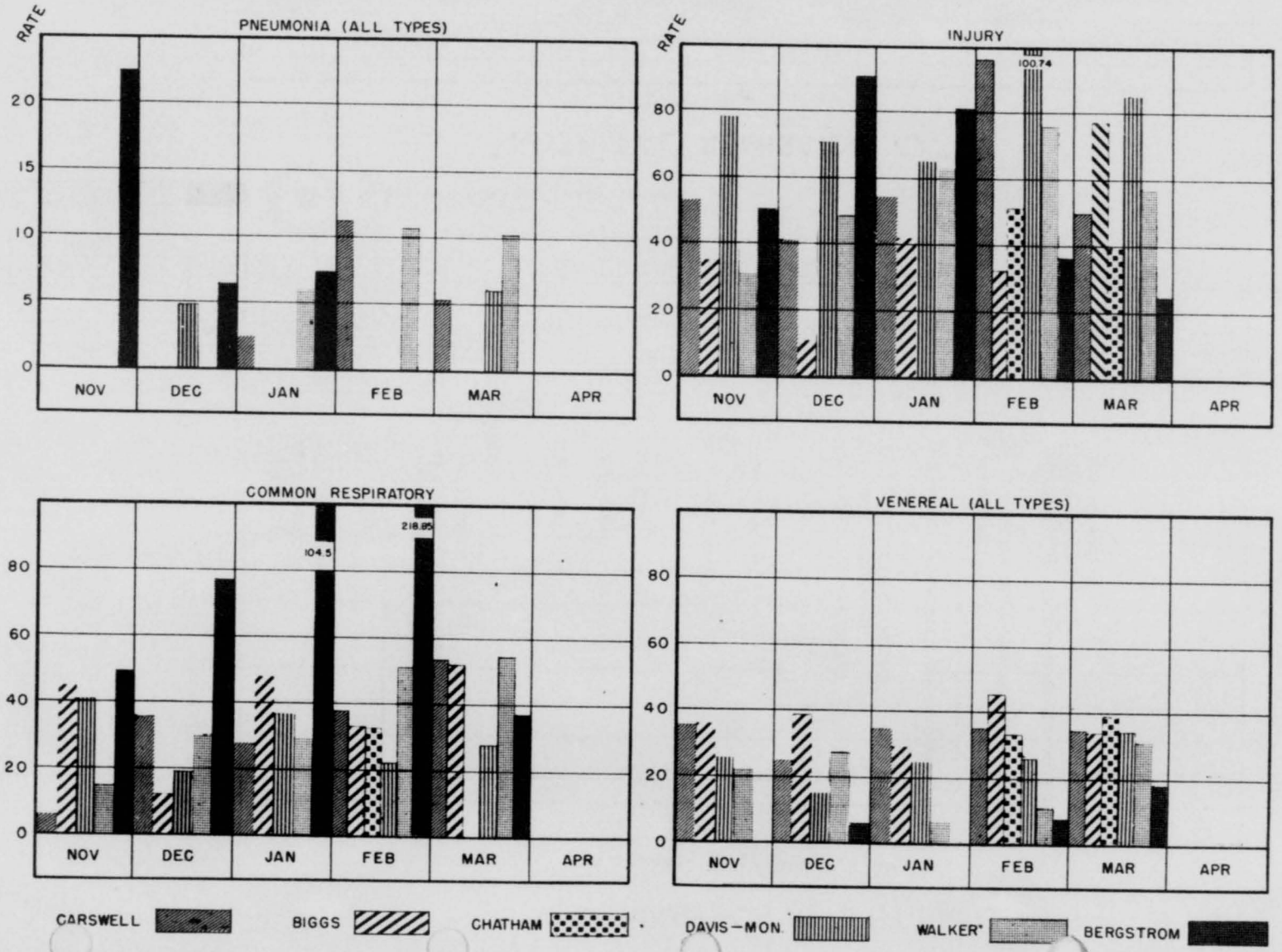
HOSPITAL ADMISSION RATES
PER 1,000 PER YEAR



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CRITICAL SSN SUMMARY
OFFICERS

AS OF 31 MAR. 1949

SSN	AUTH.	ASGD BY DUTY	SHORTAGE UNDER SAC DEVEL. PROGRAM	SSN	AUTH.	ASGD. BY DUTY	SHORTAGE UNDER SAC DEVEL. PROGRAM
0141	29	17	12	4222	12	8	4
0142	*	93	*	4320	8	6	2
0200	50	49	0	4400	4	6	0
0210	7	2	5	4415	3	0	3
0224	12	5	0	4419	9	7	0
0400	6	3	3	4512	10	8	0
0410	2	1	1	4514	6	4	0
1024	703	535	0	4530	8	3	5
1028	97	53	24	4821	18	5	7
1034	*	186	*	4822	42	25	8
1035	*	172	*	6201	15	15	0
1037	1016	152	0	6302	8	9	0
1051	150	150	0	6305	8	5	3
1095	109	65	44	7314	10	6	4
2680	3	1	0	7888	13	7	0
3100	31	23	4	8502	13	11	0
3108	5	3	2	8503	9	8	0
3139	3	1	2	9301	37	37	0
3150	10	2	8				
3162	4	2	2				
3170	18	9	8				
3172	3	0	3				
3306	2	1	1				
3420	2	0	2				
3449	24	15	9				
4210	9	8	1				

* SEE SSN 1037 FOR AUTH. & SHORTAGE

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CRITICAL SSN SUMMARY
ENLISTED PERSONNEL

AS OF 31 MAR 1949

SSN	AUTH	ASGD. BY PRIMARY SSN	SHORTAGE UNDER SAC DEVEL. PROGRAM	SSN	AUTH	ASGD. BY PRIMARY SSN	SHORTAGE UNDER SAC DEVEL. PROGRAM
033	10	2	8	684B	87	67	20
060	340	320	20	686	120	103	17
062	350	179	171	687	135	107	28
063	27	15	12	737	266	235	31
144	49	31	18	747	1086	932	154
166	63	21	42	766	54	49	5
212	21	13	8	792	14	4	10
237	60	49	11	805	38	28	10
242	26	18	8	809	6	5	1
268	14	10	4	835	462	458	4
275	92	70	22	848	13	4	9
348	31	23	8	855	12	10	2
510	9	3	6	858	19	14	5
528	92	50	42	861	47	45	2
548	64	46	18	867	339	248	91
555	235	207	28	941	88	35	53
573	74	69	5	957	75	19	56
575	43	23	20	958	34	15	19
583	18	16	2	969	16	9	7
647	54	31	23	1383	375	339	36
648	65	37	28	1685	241	140	101
667	43	25	18	2756	364	274	90
673	56	37	19	4409	8	3	5
677	464	461	3				
684A	1328	669	659				

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SECTION III

TRAINING

AND

OPERATIONS

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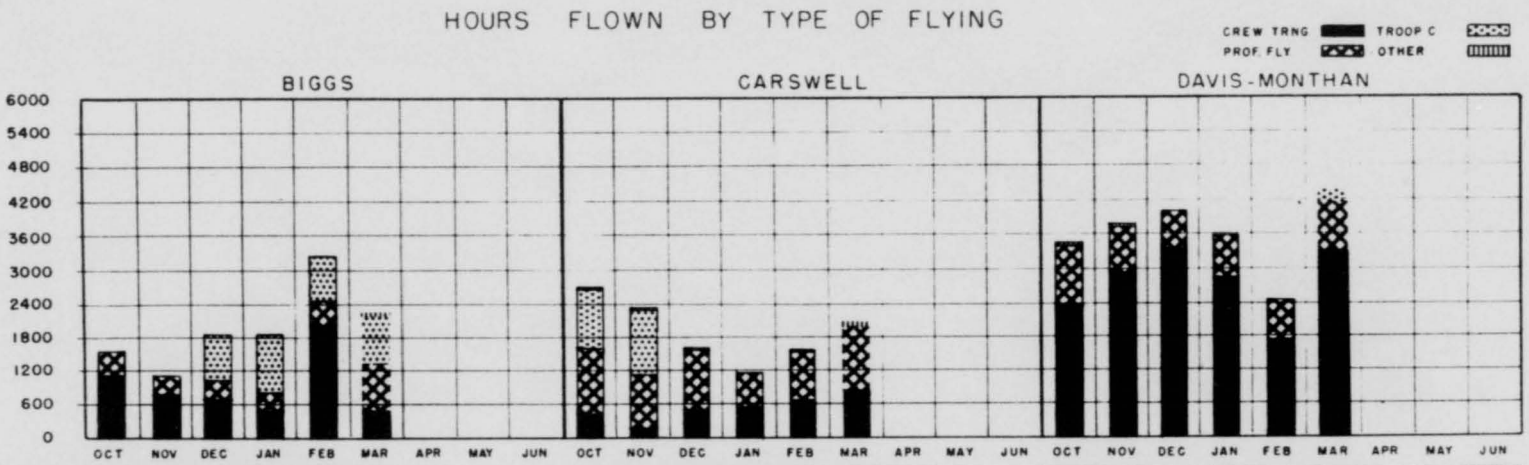
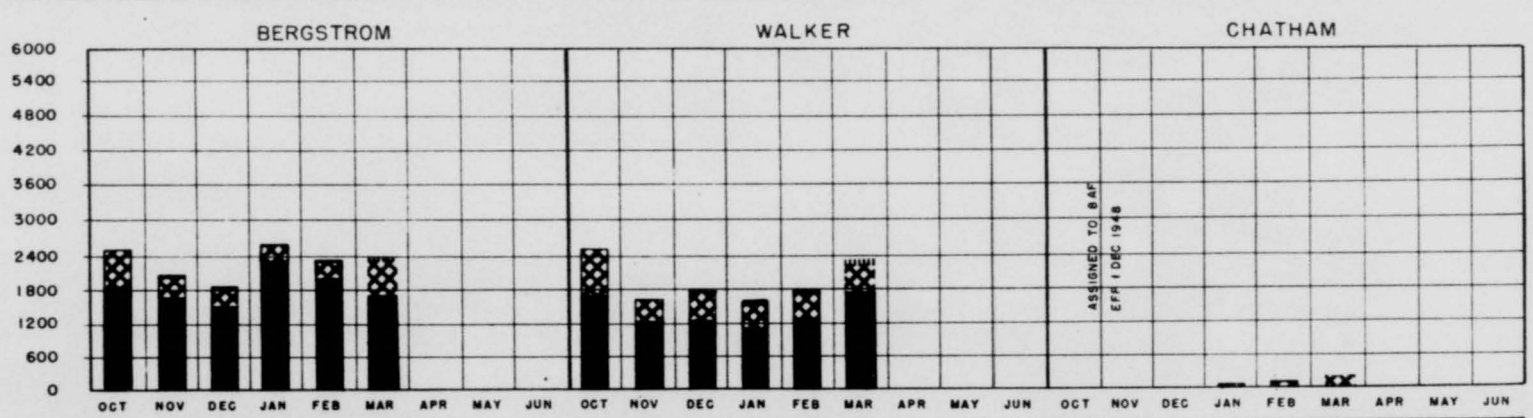
HOURS FLOWN BY TYPE OF FLYING



	BIGGS									CARSWELL									DAVIS-MONTHAN								
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	1090	792	678	812	2027	539				425	168	485	533	694	867				2397	2904	3358	2836	1723	3353*			
PROFICIENCY FLY.	449	298	372	403	468	792				1208	962	1094	610	871	1119				1027	849	689	761	769	828			
TROOP CARRIER	0	0	829	653	777	891				1015	1195	0	0	0	0				0	0	0	0	0	0			
OTHER	0	0	0	0	0	41				9	9	8	0	4	9				26	23	0	0	0	150			
TOTAL	1539	1090	1879	1868	3272	2263				2657	2334	1587	1143	1569	2075				3450	3776	4047	3597	2492	4331			



	BERGSTROM									WALKER									CHATHAM								
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	1869	1662	1534	2318	2050	1743				1699	1205	1254	1108	1296	1782							0	0	0			
PROFICIENCY FLY.	637	351	308	262	298	575				815	413	528	424	459	517							15	103	204			
TROOP CARRIER	0	0	0	0	0	0				0	0	0	0	0	0							0	0	0			
OTHER	0	12	2	0	3	2				0	0	1	40	32	94							0	0	0			
TOTAL	2506	2025	1844	2580	2351	2320				2514	1618	1783	1572	1787	2393							15	103	204			

†Excludes Fly Time for Camp Hood & Campbell AFB * INCLUDES FLYING TIME FOR FEB. FOR A/C TDY OUTSIDE U.S.

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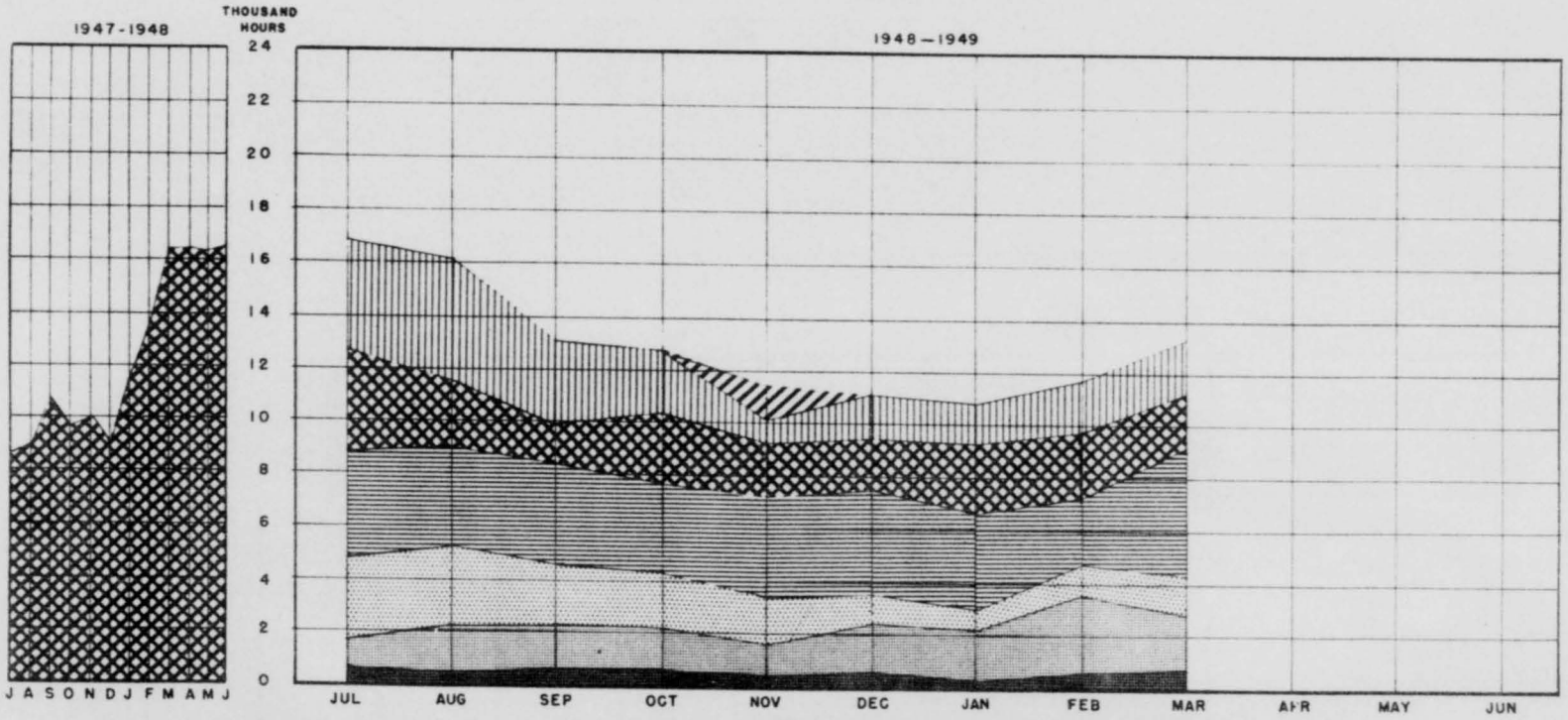
TOTAL 8TH AF AIRCRAFT HOURS FLOWN
BY MONTH FISCAL YEAR 1949



GAINED OTIS AFB 15 NOV. — 649 — TRANSFERED TO CONT. AIR COMD EFF 1 DEC '48

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
HQ 8TH AF	595	491	593	615	553	605	312	542	651			
BIGGS	1123	1744	1655	1539	1090	1879	1868	3272	2263			
CARSWELL	3247	3085	2441	2151	1869	1080	870	1087	1464			
DAVIS-MONTHAN	3924	3680	3791	3450	3776	4043	3612*	2595**	4535***			
BERGSTROM	3851	2694	1421	2506	2025	1844	2580	2351	2320			
WALKER	4094	4452	3201	2514	1618	1783	1572	1787	2393			
TOTAL 8TH AF	16834	16146	13102	12775	11580	11234	10814	11634	13626			

*Includes 15 hrs. flown by 2nd A/B Gp at Chatham AFB
**Includes 103 hrs. flown by 2d A/B Gp at Chatham AFB

Hq. 8th AF Includes Flying Time For 4001, 4002 Base Ser. Sqs.

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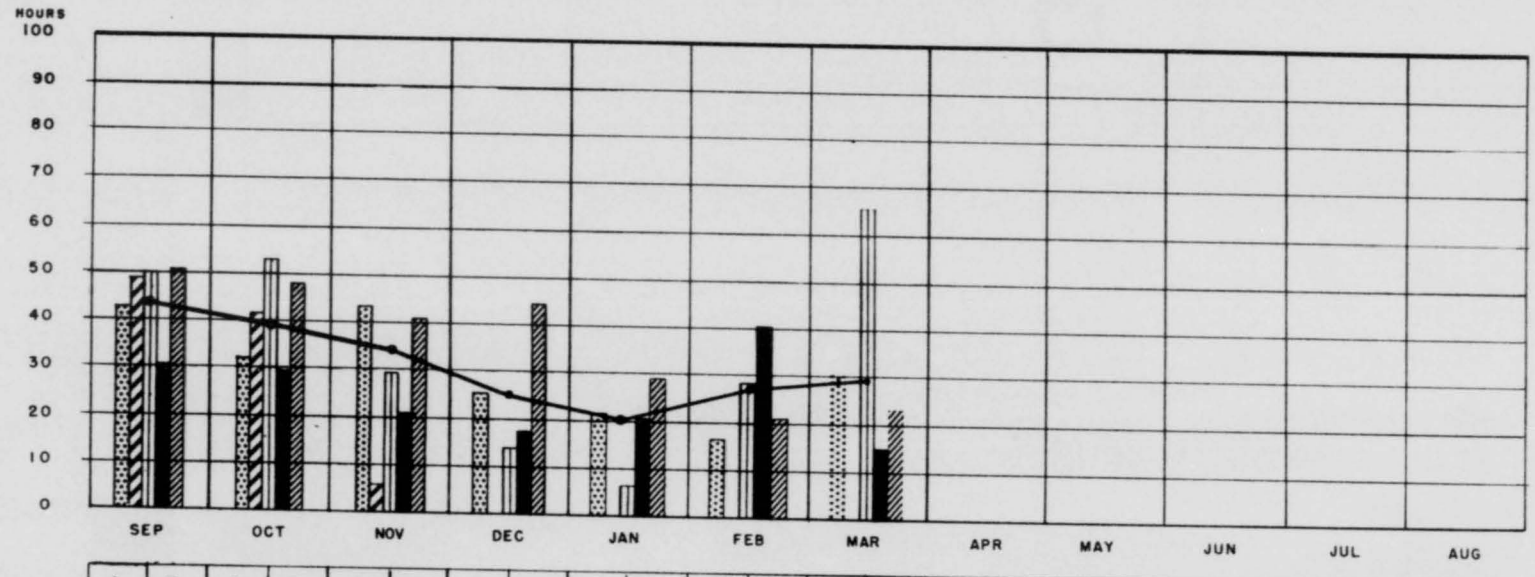
AVERAGE HOURS FLOWN PER B-29

BY: 8TH AF BOMB GROUPS



	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
2D BG.	30	42.8	28	31.9	38	43.1	59	26.8	47	22.0	41.3	17.2	8	30.4								
7TH BG.	13	48.5	6	41.6	12	5.7	NONE ASSIGNED															
43D BG.	29	50	25	53.1	26	29.7	30	14.1	30	6.5	15.6	28.2	26	66.4*								
97TH BG.	42	30.6	37	29.5	36	21.6	37	18.6	40	20.2	50.3	40.3	36	15.0								
509TH BG.	30	50.4	29	47.9	29	41.6	28	44.9	38	29.2	60.0	21.6	78	23.0								
TOTAL BAF	142	43.1	126	39.7	131	34.2	153	25.7	156	20.2	167.2	26.8	147	29.0								

NOTE: INCLUDES B-29 IN FUNCTIONAL CODE CC ONLY

* INCLUDES FLYING TIME FOR FEB. FOR A/C TDY OUTSIDE CONTL U.S.

A.- AVE. NO. B-29'S ASGD

B.- AVE. HOURS FLOWN PER B-29

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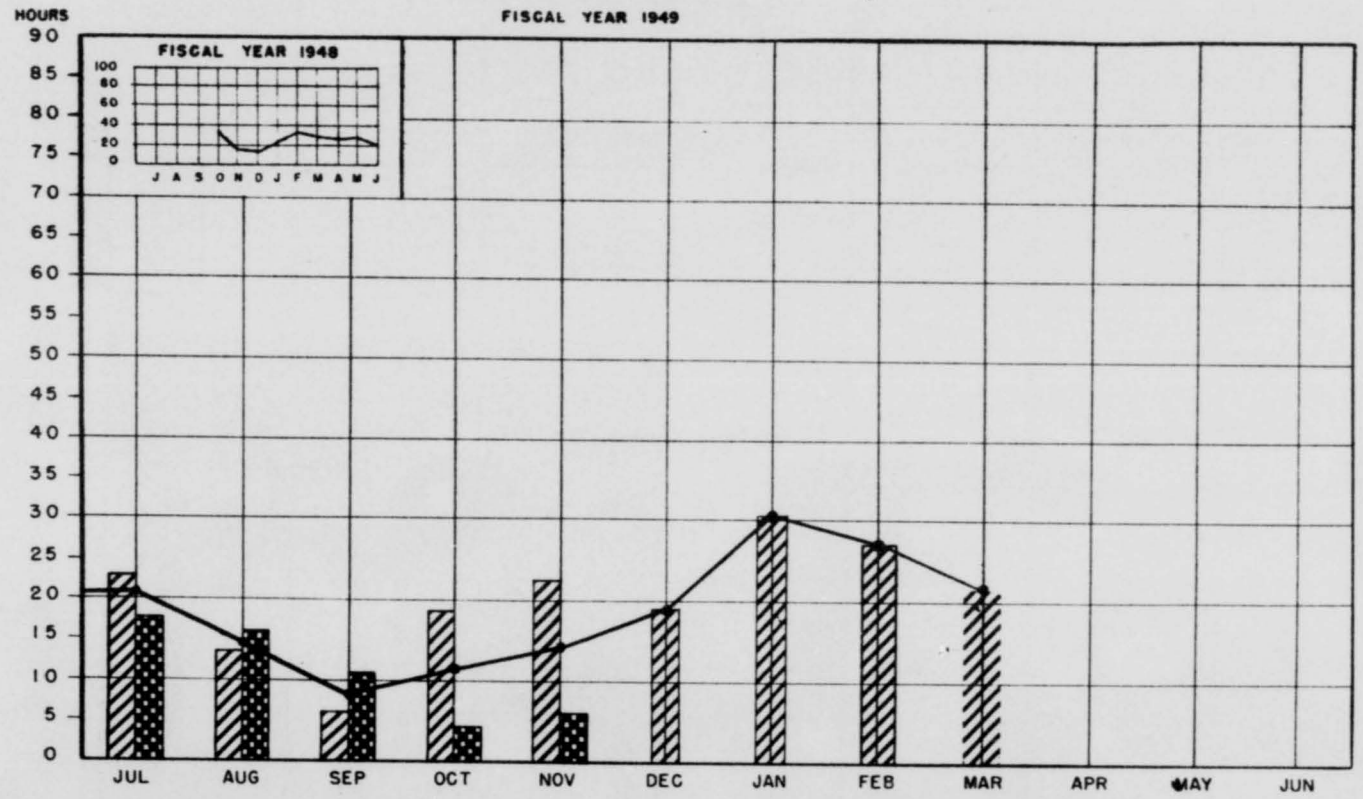
AVERAGE HOURS FLOWN PER AIRCRAFT

BY FIGHTER GROUP MONTHLY



FIGHTER GROUP	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
27TH FIGHTER GP.	134.3	22.9	156.1	13.4	127.8	6.3	102.7	18.7	72.8	22.8	79.3	19.3	76.5	30.3	76.0	27.0	80.8	21.6				
33RD FIGHTER GP.	69.3	17.7	80.5	16.3	81.8	11.4	80.5	3.8	78.6	6.6	TRANSFERRED TO CONTINENTAL AIR COMMAND 1 DEC 1948											
8TH AF TOTAL	203.6	21.1	236.6	14.4	209.8	8.3	183.13	11.9	151.4	14.4	79.3	19.3	76.5	30.3	76.0	27.0	80.8	21.6				

A. AVERAGE NO. AIRCRAFT ASSIGNED.
B. AVERAGE HRS. FLOWN PER AIRCRAFT ASSIGNED.

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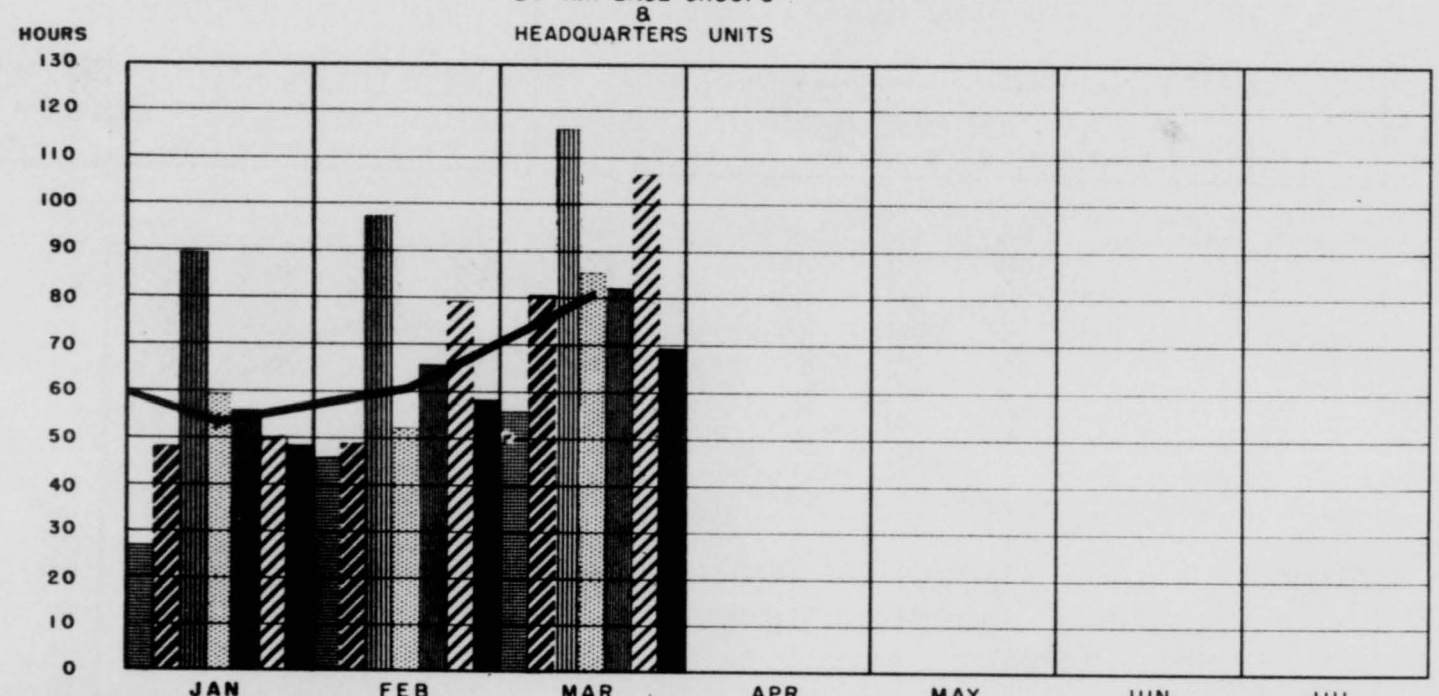
AVERAGE HOURS FLOWN PER AIRCRAFT

BY: AIR BASE GROUPS
&
HEADQUARTERS UNITS



	JAN A	JAN B	FEB A	FEB B	MAR A	MAR B	APR A	APR B	MAY A	MAY B	JUN A	JUN B	JUL A	JUL B
HQ & HQ SQ 8TH AF	10	27.3	10	45.9	11	56.1								
7TH A/B GP	7	48.1	8	48.6	7	80.5								
43RD A/B GP	8.5	89.5	8	97.3	7	116.6								
97TH A/B GP	7	59.3	9	52.6	9	85.2								
509TH A/B GP	7.6	55.8	7	65.6	6	82.1								
2ND A/B GP	1	50	1.3	79.2	2	107.4								
27TH A/B GP	5.4	48.5	5	58.4	8	69.3								
TOTAL 8TH AF	46	54.2	49	61.1	51	80.5								

A AVERAGE NO. AIRCRAFT ASGD.
B AVERAGE HOURS PER AIRCRAFT ASGD

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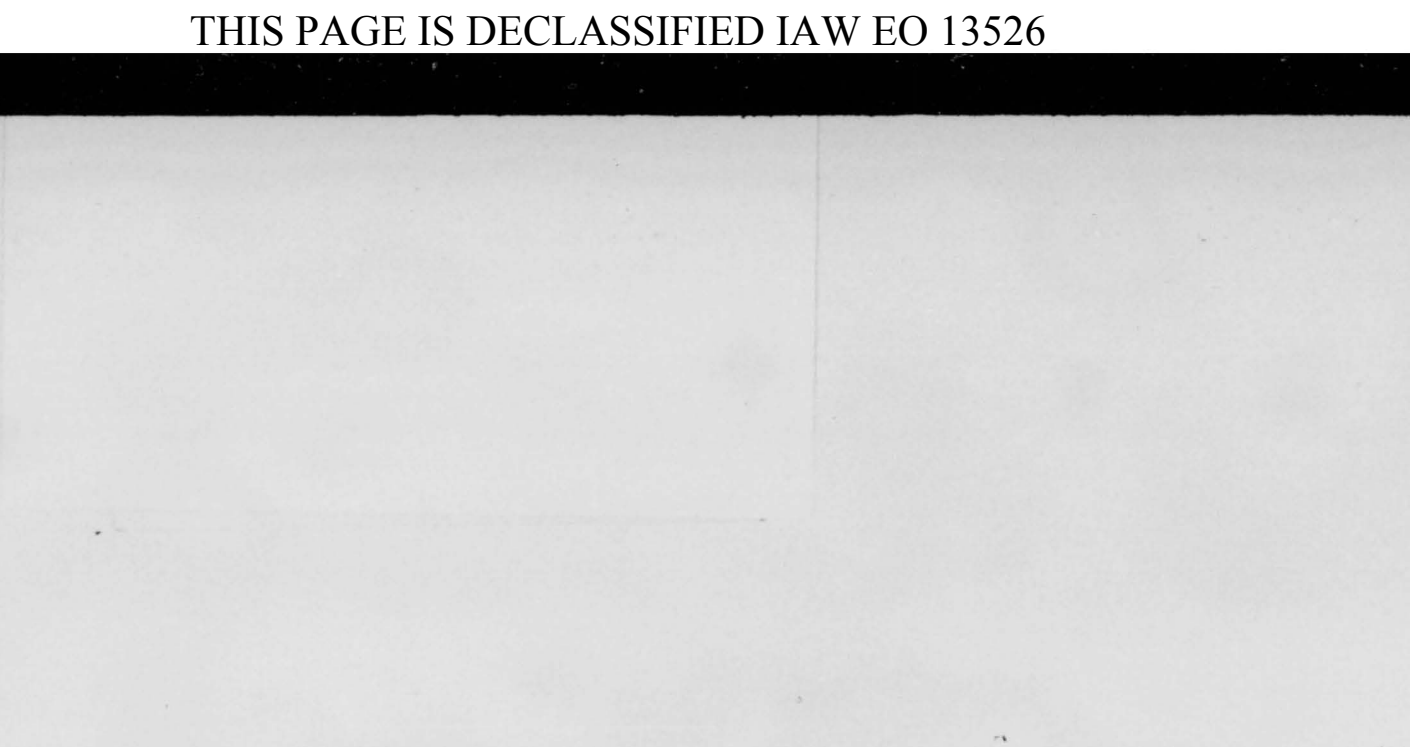
AVERAGE HOURS FLOWN BY B-36 & B-50 ACFT.

BY MONTH
FISCAL YEAR 1949



		AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C
7 TH B.G.	(B-36)	10.1	15.2	13.6	21.9	17.3	9.3	18.4	5.3	26.8	18.1	35	15.2	26	23.3	24.8	31.4								
11 TH B.G.														10	9.8	15.1	6.1								
43 D B.G.	(B-50)	3.7	50.9	4.3	57.9	2.8	52.3	10.2	46.8	25.4	53.1	39	41.1	32	13.3	33.7	28.8								
2D B.G.														11	13.0	23.0	19.0								

*INCLUDES FLYING TIME FOR B-50 A/C OUTSIDE CONTINENTAL U.S. FOR FEB.

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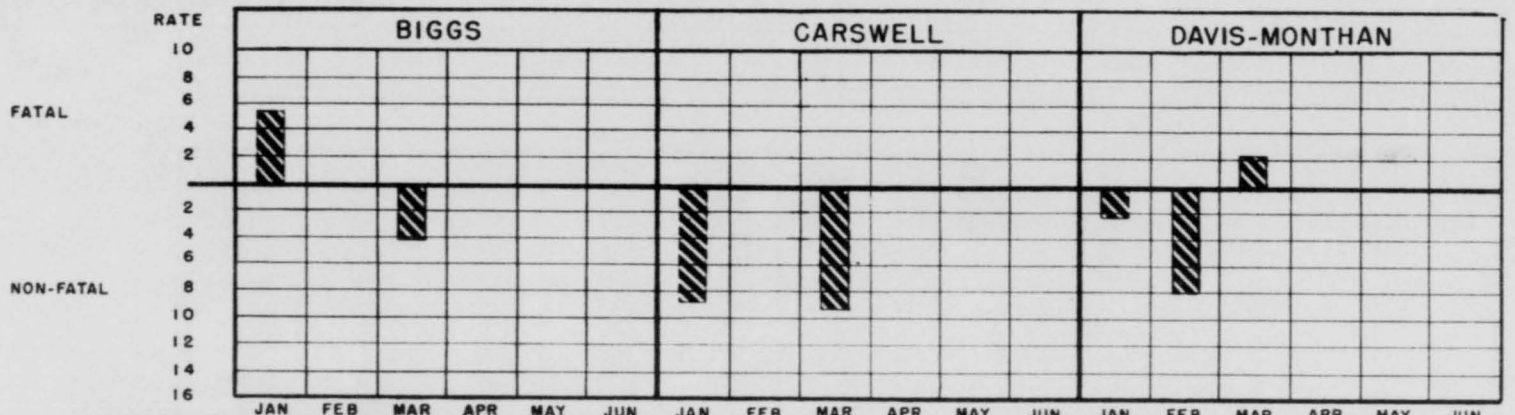
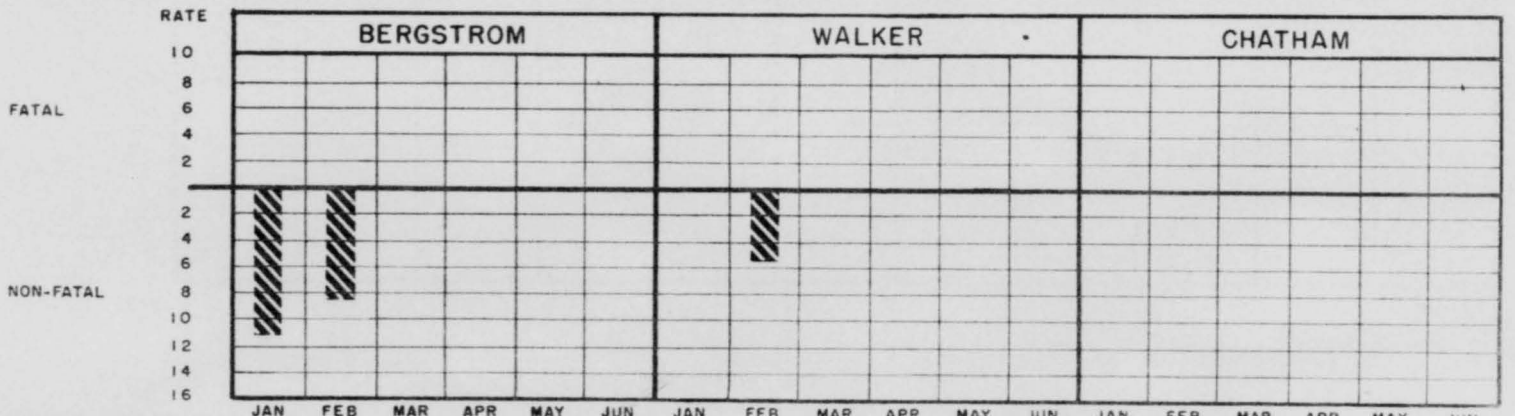
AIRCRAFT ACCIDENTS
RATE PER 10,000 HOURS FLOWN



	BIGGS						CARSWELL						DAVIS-MONTHAN					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
HOURS FLOWN	1868	3272	2263				1143	1569	2075				3597	2492	4331			
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	1	0	0				0	0	0				0	0	1			
NON-FATAL	0	0	1				1	0	2				1	2	0			
TOTAL	1	0	1				1	0	2				1	2	1			



	BERGSTROM						WALKER						CHATHAM					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
HOURS FLOWN	2580	2351	2320				1572	1787	2393				15	103	204			
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0	0				0	0	0				0	0	0			
NON-FATAL	3	2	0				0	1	0				0	0	0			
TOTAL	3	2	0				0	1	0				0	0	0			

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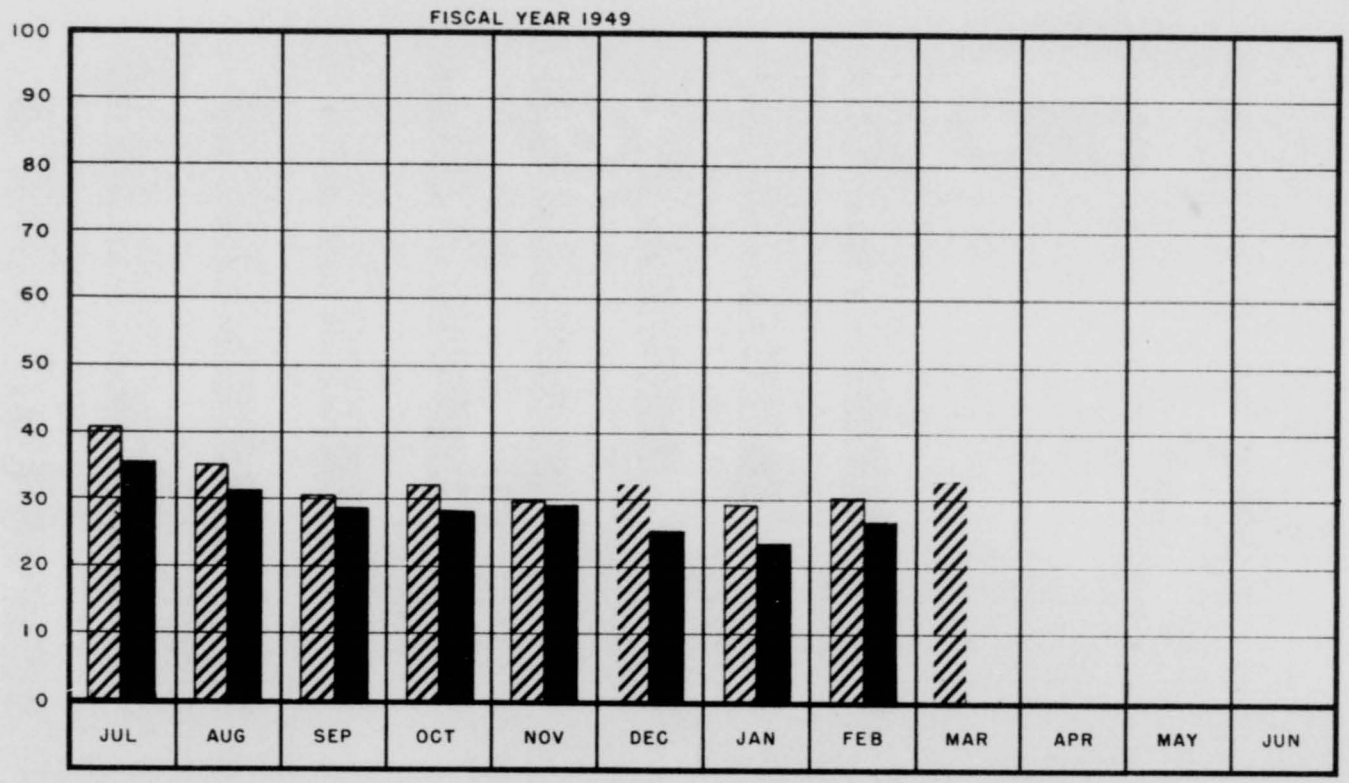
AVERAGE HOURS FLOWN PER AIRCRAFT ASSIGNED
8TH AIR FORCE VS SAC



LEGEND 8 AF ▨ SAC ■	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC
AVE NO A/C ASGD.	417	1028	458	1137	446	1183	399	1171	409	872	343	915	369	960	386	1007	407.8							
AVE HRS FLOWN PER A/C	40.3	35.9	35.2	31.1	30.2	28.2	32	27.9	29.7	29.3	32.8	25.4	29.2	23.3	30.1	27.0	32.7							

Current figures for SAC not available.

NOTE: Excludes Storage, Excess, Grounded Pending Transfer & Transient Acft.

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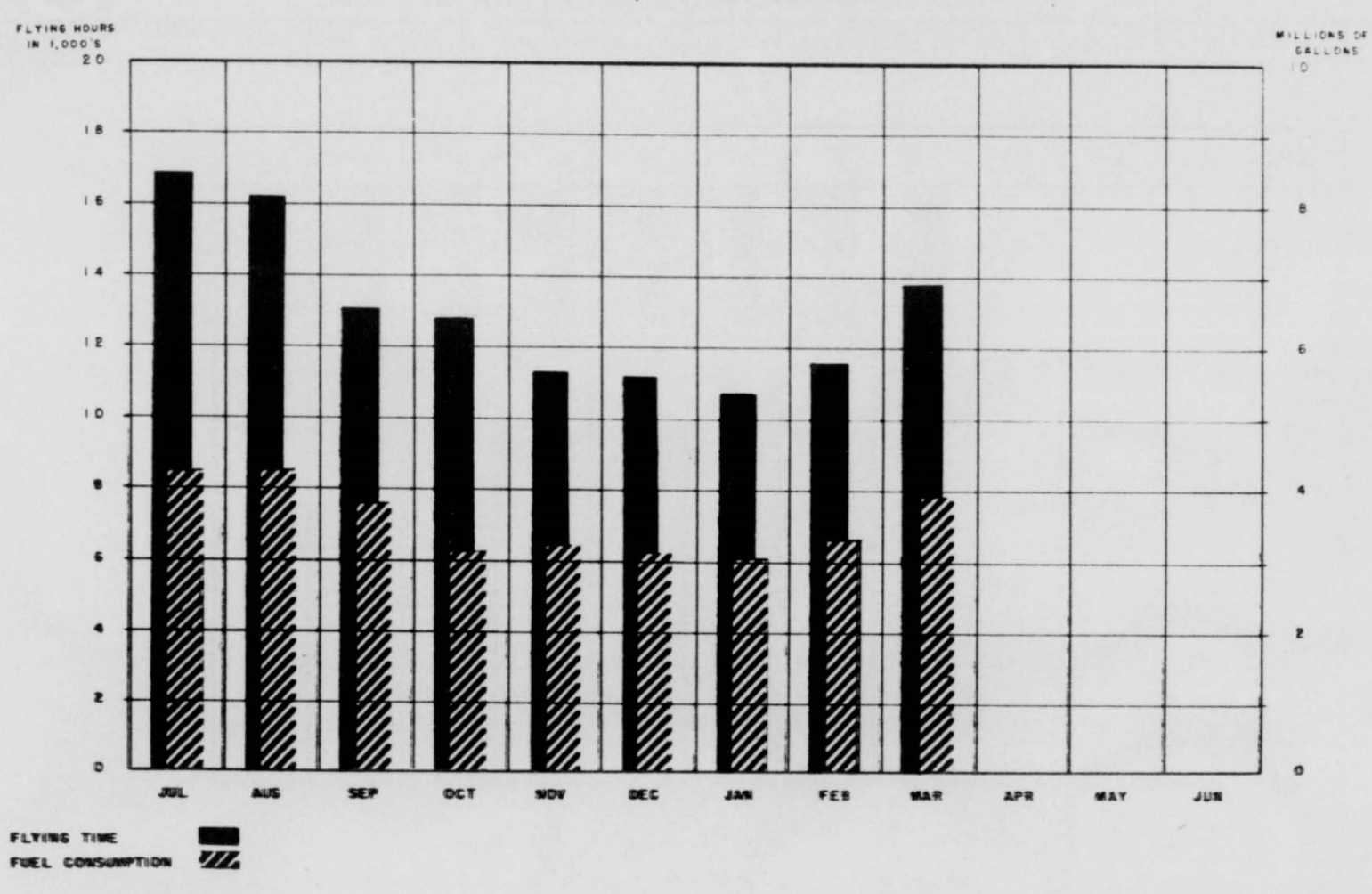
TOTAL 8TH AF FLYING TIME & AVIATION FUEL CONSUMPTION

MONTHLY, FISCAL YEAR 1949



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SECTION IV

AIRCRAFT

AND

MAINTENANCE

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AIRCRAFT INVENTORY

BY STATION & UNIT

31 MARCH 49

STATION & UNIT	GRAND TOTAL	BOMBER						FIGHTER						RCN & LIAISON					CARGO						TRAINER			
		B-50 B-36	B-29 TB-29 KB-29	B-25 TB-25 VB-25	B-26		OTHER COMD TOTAL	F-51	F-80	F-82	F-84		OTHER COMD TOTAL	F-2	L-13			OTHER COMD TOTAL	C-45	C-47	C-54	YC-97		OTHER COMD TOTAL	T-6 T-11			OTHER CoMD TOTAL
EIGHTH AIR FORCE																												
BIGGS	85						67																	15				3
97TH BOMB GP	54		54				54													3				3	3			3
97TH A/B GP	9			3			3														6	3		9				
97TH M/S GP	10		10				10													3				3				
1ST SSS	9																											
2D SSS	3																											
CARSWELL	65						55						2											8				
7TH BOMB GP	25	25					25													4				4				
7TH A/B GP	6			2			2													1				1				
7TH M/S GP	4		1		1		2			1			1							3				3				
11TH BOMB GP.	17	17					17																					
HQ & HC AF SQ 8TH AF	13	1	2	5	1		9			1			1							3				3				
DAVIS-MONTHAN	112						106																	6				
2D BOMB GP	54	31	23				54																					
43D BOMB GP	49	31	18				49													6				6				
43D A/B GP	8			2			2																					
43D M/S GP	1	1					1																					
BERGSTROM	102												86											9				7
27TH FIGHTER GP	84							8		76			84							9				9	7			7
27TH A/B GP	16									2			2															
27TH M/S GP	2																											
WALKER	107						103																	4				
509TH BOMB GP	97	1	96				97													4				4				
509TH A/B GP	6			2			2																					
509TH M/S GP	4		4				4																					
CHATHAM	3																							3				
2D A/B GP	3																			3				3				
CAMP HOOD																								1				
4001ST B/S SQ																			1					1				
CAMP CAMPBELL																								1				
4002D B/S SQ																			1					1				
TOTAL ALL STATIONS	476	107	208	14	2		331	8		80			88						2	33	9	3		47	10			10

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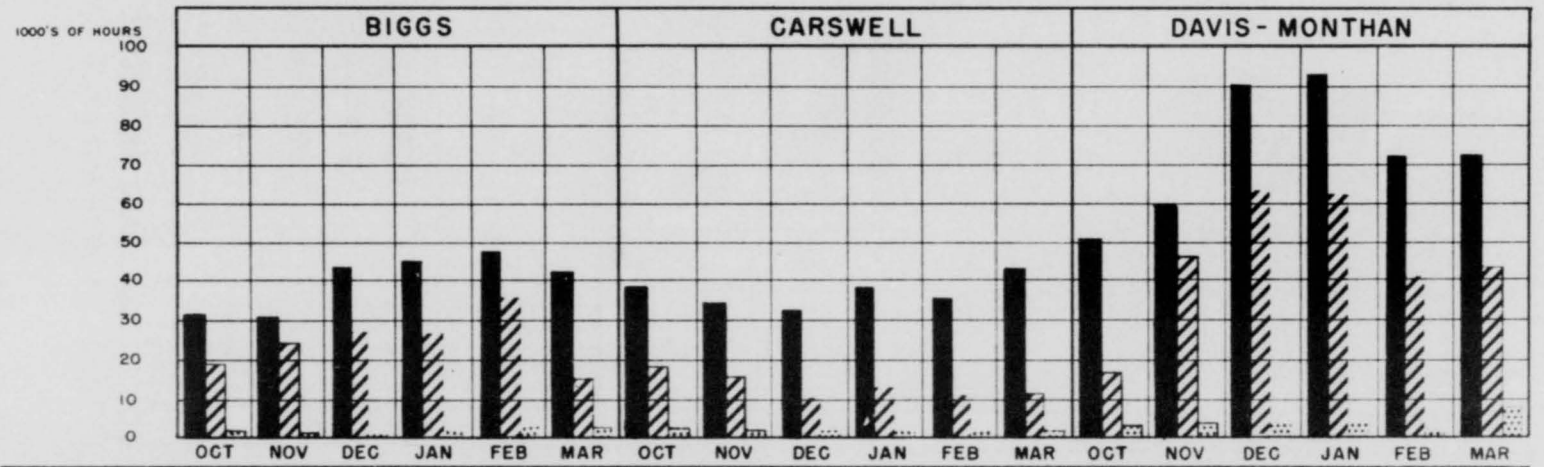
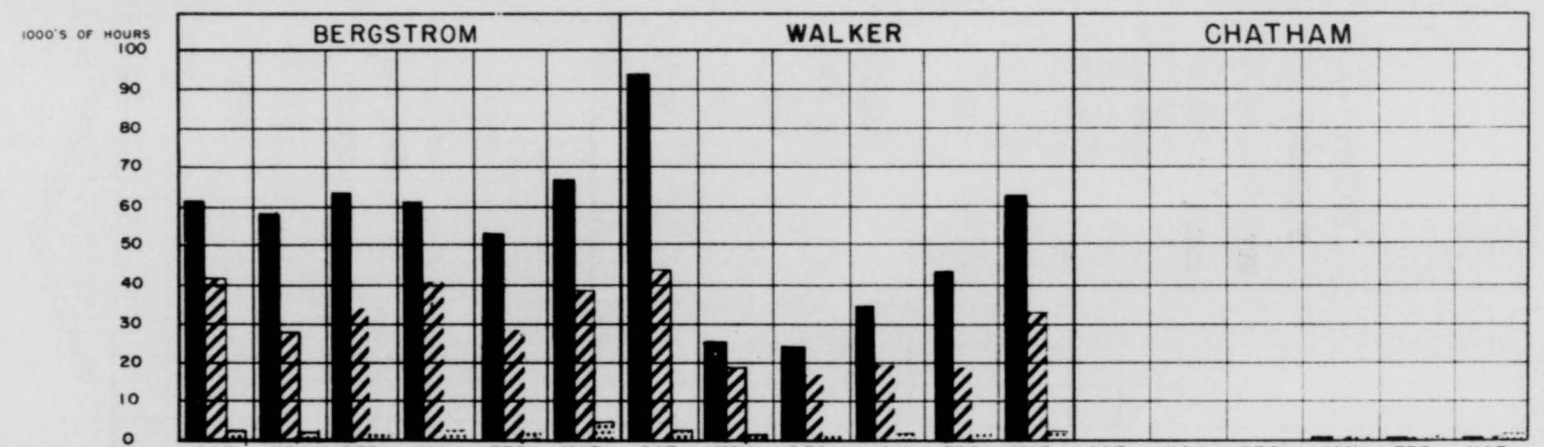
NUMBER OF HOURS ON HAND, IN COMMISSION & FLYING TIME



	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR
ON HAND	31944	30696	40368	45240	48074	42584	38527	34050	33140	38664	36342	43223	51660	59952	90801	93112	72591	72620
IN COMMISSION	19040	24460	28222	27704	26032	15364	18674	16162	10509	13538	10571	11334	17660	46116	64497	62212	41330	43001
FLYING TIME	1539	1090	1879	1868	3272	2522	2657	2334	1579	1143	1565	2066	3450	3776	4043	3597	2492	4181



	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR
ON HAND	62052	58210	64561	61704	54984	66240	94167	26004	25996	33952	44976	62959				240	864	1476
IN COMMISSION	42171	27703	34238	40074	28677	39235	44140	18992	17281	19703	19204	32952				240	726	900
FLYING TIME	2506	2025	1842	2580	2348	2318	2514	1618	1782	1532	1781	2323				15	103	204

NOTE: EXCLUDES TRANSIENT, EXCESS, STORAGE & A/C GROUNDED PENDING TRANSFER. CAMP HOOD AND CAMPBELL NOT INCLUDED.

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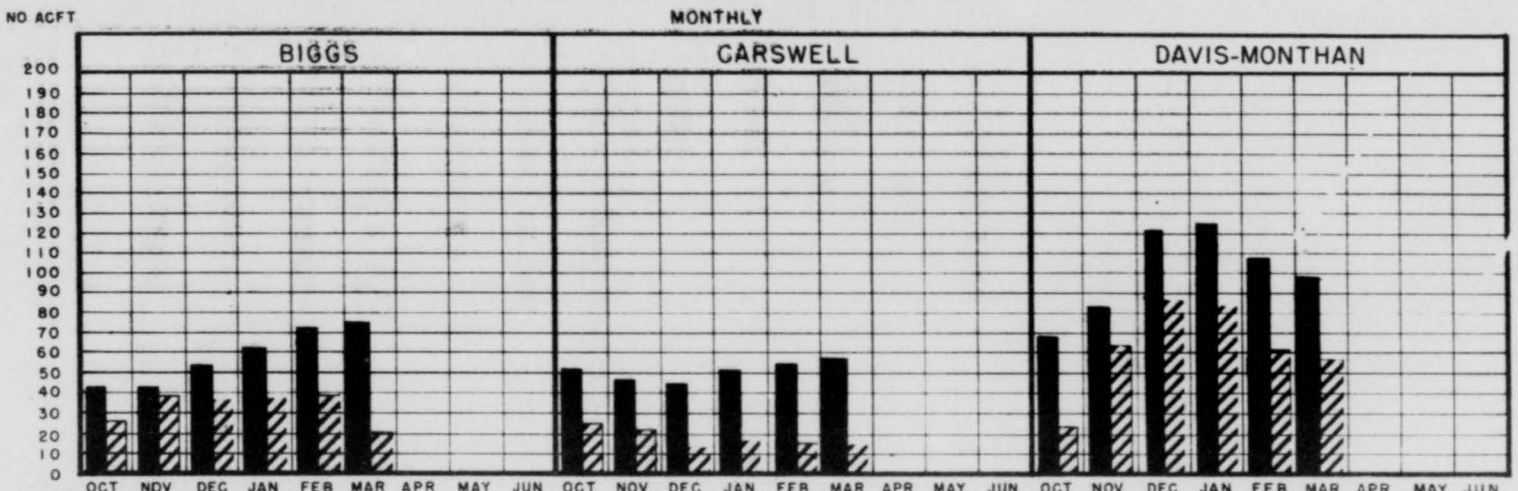
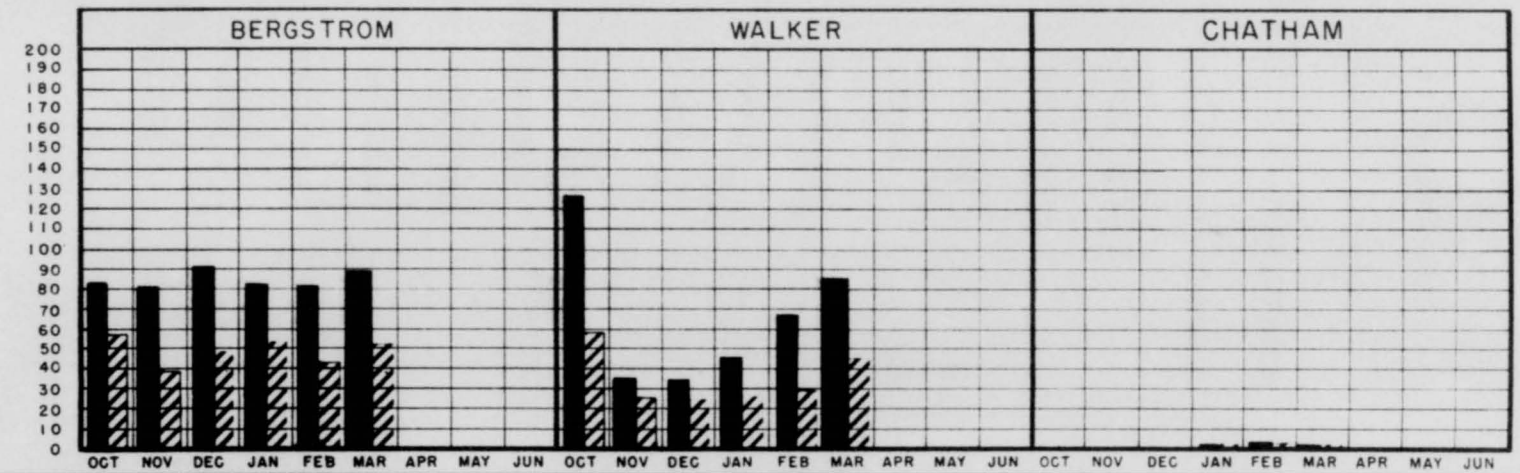
AVERAGE NUMBER AIRCRAFT ON HAND & IN COMMISSION
EIGHTH AIR FORCE BY BASE



BIGGS	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AVE NO ON HAND	43	43	54	61	72	75			
AVE NO IN COMM	26	39	38	37	39	21			
% IN COMM	59.6	79.7	69.9	61.2	54.1	27.7			

CARSWELL	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AVE NO ON HAND	52	47	45	52	54	58			
AVE NO IN COMM	25	22	14	18	16	15			
% IN COMM	54	47.5	31.7	35.0	29.1	26.2			

DAVIS-MONTHAN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AVE NO ON HAND	69	83	122	125	108	98			
AVE NO IN COMM	24	64	87	84	61	58			
% IN COMM	34.2	76.9	71.0	66.8	56.9	59.2			



BERGSTROM	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AVE NO ON HAND	83	81	93	83	82	89			
AVE NO IN COMM	57	39	49	54	43	51			
% IN COMM	68	47.6	53.1	64.9	52.2	57.2			

WALKER	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AVE NO ON HAND	127	36	35	46	67	85			
AVE NO IN COMM	59	26	23	27	29	44			
% IN COMM	46.9	73	66.5	58.0	42.7	52.3			

CHATHAM	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AVE NO ON HAND				3	1.3	2			
AVE NO IN COMM				.3	1.1	1.2			
% IN COMM				100.0	84.0	60.9			

NOTE: EXCLUDES TRANSIENT, EXCESS, STORAGE & A/C GROUNDED PENDING TRANSFER.

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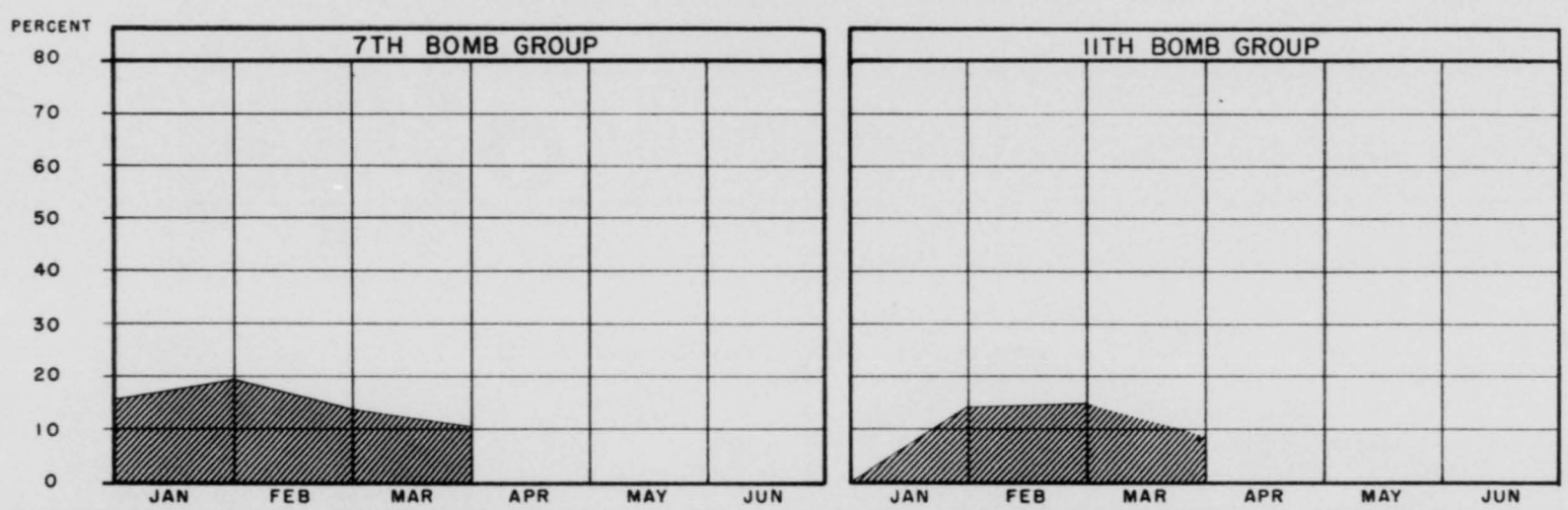
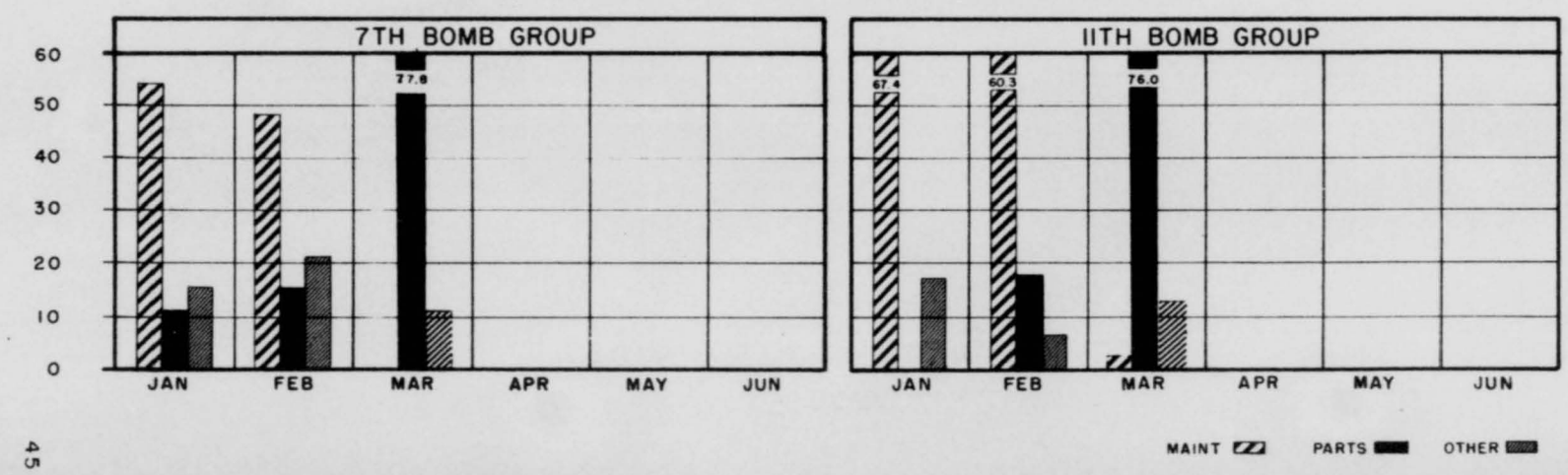
B-36 AIRCRAFT IN COMMISSION



	7TH BOMB GROUP						11TH BOMB GROUP					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	33	26	25				20	10	15			
IN COMM	6	4	3				3	2	1.2			

B-36 AIRCRAFT OUT OF COMMISSION



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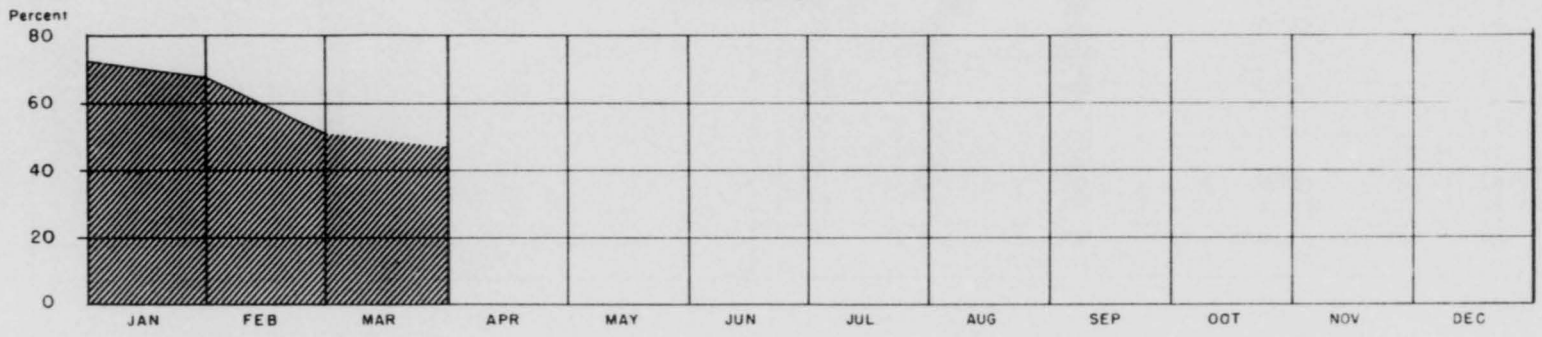
AIRCRAFT

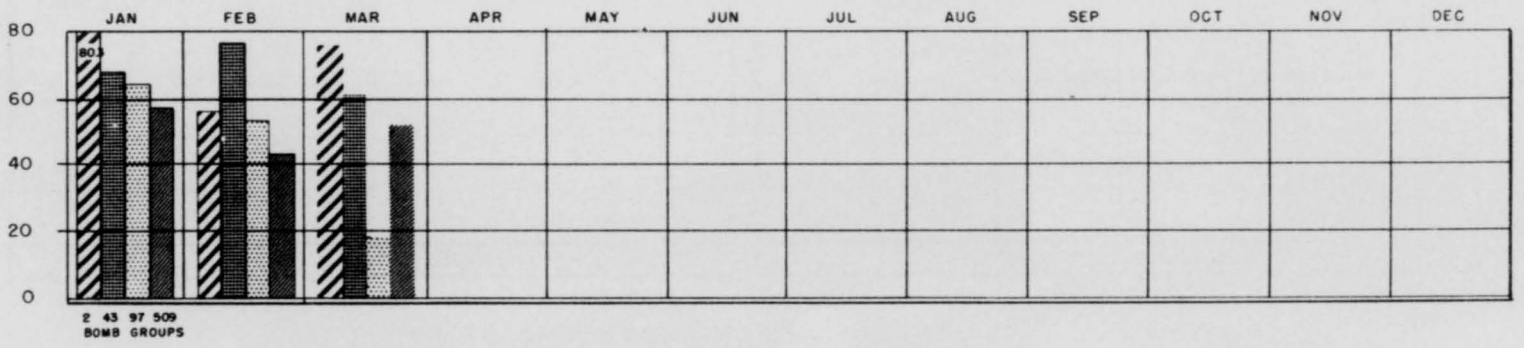
TOTAL B-29 IN COMMISSION

1949



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
On Hand	156	167	147									
In Comm	107	88	69									

B-29 IN COMMISSION BY BOMB GROUPS



NOTE: INCLUDES B-29 A/C POSSESSED BY BOMB GPS IN CC FUNCTIONS ONLY.

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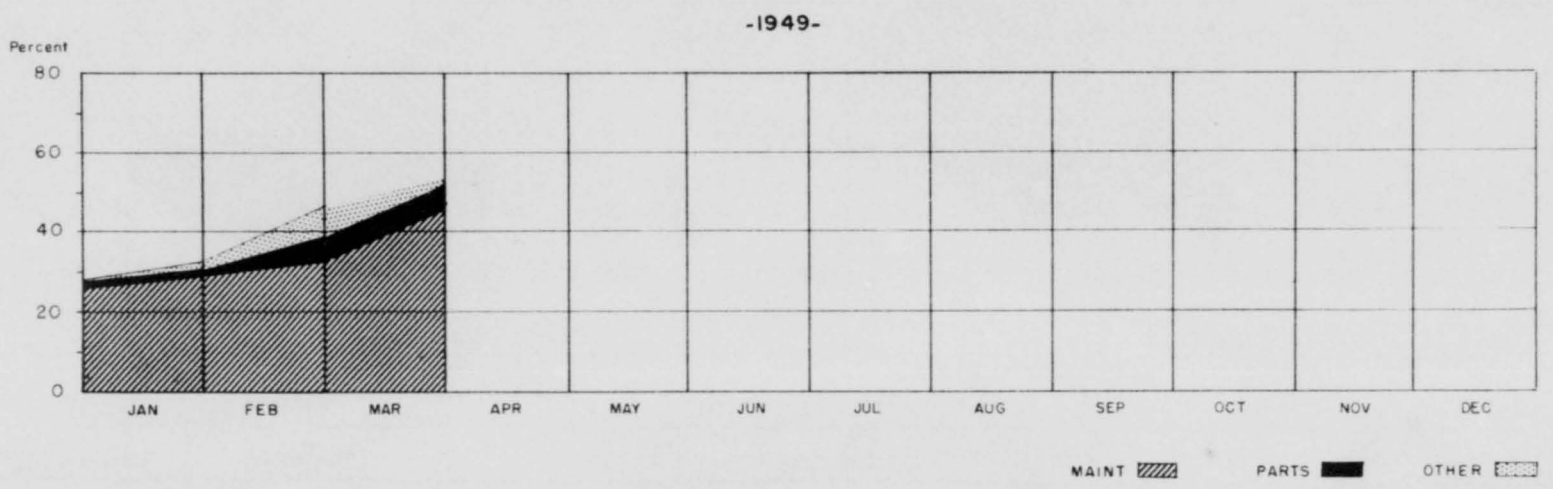
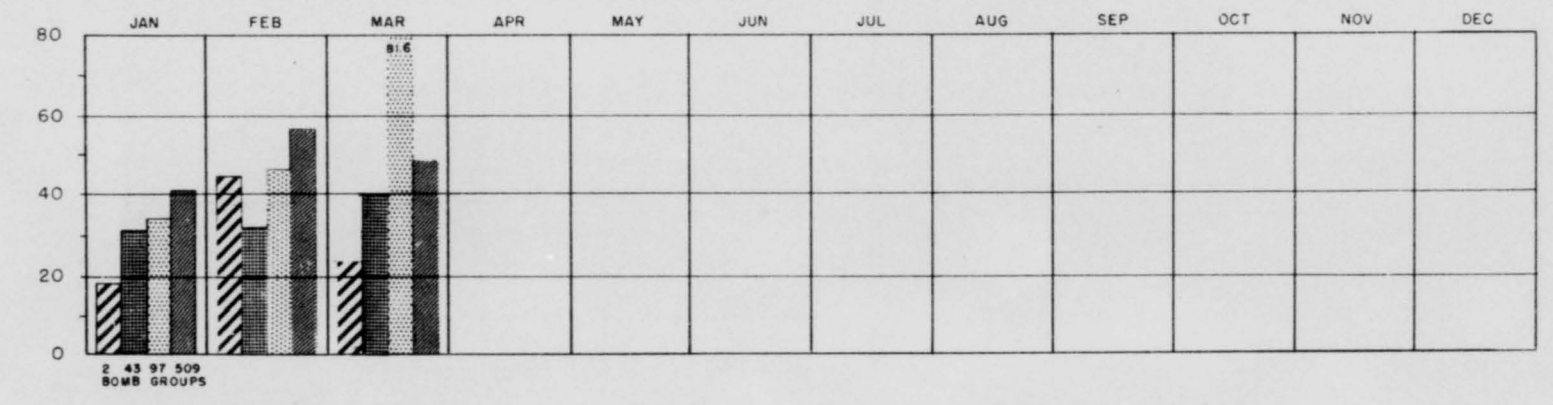
AIRCRAFT

TOTAL B-29 OUT OF COMMISSION

-1949-



OUT OF COMMISSION BY BOMB GROUPS



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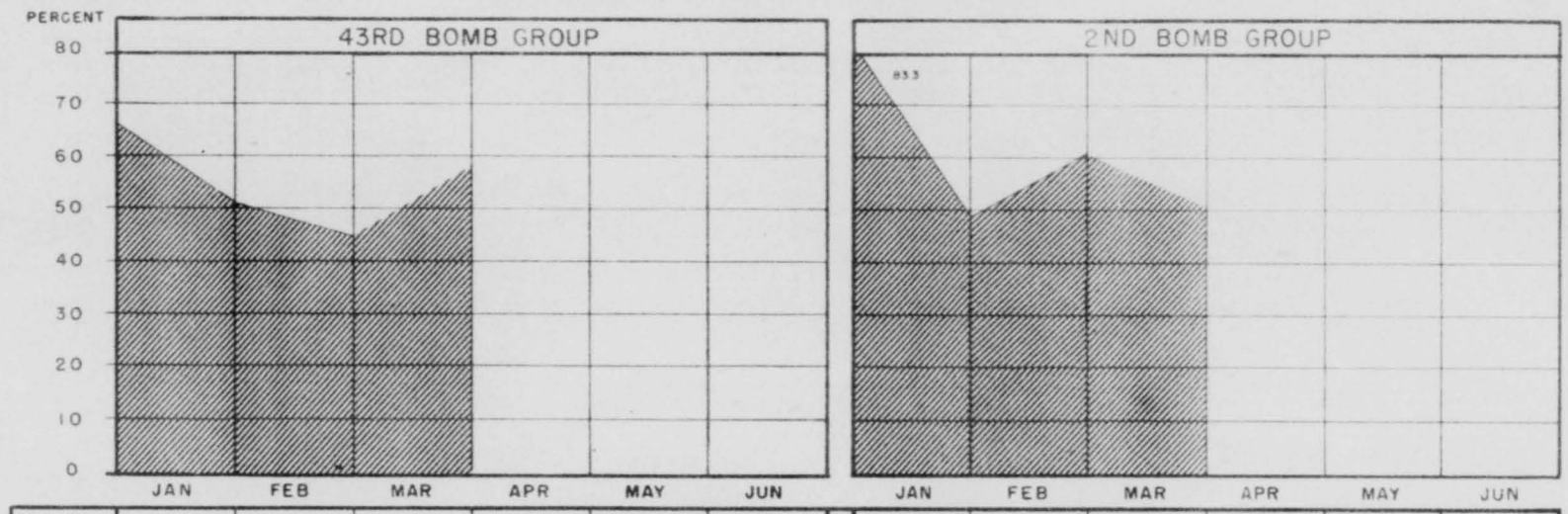
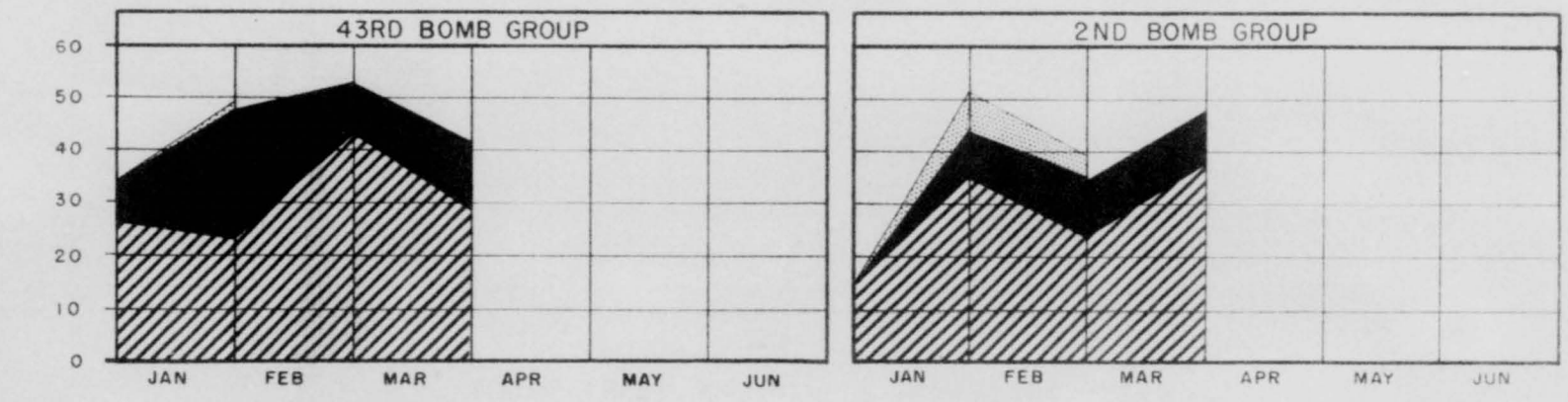
B-50 AIRCRAFT IN COMMISSION



	43RD BOMB GROUP						2ND BOMB GROUP					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	30	32	34				9	11	23			
IN COMM	15	15	20				5	7	12			

B-50 AIRCRAFT OUT OF COMMISSION



NOTE: INCLUDES B-50 AIRCRAFT IN CG, AND GT FUNCTIONS ONLY.

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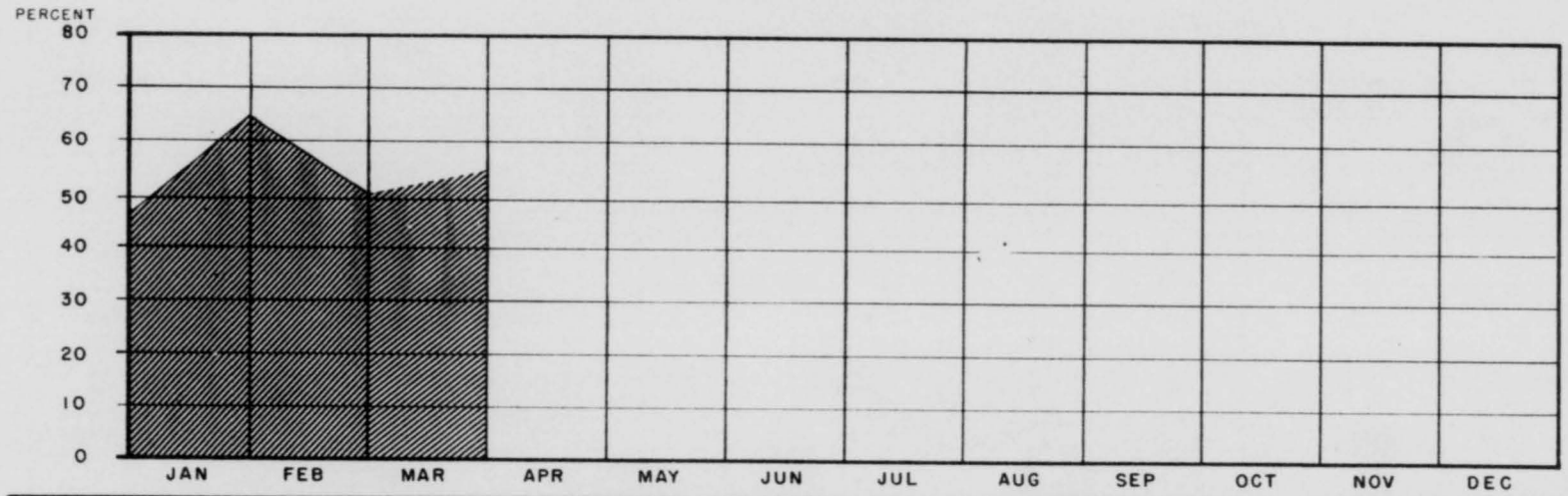
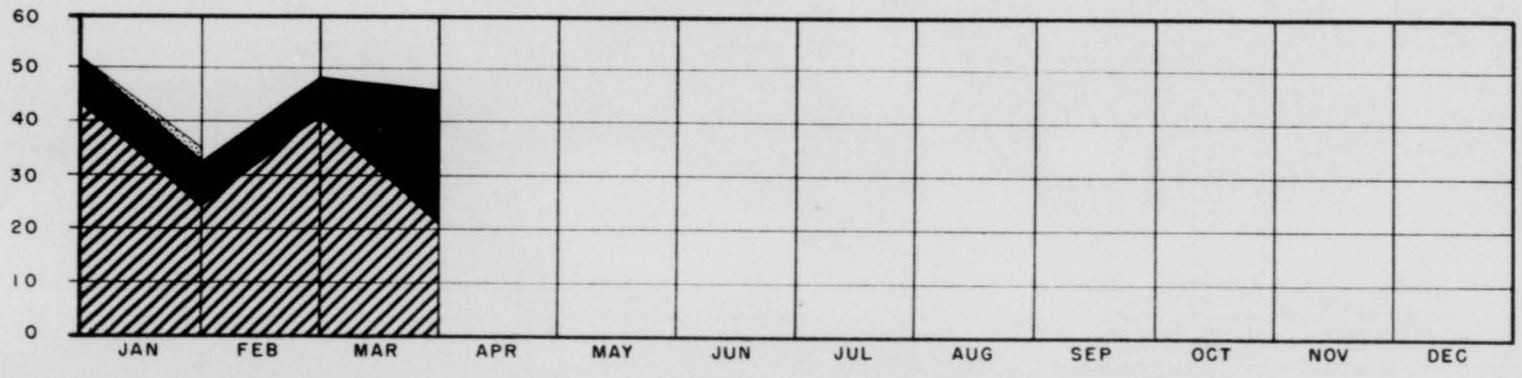
F-82 AIRCRAFT IN COMMISSION



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
ON HAND	74	73	75									
IN COMM	47	37	41									

F-82 AIRCRAFT OUT OF COMMISSION



NOTE: INCLUDES F-82 A/C IN CC AND GT FUNCTIONS ONLY.

MAINT PARTS OTHER

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05

AIR BASE DATA

AVAILABLE HOUSING AND RUNWAYS

AS OF 15 FEB 1949

		HOUSING AVAILABLE					RUNWAYS		
STATION	RANK	NORMAL CAPACITY AVAILABLE	BEDS OCCUPIED	NO OF SEPARATE RATIONS	SPACE USED FOR OTHER PURPOSES	FAMILY QUARTERS OCCUPIED	NO	LONGEST (FT)	ELEVATION (FT)
BIGGS	OFFICERS	223	167	146	0	25			
	NURSES	13	13	0	0	0			
	E M WHITE	3361	2143	614	53***	36	3	9500	3909
	E M COLORED	278	100	35	0	0			
	TOTAL	3875	2423	795	53***	61			
CARSWELL	OFFICERS	207	87	438	0	48			
	NURSES	24	5	2	0	0			
	E M WHITE	2053	2142	1915	658	109	5	8200	631
	E M COLORED	220	402	83	0	24			
	TOTAL	2504	2636	2438	658	181			
CLOVIS	OFFICERS	315	0	3	0	0			
	NURSES	22	0	0	0	0			
	E M WHITE	2403	0	12	0	0	4	10000	4298
	E M COLORED	216	0	0	0	0			
	TOTAL	2956	0	15	0	0			
DAVIS-MONTHAN	OFFICERS	458	214	583	0	75*			
	NURSES	35	7	0	0	0			
	E M WHITE	2809**	2509	1483	1564	173*	5	8000	2692
	E M COLORED	393	227	53	0	0			
	TOTAL	3695	2957	2119	1564	248			
KEARNEY	OFFICERS	72	55	228	508	48			
	NURSES	12	4	0	0	0			
	E M WHITE	1886	1122	380	0	56	3	7290	2140
	E M COLORED	0	0	0	0	0			
	TOTAL	1970	1181	608	508	104			
WALKER	OFFICERS	127	92	392	0	100			
	NURSES	31	6	0	0	0			
	E M WHITE	3270	1838	1104	672	85	7	8500	3645
	E M COLORED	153	111	31	0	0			
	TOTAL	3581	2047	1527	672	185			
CHATHAM	OFFICERS	34	0	73	0	0			
	NURSES	0	0	0	0	0			
	E M WHITE	2126	478	164	0	0	4	7000	50
	E M COLORED	143	74	20	0	0			
	TOTAL	2303	552	257	0	0			
	OFFICERS								
	NURSES								
	E M WHITE								
	E M COLORED								
	TOTAL								

REMARKS

* FIG. INCLUDE RINCON VISTA HOUSING AREA ** FIG. INCLUDE WILCOX & SAHURITE BOMB RANGES

*** TEMP. USED FOR HOUSING OFFICER & 96 ENLISTED MILIES

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DIR OF PERS SAC	1
DIR OF INTELL SAC	1
DIR OF OPR SAC	1
DIR OF MATERIEL SAC	1
COMPTROLLER, SAC	1
COMMANDING GENERAL 8AF	1
CHIEF OF STAFF, 8AF	1
PIO	1
INSPECTOR GENERAL	1
ADJUTANT GENERAL	1
HQ COMMANDANT	1
DIR OF PERS 8AF	3
JUDGE ADVOCATE SECTION	1
MEDICAL SECTION	1
CHAPLAIN SECTION	1
DIR OF INTELL, 8AF	1
DIR OF OPR 8AF	2
ELECTRONICS SECTION	1
DIR OF MATERIEL, 8AF	3
DIR OF PLANS	1
COMPTROLLER	1
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DAVIS-MONTHAN AIR FORCE BASE, TUCSON, ARIZONA	10
KEARNEY AIR FORCE BASE, KEARNEY, NEBRASKA	10
WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO	10
BIGGS AIR FORCE BASE, BIGGS FIELD, TEXAS	10
CHATHAM AIR FORCE BASE, SAVANNAH, GA.	10
CLOVIS AIR FORCE BASE, CLOVIS, NEW MEXICO	2
CAMPBELL AIR FORCE BASE, CAMP CAMPBELL, KENTUCKY	2
CAMP HOOD AIRSTRIP, KILLEEN, TEXAS	2
COMMANDING GENERAL, AIR PROVING GROUND, EGLIN AFB, FLORIDA	1
COMMANDING GENERAL, 311TH AIR DIV TOPEKA AFB, TOPEKA, KAN.	1

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COMPTROLLER
HEADQUARTERS EIGHTH AIR FORCE

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EIGHTH AIR FORCE

1. Purpose. The mission of the Eighth Air Force as stated in letter, Hq SAC 322, subject "Mission of the Eighth Air Force", dated 10 Janary 1947.

2. General. The Commanding General, Eighth Air Force, will be responsible for exercising command jurisdiction over and operating the Eighth Air Force in accordance with policies established by the Commanding General, SAC.

3. Mission. The Eighth Air Force will

a. Command and administer such units and installations as may be assigned thereto, including the administration of military justice to all personnel subject to military law.

b. Man, train and equip, in accordance with priorities established by Headquarters, Strategic Air Command, such tactical units and their associated services as are designated, maintain these units in a state of training and indoctrination with the latest available equipment necessary to permit immediate long range offensive bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort operations in any part of the world, either independently, or in cooperation with land and naval forces.

c. Train units, crews, and individuals for maintenance of the combat efficiency of strategic combat units assigned to separate theater commands to include long range bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort, based upon requirements furnished by the Commanding General.

d. Conduct such Universal Military Training as may be directed by the Commanding General, Strategic Air Command.

e. Support the Air Reserve and National Guard Programs in accordance with instructions issued by this headquarters.

f. Perform such special missions and assignments as the Commanding General, Strategic Air Command may direct.

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Command Book Distribution

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SECTION I

ORGANIZATION

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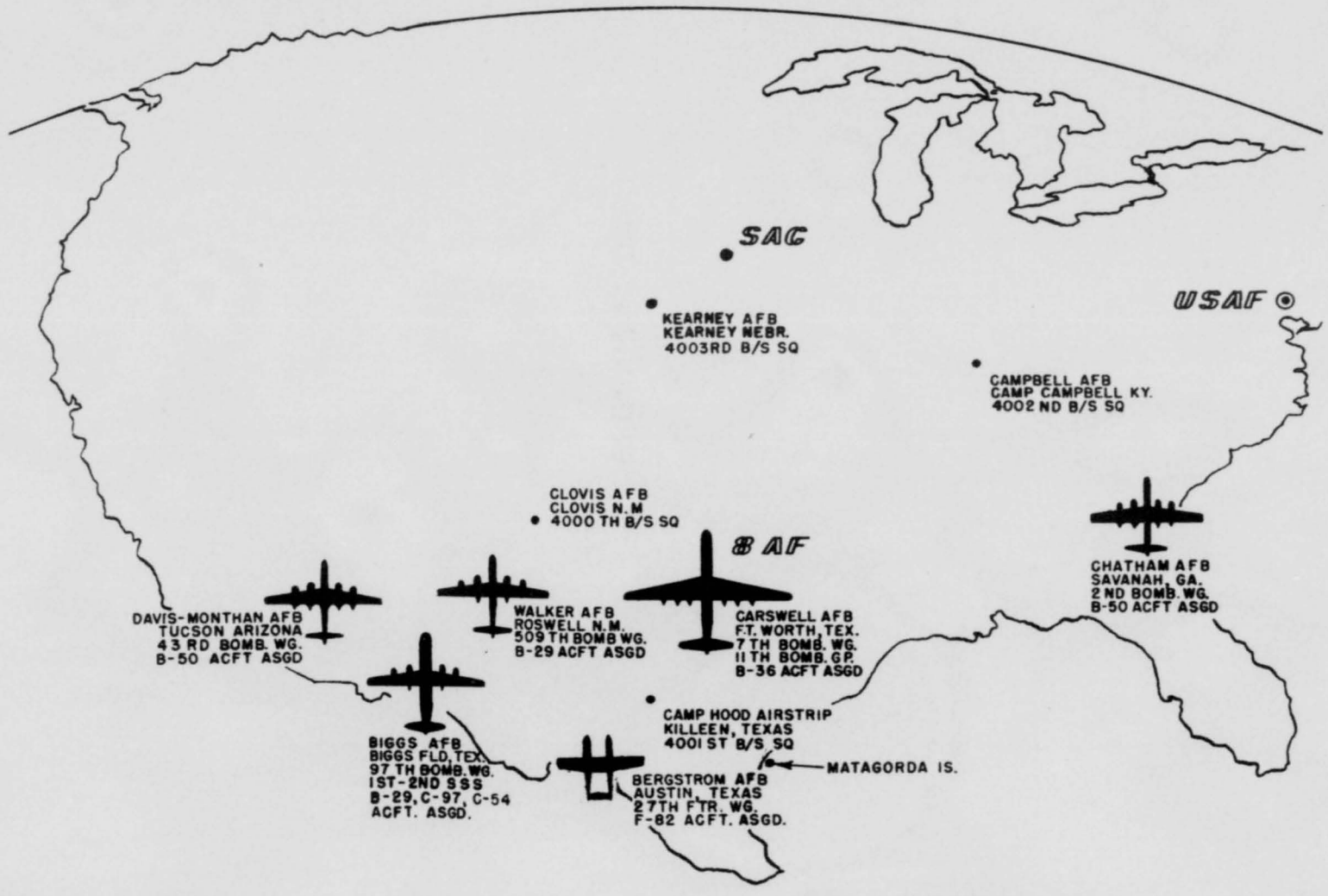
EIGHTH AIR FORCE BASES

LOCATION, UNITS, AND TYPE AIRCRAFT ASSIGNED



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EIGHTH AIR FORCE BASES AND UNITS

FORT WORTH TEXAS
HQ. & HQ. SQ.
EIGHTH AIR FORCE

CARSWELL AFB
HQ & HQ SQ, 7TH BOMB WG, HEAVY
7TH BOMB GROUP, HEAVY
7TH AIR BASE GROUP
7TH MAINTENANCE & SUPPLY GROUP
7TH MEDICAL GROUP
11TH BOMB GROUP, HEAVY
585TH AF BAND
AF STAGING AREA
AF ASSEMBLY STATION
AF SEPARATION POINT
18TH COMMUNICATIONS SQ (COMD)
838TH ENGR AVN BN (ATTACHED)

DAVIS-MONTHAN AFB
HQ & HQ SQ, 43D BOMB WG, MEDIUM
43D BOMB GROUP, MEDIUM
43D AIR BASE GROUP
43D MAINTENANCE & SUPPLY GROUP
43D MEDICAL GROUP
775TH AF BAND
AF STAGING AREA
AF ASSEMBLY STATION
AF SEPARATION POINT
COMPANY C 838TH ENGR AVN BN
(TDY FROM CARSWELL AFB)

BIGGS AFB
HQ & HQ SQ, 97TH BOMB WG, MEDIUM
97TH BOMB GROUP, MEDIUM
97TH AIR BASE GROUP
97TH MAINTENANCE & SUPPLY GROUP
97TH MEDICAL GROUP
1ST STRATEGIC SUPPORT SQUADRON
2ND STRATEGIC SUPPORT SQUADRON
AF ASSEMBLY STATION
AF SEPARATION POINT

WALKER AFB
HQ & HQ SQ, 509TH BOMB WG, MEDIUM
509TH BOMB GROUP, MEDIUM
509TH AIR BASE GROUP
509TH MAINTENANCE & SUPPLY GROUP
509TH MEDICAL GROUP
611TH AF BAND
AF ASSEMBLY STATION
AF SEPARATION POINT
AF STAGING AREA

KEARNEY AFB
MINIMUM OPERATIONS
4003RD BASE SV SQ

CLOVIS AFB
STAND BY STATUS
4000TH BASE SV SQ

BERGSTROM AFB
HQ & HQ SQ, 27TH FTR WG
27TH FIGHTER GROUP
27TH AIR BASE GROUP
27TH MAINTENANCE & SUPPLY GROUP
27TH MEDICAL GROUP

CAMPBELL AFB
MINIMUM OPERATIONS
4002ND BASE SV SQ

HOOD AIR STRIP
MINIMUM OPERATIONS
4001ST BASE SV SQ
COMPANY B 838TH ENGR AVN BN
(TDY FROM CARSWELL AFB)

CHATHAM AFB
HQ & HQ SQ, 2ND BOMB WG, MEDIUM
2ND BOMB GROUP, MEDIUM
2ND AIR BASE GROUP
HQ & HQ SQ, 2ND MAINT AND SUPPLY GROUP
2ND MAINT SQUADRON
2ND SUPPLY SQUADRON
2ND MEDICAL GROUP

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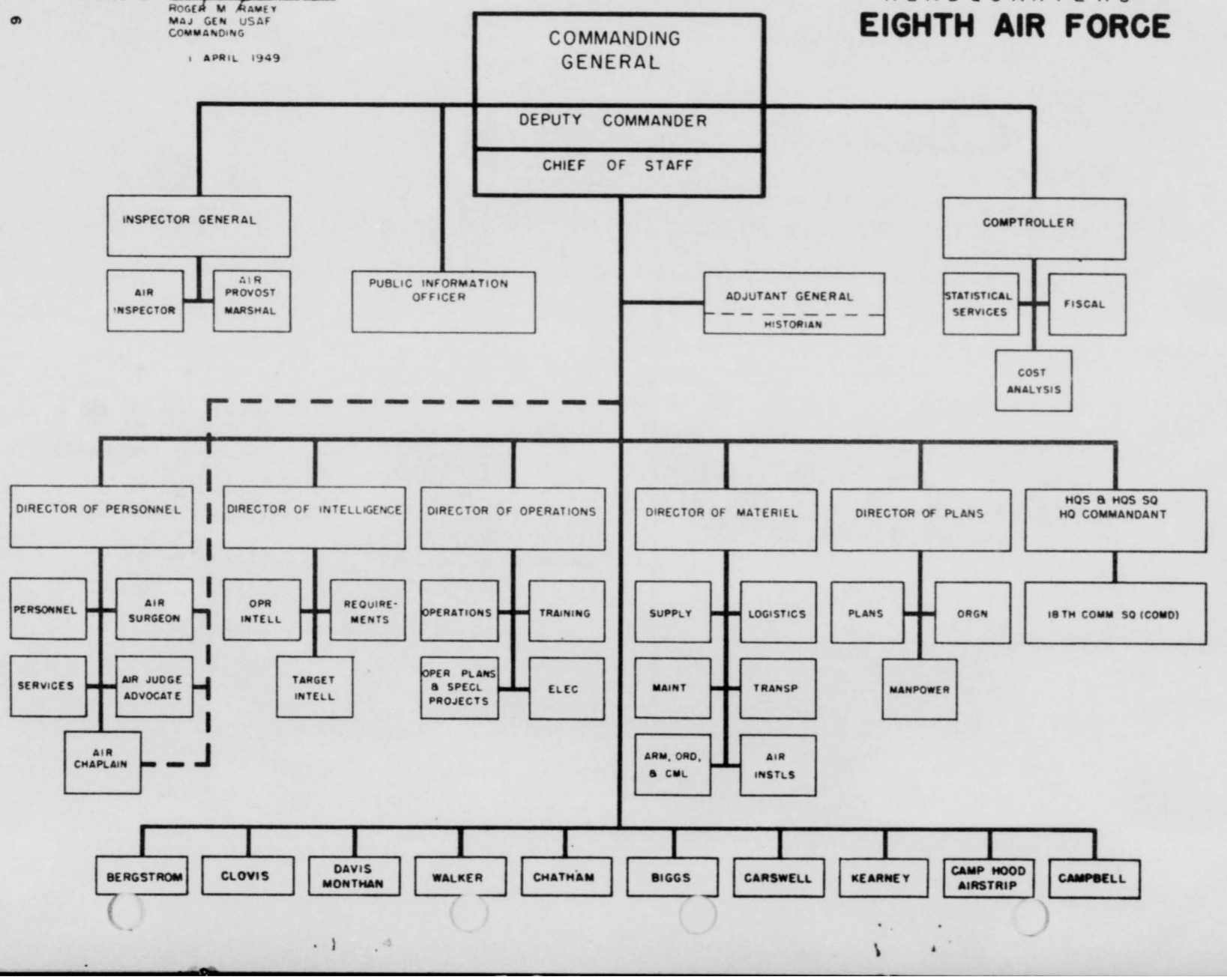
APPROVED BY
ROGER M RAMEY
MAJ GEN USAF
COMMANDING

1 APRIL 1949

HEADQUARTERS
EIGHTH AIR FORCE



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EIGHTH AIR FORCE

ROSTER OF KEY PERSONNEL

HEADQUARTERS EIGHTH AIR FORCE

COMMANDING GENERAL	- MAJ. GEN. R.M. RAMEY	DIRECTOR OF OPERATIONS	- COL. W.H. BLANCHARD
DEPUTY COMMANDER	- COL. C.E. COMBS	DIRECTOR OF MATERIEL	- COL. F.G. JAMISON
CHIEF OF STAFF	- COL. J.A. ROBERTS	DIRECTOR OF PLANS	- COL. W.C. KINGSBURY
INSPECTOR GENERAL	- COL. W.B. OFFUTT	COMPTROLLER	- LT. COL. T.C. McNEAL
DIRECTOR OF PERSONNEL	- COL. J.B. McPHERSON	CO HQ & HQ SQ	- MAJ. H.E. ADAMS
DIRECTOR OF INTELLIGENCE	LT. COL. E.M. KIRTON	CO 18TH COMM. SQ. (COMD)	- CAPT. J.J. GOODREAU

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WING	WING COMMANDER	STATION (ACTIVE)
2D BOMB WING (M)	COL. F.E. GLANTZBERG	CHATHAM AIR FORCE BASE, SAVANAH, GEORGIA
7TH BOMB WING (H)	COL. A.D. CLARK	CARSWELL AIR FORCE BASE, FORT WORTH, TEXAS
43D BOMB WING (M)	COL. J.C. SELSER JR.	DAVIS-MONTHAN AIR FORCE BASE, TUCSON, ARIZONA
97TH BOMB WING (M)	BRIG. GEN. D.W. HUTCHISON	BIGGS AIR FORCE BASE, BIGGS FIELD, TEXAS
509TH BOMB WING (M)	COL. C.S. IRVINE	WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO
27TH FIGHTER WING	COL. A.B. PACKARD	BERGSTROM AIR FORCE BASE, AUSTIN, TEXAS

	STATION COMMANDER	STANDBY
4000TH BASE SV. SQ.	CAPT. C.S. LINVILLE	CLOVIS AIR FORCE BASE, CLOVIS, NEW MEXICO

		MINIMUM OPERATIONS
4001ST BASE SV. SQ.	MAJ. A.D. LUCAS	CAMP HOOD AIRSTRIP, KILLEEN, TEXAS
4002D BASE SV. SQ.	LT. COL C.C. WOOLWINE	CAMPBELL AIR FORCE BASE, CAMP CAMPBELL, KY.
4003D BASE SV. SQ.	MAJ. W.M. THOMPSON	KEARNEY AIR FORCE BASE, KEARNEY, NEBR.

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SECTION II

PERSONNEL

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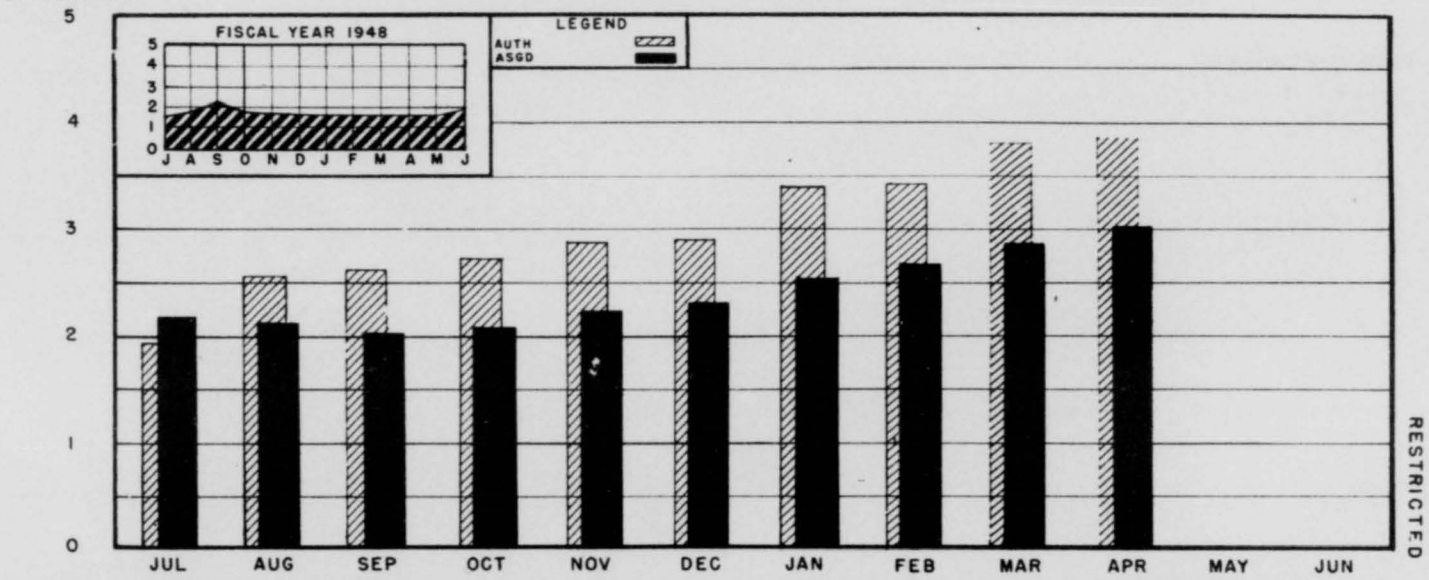
TOTAL 8 AF OFFICER PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1949



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		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	1966	2593	2619	2743	2868	2875	3390	3431	3825	3849		
	ASGD.	2194	2150	2070	2095	2227	2297	2543	2680	2882	3003		
HQ. & HQ. SQ. 8 AF	AUTH	90	90	90	87	87	87	116	116	116	116		
	ASGD.	82	79	81	83	85	88	99	107	109	118		
HQ. 8AF UNITS	AUTH	40	42	46	20	20	20	20	20	27	24		
	ASGD.	39	36	33	15	16	17	16	17	21	22		
BIGGS	AUTH	176	244	244	244	266	320	397	397	787	786		
	ASGD.	252	243	250	265	311	372	400	414	446	449		
CARSWELL	AUTH	383	378	375	378	417	561	561	595 ▼	587 ▼	585 ▼		
	ASGD.	443	435	395	408	401	352	350	393 ▼	447 ▼	478 ▼		
DAVIS-MONTHAN	AUTH	594	842	842	888	898	920 *	1325 *	1249 ■	1250 ■	685 ■		
	ASGD.	655	660	643	642	670	758 *	841 *	773 ■	768 ■	577 ■		
BERGSTROM	AUTH	225	221	221	281	292	292	292	292	292	293		
	ASGD.	226	214	199	205	206	214	267	278	325	325		
WALKER	AUTH	458	776	801	845	672	672	676	676	676	682		
	ASGD	497	483	469	477	410	494	568	580	601	628		

Note:
Hq. 8AF Units include 18th Comm Sq.(Comd), 4003 RD, 4000th, 4001st, 4002nd BS Sq.
▼ Includes Hq & Hq & Sv Co, Co "A", "B" & Med Det, 838th Engr Avn. BN
■ Includes Co "C" 838th Engr Avn Bn.

CHATHAM AFB	
AUTH	678
ASGD	406

* Includes Units Of 2nd Bomb Wg now at Chatham AFB

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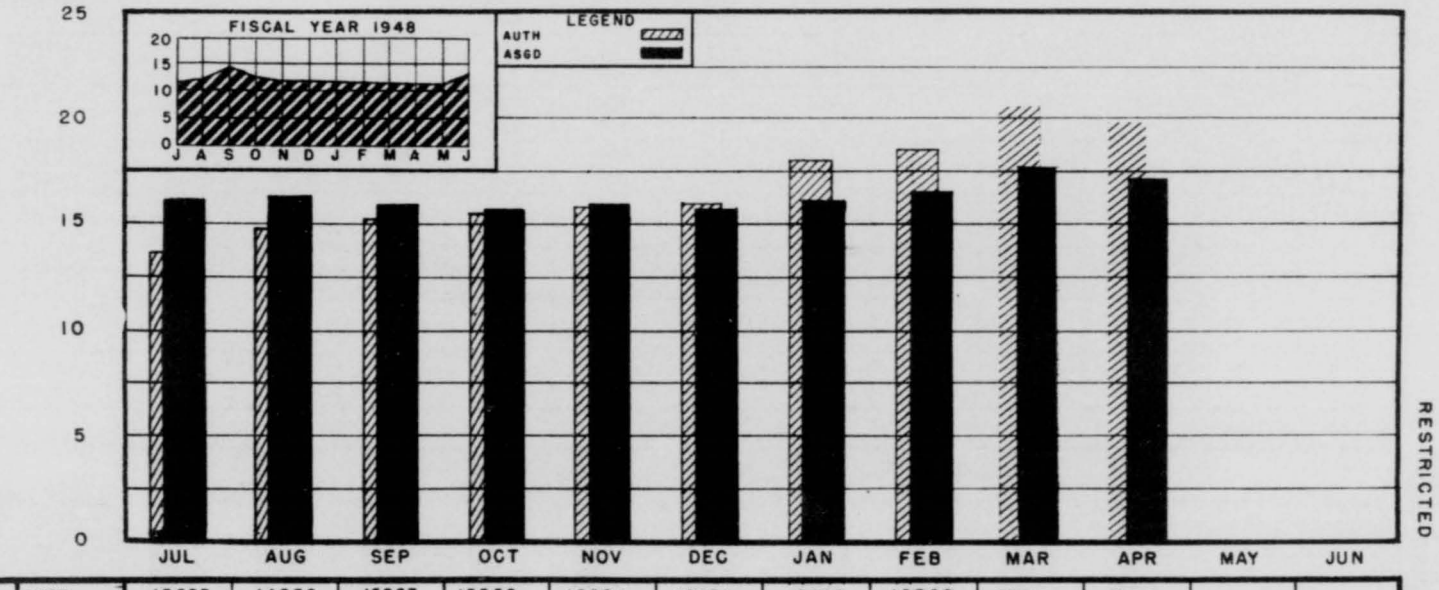
TOTAL 8 AF ENLISTED PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1949



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		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	13603	14852	15267	15558	16691	16151	18007	18599	20114	19932		
	ASGD.	16110	16155	15970	15668	16780	15865	16011	16467	17065	17333		
HQ. & HQ. SQ. 8 AF	AUTH	250	250	250	250	250	250	281	281	281	281		
	ASGD.	249	249	244	239	251	256	266	273	295	297		
HQ. 8 AF UNITS	AUTH	391	391	466	190	190	190	213	213	213	213		
	ASGD.	317	316	315	130	149	167	169	191	201	204		
BIGGS	AUTH	1185	1553	1553	1553	1908	2261	2273	2273	3882	3682		
	ASGD.	1585	1808	1770	1719	2122	2392	2434	2399	2365	2320		
CARSWELL	AUTH	2972	2651	2649	2753	3191	3588	3588	4049 ▼	3941 ▼	3941 ▼		
	ASGD.	4325	4249	4117	3988	4114	3754	3694	4134 ▼	4158 ▼	4274 ▼		
DAVIS-MONTHAN	AUTH	3811	4512	4512	4830	4832	4880 *	6621 *	5362 ■	5376 ■	3505 ■		
	ASGD	4119	4156	4212	4349	4464	4493 *	4675 *	3992 ■	3980 ■	3166 ■		
BERGSTROM	AUTH	1573	1400	1400	1504	1582	1582	1582	1582	1582	1584		
	ASGD	1544	1424	1360	1310	1312	1377	1435	1424	1875	1844		
WALKER	AUTH	3421	4095	4437	4478	3306	3306	3355	3355	3355	3377		
	ASGD	3971	3953	3952	3933	3385	3333	3243	3250	3170	3118		

Note:
— Hq 8AF Stations include 18th Comm Sq(Comd), and 4000th, 4001st, 4002nd, 4003d B.S. SQ.
▼ Includes Hq & Hq & Sv Co, Co "A", "B" & Med Det, 838th Engr Avn. BN
■ Includes Co "C" 838th Engr Avn Bn

CHATHAM AFB	
AUTH	3349
ASGD	2110

* Includes Units Of 2nd Bomb Wg. now at Chatham AFB.

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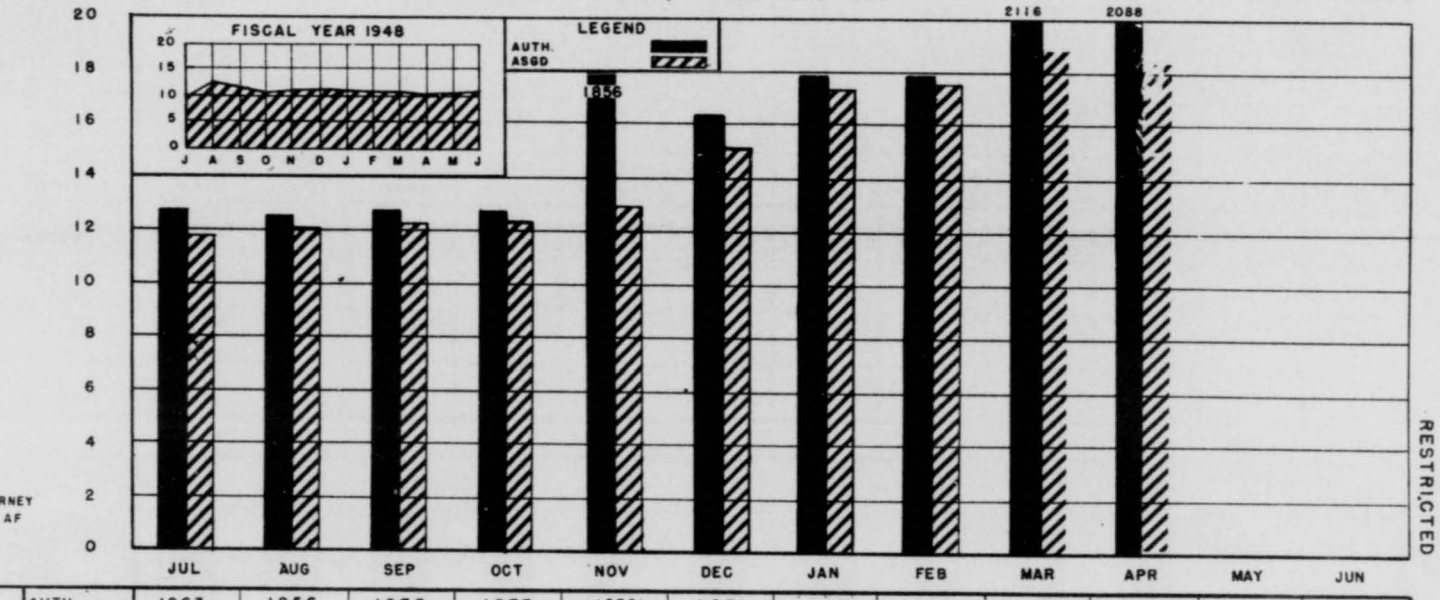
TOTAL 8AF CIVILIAN PERSONNEL
AUTHORIZED AND ASSIGNED STRENGTH
AS OF END OF MONTH, FISCAL YEAR 1949



* FIGURES FOR KEARNEY INCLUDED IN 8TH AF TOTAL.

		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8AF	AUTH	1263	1256	1273	1273	1856	1631	1791	1791	2116 *	2088 *		
	ASGD	1179	1201	1222	1236	1281	1518	1636	1659	1895 *	1853 *		
HQ & HQ SQ 8AF	AUTH	75	75	75	75	75	75	75	75	75	75		
	ASGD	68	71	68	69	71	73	72	71	74	73		
BIGGS	AUTH	5	5	7	7	298	298	300	300	300	300		
	ASGD	0	1	5	5	6	220	225	249	269	270		
CAMPBELL	AUTH	16	16	16	16	16	16	16	16	16	16		
	ASGD	10	10	15	16	16	16	16	16	16	16		
CARSWELL	AUTH	301	301	307	307	328	328	330	330	330	330		
	ASGD	291	294	294	299	302	317	324	322	325	323		
DAVIS-MONTHAN	AUTH	298	295	296	296	296	296	299	299	299	301		
	ASGD	284	285	288	296	300	301	299	295	296	297		
BERGSTROM	AUTH	212	212	214	214	260	260	260	260	260	261		
	ASGD	186	197	206	204	228	240	245	241	204	226		
WALKER	AUTH	306	302	308	308	308	308	308.	308	308	308		
	ASGD	290	293	296	297	308	301	301	302	303	299		
CLOVIS	AUTH	50	50	50	50	50	50	50	50	50	50		
	ASGD	50	50	50	50	50	50	50	50	49	49		
CHATHAM	AUTH		ASSIGNED TO 8TH AF EFF 1 DEC '48					153	153	293	307		
	ASGD							104	113	122	160		

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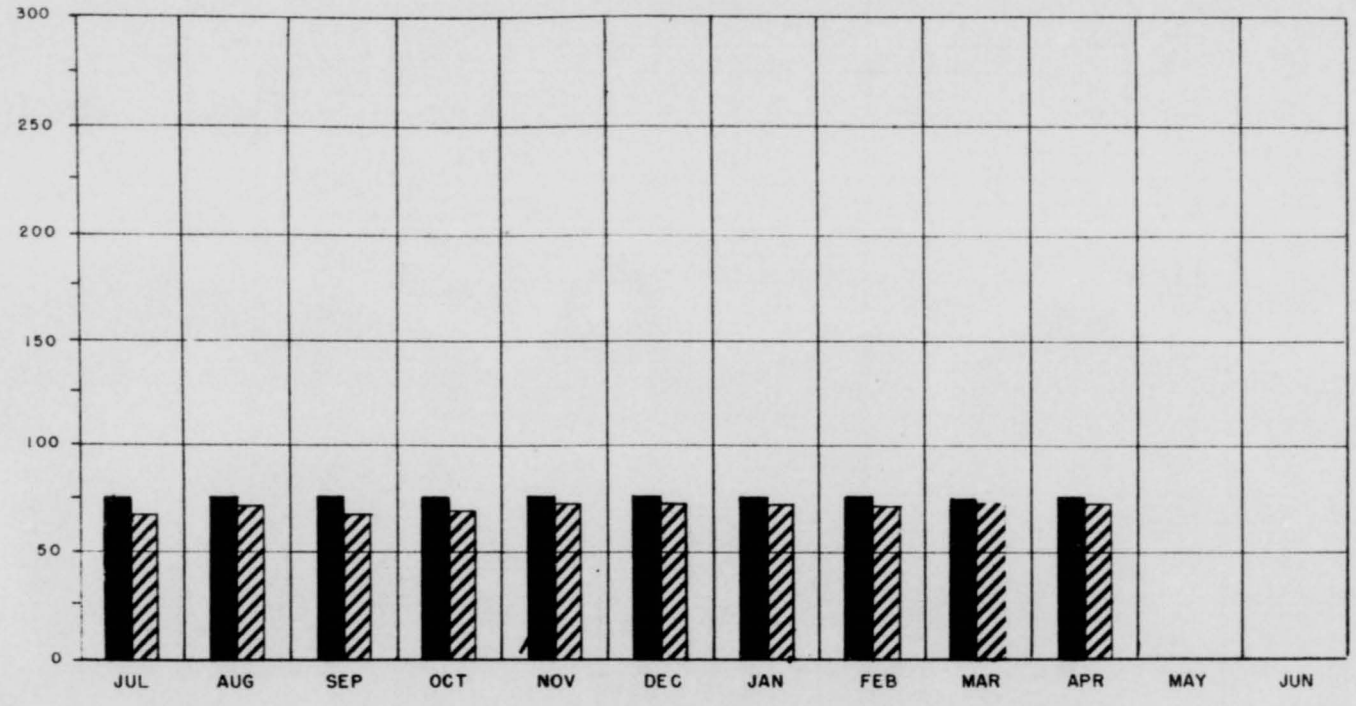
CIVILIAN PERSONNEL AUTHORIZED & ASSIGNED
8TH AF HQ.

AS OF END OF MONTH, FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AUTHORIZED	75	75	75	75	75	75	75	75	75	75		
ASSIGNED	68	71	68	69	71	73	72	71	74	73		

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MILITARY PERSONNEL STRENGTH BY UNIT

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			AUTHORIZATION			ASSIGNED				
			OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	AUTH	ASGD
CARSWELL	8AF	HQ & HQ SQ 8AF	114	2	0	99	2	17	281	297
		18TH COMM. SQ (COMD)	9	0	0	6	0	0	147	90
		585TH AF BAND	0	0	1	0	0	1	34	27
BIGGS		1ST STRATEGIC SUPPORT SQ.	65	0	0	66	0	0	206	199
BIGGS		2ND STRATEGIC SUPPORT SQ.	65	0	0	49	0	0	161	126
WALKER		611TH AF BAND	0	0	1	0	0	1	34	33
DAV-MONTHAN		775TH AF BAND	0	0	1	0	0	1	34	29
CARSWELL	8AF	TOTAL 7TH BOMB WING	322	35	0	346	26	22	2656	3345
		HQ & HQ SQ 7TH BOMB WG. H	35	0	0	67	0	7	98	131
		HQ 7TH BOMB GP, H	13	2	0	20	2	1	28	31
		9TH BOMB SQ, H	62	0	0	59	0		254	277
		436TH BOMB SQ, H	62	0	0	55	0	1	254	286
		492ND BOMB SQ, H	62	0	0	58	0	1	254	261
		7TH MAINT. & SUPPLY GP.	41	0	0	30	0	7	795	867
		7TH AIR BASE GP.	47	0	0	57	0	4	845	1355
		7TH STATION MED. GP.	0	33	0	0	24	0	128	137
CARSWELL	8AF	TOTAL 11TH BOMB GP.	199	2	0	58	0	0	790	526
		HQ. 11TH BOMB GP. H	13	2	0	15	0	0	28	27
		26TH BOMB SQ. H	62	0	0	13	0	0	254	165
		42ND BOMB SQ. H	62	0	0	15	0	0	254	167
		98TH BOMB SQ. H	62	0	0	15	0	0	254	167

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			AUTHORIZATION			ASSIGNED				
			OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	AUTH	ASGD
DAV-MONTHAN	8AF	TOTAL 43D BOMB WING	643	36	1	525	27	19	3340	3026
		HQ & HQ SQ 43D BOMB WG, M	38	0	0	39	0	1	96	106
		HQ 43D BOMB GROUP, M	22	1	0	24	0	1	49	43
		63D BOMB SQ, M	116	1	0	85	1	3	374	252
		64TH BOMB SQ, M	116	1	0	85	1	1	374	246
		65TH BOMB SQ, M	116	1	0	88	1	3	374	261
		43D AIR REFUEL SQ	132	0	0	94	0	2	315	300
		43D MAINT & SUPPLY GP	45	0	0	44	0	5	837	766
		43D AIR BASE GP	58	0	1	66	0	3	807	938
		43D STATION MED GP.	0	32	0	0	24	0	114	114
CHATHAM	8AF	TOTAL 2D BOMB WING	643	34	1	390	5	11	3349	2110
		HQ & HQ SQ 2D BOMB WING M	38	0	0	59	0	2	90	112
		HQ 2D BOMB GP, M	22	1	0	20	0	1	49	23
		20TH BOMB SQ, M	116	1	0	49	0	1	374	188
		49TH BOMB SQ, M	116	1	0	43	0	0	374	193
		96TH BOMB SQ, M	116	1	0	58	0	0	374	183
		2D AIR REFUEL SQ	132	0	0	1	0	0	315	1
		2D MAINT & SUPPLY GP	45	0	0	40	0	6	837	631
		2D AIR BASE GP.	58	0	1	120	0	1	822	738
		2D MED GP.	0	30	0	0	5	0	114	41
BIGGS	8AF	TOTAL 97TH BOMB WING	643	12	1	316	7	11	3315	1995
		HQ & HQ SQ 97TH BOMB WG, M	38	0	0	43	0	4	84	79
		HQ 97TH BOMB GP, M	22	1	0	29	0	1	49	26
		340TH BOMB SQ, M	116	1	0	63	0	0	374	190
		341ST BOMB SQ, M	116	1	0	53	0	0	374	167
		342 D BOMB SQ, M	116	1	0	47	0	0	374	188
		97TH AIR REFUELING SQ.	132	0	0	5	0	0	315	3
		97TH MAINT & SUPPLY GP	45	0	0	28	0	5	821	566
		97TH AIR BASE GP	58	0	1	48	0	1	885	729
		97TH STATION MED GP	0	8	0	0	7	0	39	47

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LOCATION	ASGMT	UNIT	OFFICERS AUTHORIZATION: OTHER THAN MEDICAL DEPT.	OFFICERS AUTHORIZATION: MEDICAL DEPT.	OFFICERS AUTHORIZATION: W/O	OFFICERS ASSIGNED: OTHER THAN MEDICAL DEPT.	OFFICERS ASSIGNED: MEDICAL DEPT.	OFFICERS ASSIGNED: W/O	ENLISTED: AUTH	ENLISTED: ASGD
WALKER	8AF	TOTAL 509TH BOMB WING	645	35	1	586	23	18	3343	3085
		HQ & HQ SQ 509TH BOMB WG	40	0	0	57	0	4	86	136
		HQ 509TH BOMB GROUP	22	1	0	55	0	1	49	59
		393D BOMB SQ. M	116	1	0	84	1	1	374	286
		715TH BOMB SQ. M	116	1	0	91	1	0	374	274
		830TH BOMB SQ. M	116	1	0	82	1	2	374	286
		509TH AIR REFUEL SQ.	132	0	0	107	0	0	315	301
		509TH MAINT. & SUPPY GP.	45	0	0	38	0	7	839	722
		509TH AIR BASE GP.	58	0	1	72	0	3	818	943
		509TH MED. GP.	0	31	0	0	20	0	114	78
BERGSTROM	8AF	TOTAL 27TH FIGHTER WING	271	22	0	304	13	8	1584	1844
		HQ & HQ SQ 27TH FTR. WG.	31	0	0	36	0	2	68	82
		HQ 27TH FIGHTER GP.	9	2	0	12	2	0	25	33
		522ND FTR. SQ.	55	0	0	56	0	0	135	142
		523D FTR. SQ.	55	0	0	54	0	0	135	143
		524TH FTR. SQ	55	0	0	55	0	0	135	146
		27TH MAINT. & SUPPLY GP.	29	0	0	35	0	4	447	454
		27TH AIR BASE GP.	37	0	0	56	0	2	572	781
		27TH MED GP	0	20	0	0	11	0	67	63

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			AUTHORIZATION			ASSIGNED				
			OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	AUTH	ASGD
CARSWELL	ATCHD 8AF	TOTAL 838TH ENGR AVN BN.	27	3	0	29	0	1	592	487
		HQ & HQ & SV CO, 838TH EAB	15	0	0	14	0	1	185	161
		CO "A" 838TH EAB	4	0	0	5	0	0	131	117
		MEDICAL DET 838TH EAB	0	3	0	0	0	0	14	4
CAMP HOOD		CO "B" 838TH EAB	4	0	0	5	0	0	131	94
DAVIS-MONTHAN		CO "C" 838TH EAB	4	0	0	5	0	0	131	111
CLOVIS		4000TH BASE SV. SQ.	4	0	0	3	0	0	0	0
CAMP HOOD		4001ST BASE SV. SQ	2	0	0	3	0	0	18	41
CAMPBELL		4002D BASE SV. SQ.	5	0	0	6	0	0	48	73
KEARNEY		4003D BASE SV. SQ	4	0	0	4	0	0	0	0

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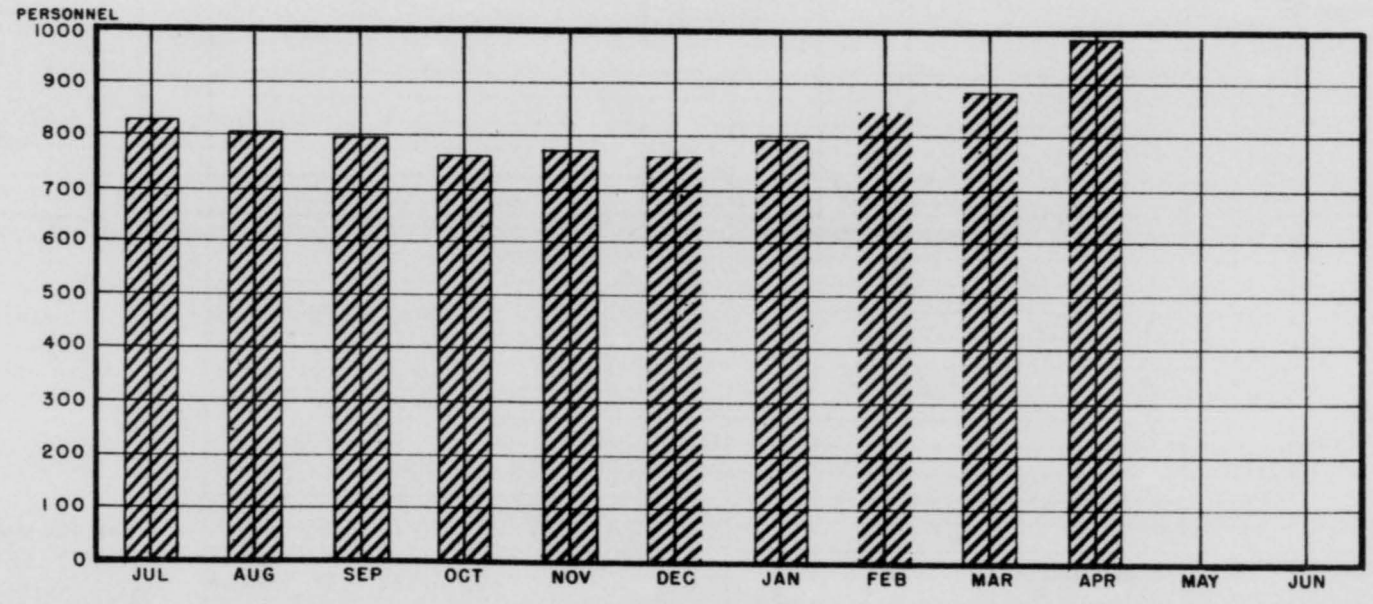
TOTAL EIGHTH AIR FORCE
REGULAR AIR FORCE AND REGULAR ARMY OFFICER PERSONNEL ASSIGNED
AS OF 15TH OF MONTH



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	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	823	804	797	762	776	772	796	841	883	994		
HQ 8TH AF	47	45	50	46	48	51	52	59	70	71		
BIGGS	108	111	108	102	110	135	132	131	136	134		
CARSWELL	185	180	176	162	164	152	151	157	164	185		
DAVIS-MONTHAN	229	222	225	218	220	*225	*239	235	237	234		
BERGSTROM	79	76	71	70	71	70	74	80	78	92		
WALKER	173	168	164	161	160	136	144	154	158	168		
CAMP HOOD AIRSTRIP	1	1	1	1	1	1	1	1	1	1		
CAMPBELL	1	1	2	2	2	2	2	2	2	2		
CLOVIS	0	0	0	0	0	0	0	0	0	0		
CHATHAM								22	37	57		
KEARNEY									0	0		
% OF ASGD STRENGTH	37.2	37.1	37.2	37.1	36.5	34.9	32.9	32.4	32.1	31.9		

Note: Hq 8th AF includes 18th Comm Sq(Comd).
* Davis Monthan includes units of 2d Bomb Wing transferred to Chatham AFB, Georgia.

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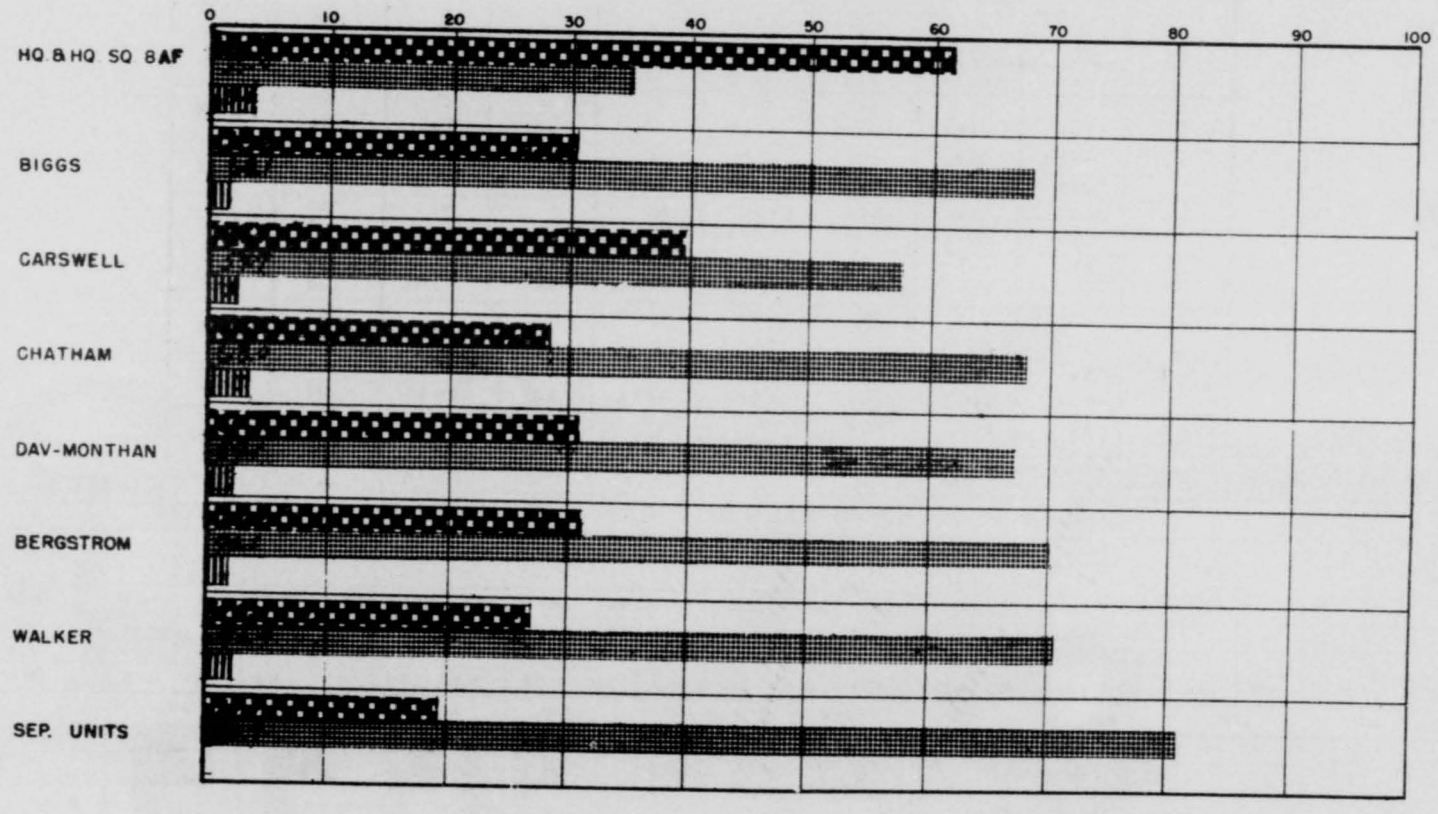
EIGHTH AIR FORCE OFFICER PERSONNEL
BY RANK & COMPONENT

AS OF 15TH MONTHLY
APRIL



COMPONENT	GEN.	COL.	LT. COL.	MAJOR	CAPT.	LTS.	FO & WO	TOTAL
USAF & RA	2	26	85	150	327	287	67	944
USAFR & ORC	0	1	17	93	511	1321	0	1943
NATIONAL GUARD	0	0	0	0	0	0	0	0
AFUS & AUS	0	0	0	0	26	3	40	69
TOTAL	2	27	102	243	864	1611	107	2956

NOTE:
INCLUDED IN SEP. UNITS.
CLOVIS, HOOD, KEARNEY, CAMPBELL & 15TH COMM. SQ. (COMD)

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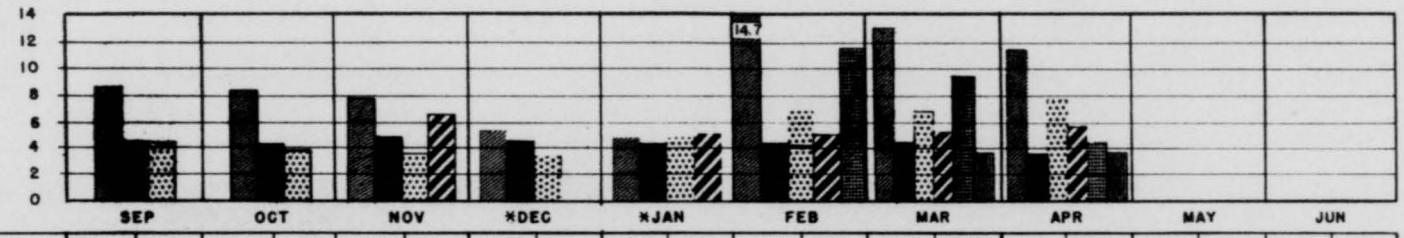
NON-WHITE ENLISTED PERSONNEL
PERCENTAGE OF TOTAL ASSIGNED BY STATION



NO. ASGD	WHT	COL	WHT	COL	WHT	COL	WHT	COL	WHT	COL	WHT	COL	WHT	COL	WHT	COL	WHT	COL	WHT	COL
CARSWELL	4233	403	3939	363	3793	321	3547	207	3522	172	3524	610	3614	544	3777	497				
WALKER	3773	165	3767	166	3223	162	4338	155	3102	141	3719	273	3029	141	3004	114				
DAV-MON	4047	179	4190	159	4303	161	*3179	* 154	*4521	* 249	3114	136	3703	277	2914	252				
BIGGS					1981	141	2255	137	2304	130	2273	126	2238	127	2184	136				
CHATHAM											710	94	925	96	2013	97				

	MAR	
BERGSTROM	1805	70

8TH AIR FORCE ENLISTED STRENGTH BY GRADE & RACE

		M/SGT	T/SGT	S/SGT	SGT	CPL	PFC	PVT	% NON WHT.
SEP	WHT	1134	1136	3126	2870	2768	3430	795	
	COL	11	7	45	92	124	374	58	4.7
OCT	WHT	1066	1106	3105	2833	2771	3321	778	
	COL	11	4	41	91	134	357	50	4.4
NOV	WHT	1053	1079	3200	2839	2869	4159	796	
	COL	17	10	57	115	160	373	53	4.9
DEC	WHT	1043	1062	3107	2816	2619	3753	719	
	COL	16	9	61	116	141	354	49	4.7
JAN	WHT	1030	1067	3221	2804	2688	3822	687	
	COL	16	8	59	114	139	312	44	4.3
FEB	WHT	1056	1107	3252	2865	2640	3681	627	
	COL	23	21	101	212	304	442	136	7.6
MAR	WHT	1142	1168	3454	3017	2786	3680	563	
	COL	25	24	110	215	299	451	13	7.3
APR	WHT	1160	1203	3572	3143	2918	3630	540	
	COL	24	24	106	201	297	410	105	6.8
MAY	WHT								
	COL								
JUN	WHT								
	COL								

BERGSTROM

APR		MAY		JUN	
WHT	COL	WHT	COL	WHT	COL
1773	71				

* INCLUDES UNITS AT CHATHAM AFB

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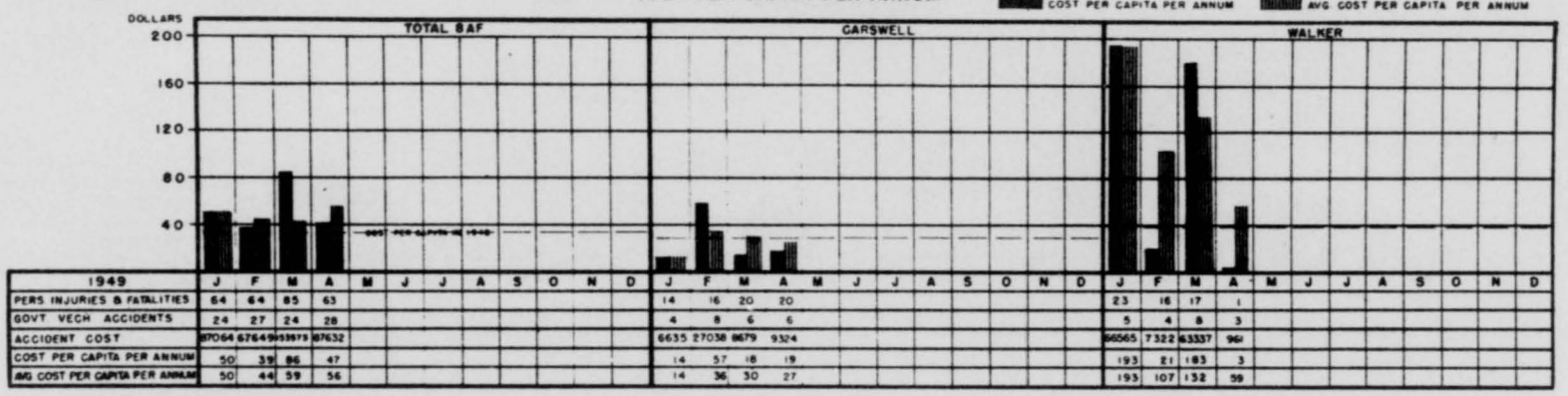
GROUND ACCIDENT SUMMARY

COST PER CAPITA PER ANNUM

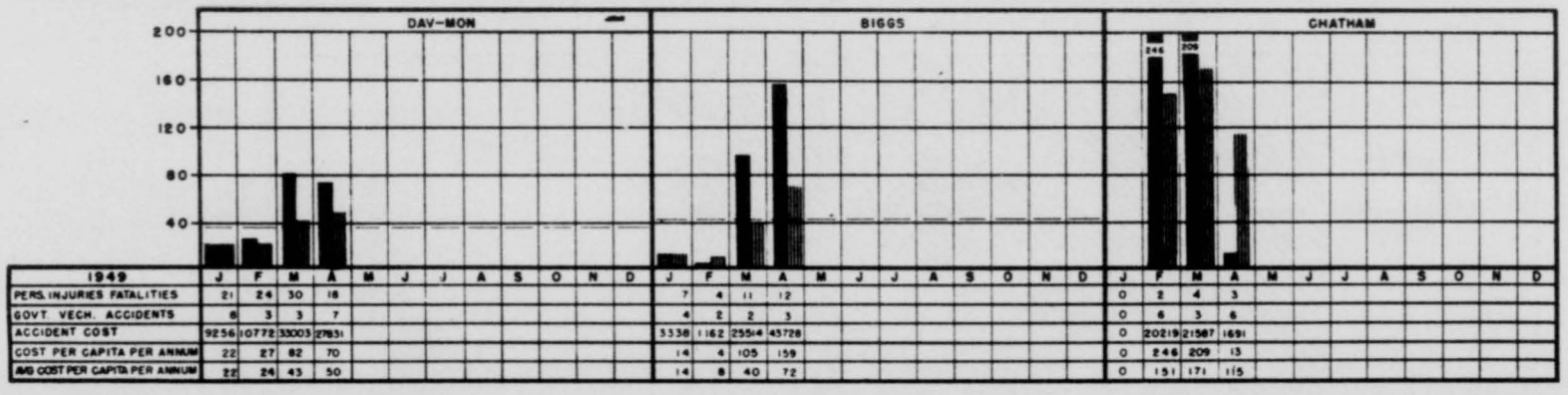
COST PER CAPITA PER ANNUM — AVG COST PER CAPITA PER ANNUM



1949	J	F	M	A	M	J	J	A	S	O	N	D
PERS INJURIES & FATALITIES	64	64	85	63								
GOVT VECH ACCIDENTS	24	27	24	28								
ACCIDENT COST	87064	67649	93979	87632								
COST PER CAPITA PER ANNUM	50	39	86	47								
AVG COST PER CAPITA PER ANNUM	50	44	59	56								

CARSWELL	J	F	M	A	M	J	J	A	S	O	N	D
	14	16	20	20								
	4	8	6	6								
	6635	27038	8679	9324								
	14	57	18	19								
	14	36	30	27								

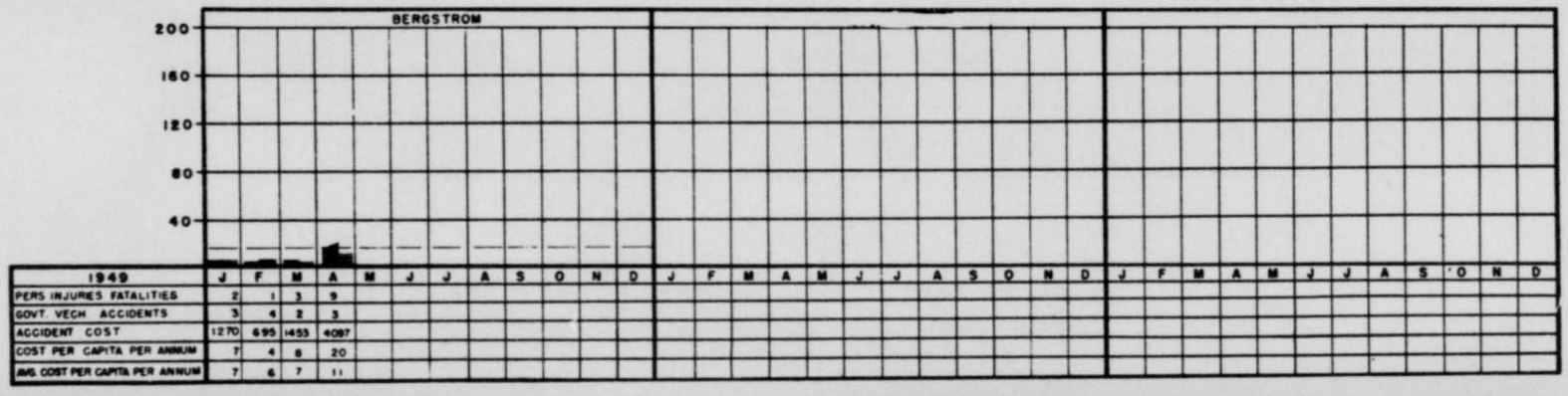
WALKER	J	F	M	A	M	J	J	A	S	O	N	D
	23	18	17	1								
	5	4	8	3								
	86565	7322	63337	961								
	193	21	183	3								
	193	107	132	59								



1949	J	F	M	A	M	J	J	A	S	O	N	D
PERS. INJURIES FATALITIES	21	24	30	18								
GOVT. VECH. ACCIDENTS	8	3	3	7								
ACCIDENT COST	9256	10772	33003	27831								
COST PER CAPITA PER ANNUM	22	27	82	70								
AVG COST PER CAPITA PER ANNUM	22	24	43	50								

BIGGS	J	F	M	A	M	J	J	A	S	O	N	D
	7	4	11	12								
	4	2	2	3								
	3338	1162	25514	45728								
	14	4	105	159								
	14	8	40	72								

CHATHAM	J	F	M	A	M	J	J	A	S	O	N	D
	0	2	4	3								
	0	6	3	6								
	0	20219	21587	1691								
	0	246	209	13								
	0	151	171	115								



1949	J	F	M	A	M	J	J	A	S	O	N	D
PERS INJURIES FATALITIES	2	1	3	9								
GOVT VECH ACCIDENTS	3	4	2	3								
ACCIDENT COST	1270	695	1453	4087								
COST PER CAPITA PER ANNUM	7	4	8	20								
AVG COST PER CAPITA PER ANNUM	7	6	7	11								

	J	F	M	A	M	J	J	A	S	O	N	D

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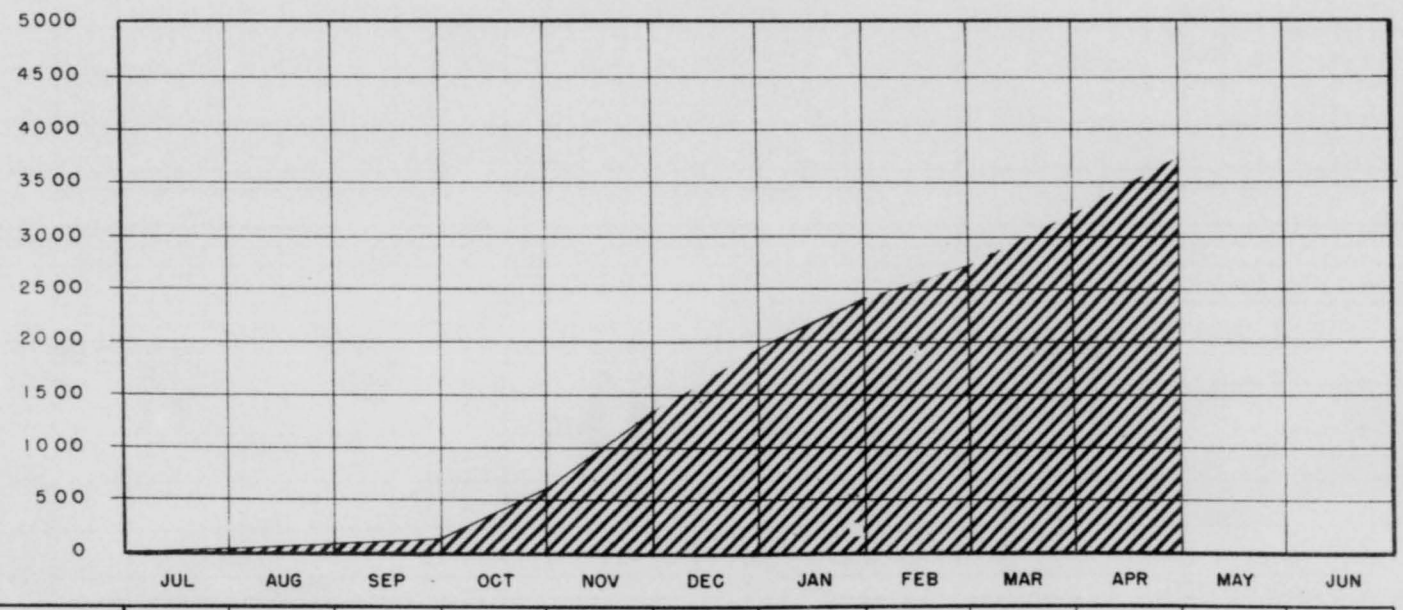
ENLISTMENTS & REENLISTMENTS

TOTAL 8TH AIR FORCE BY LENGTH OF ENLISTMENT

CUMULATIVE FROM 1 JULY 1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
6 YR. ENLS.	0	0	3	11	14	21	28	32	35	36		
5 YR. ENLS.	0	2	3	4	7	8	11	14	16	17		
4 YR. ENLS.	0	0	2	4	6	9	11	13	14	15		
3 YR. ENLS.	30	71	125	564	1235	1690	2147	2453	2753	3067		
INDEF.	0	0	0	18	67	160	208	245	384	613		
TOTAL	30	73	133	601	1329	1888	2405	2757	3202	3748		

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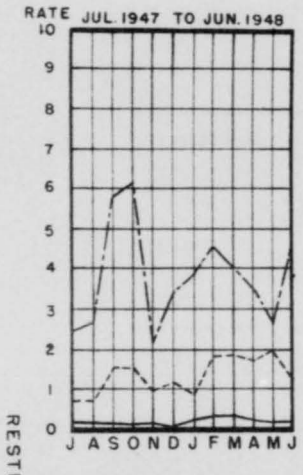
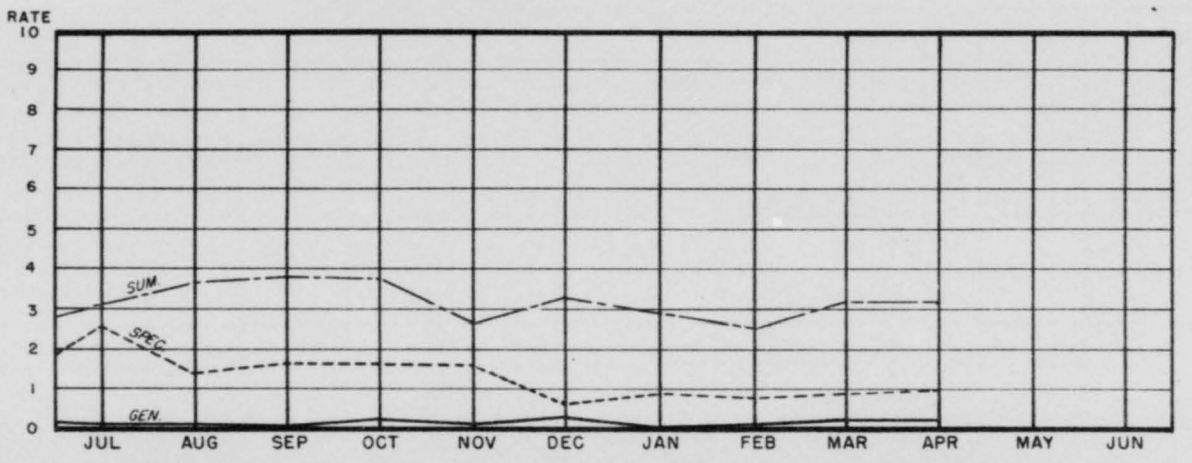
TOTAL 8TH AF COURTS MARTIAL RATES

BY MONTH 1948-1949

RATE PER 1000 PERSONNEL





		1948 JUL		1948 AUG		1948 SEP		1948 OCT		1948 NOV		1948 DEC		1949 JAN		1949 FEB		1949 MAR		1949 APR		1949 MAY		1949 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
BIGGS	SUMMARY											6	2.2	9	3.2	8	2.8	20	7.1	14	5.0				
	SPECIAL											0	0	6	2.1	4	1.4	3	1.0	5	1.8				
	GENERAL											0	0	0	0	1	.35	0	0	0	0				
CARSWELL	SUMMARY	23	4.2	22	4.2	41	8.3	23	5.0	16	3.2	36	7.9	17	3.8	23	4.7	22	4.3	22	4.7				
	SPECIAL	7	1.3	3	.58	3	.61	3	.66	3	.6	3	.7	1	.22	2	.41	3	.58	3	.64				
	GENERAL	8	.18	1	.19	0	0	3	.66	1	.2	1	.2	0	0	0	0	1	.19	1	.21				
DAVIS-MONTHAN	SUMMARY	8	1.7	15	3.1	7	1.5	6	1.2	11	2.1	10	1.9	17	3.1	6	1.3	2	.42	7	1.9				
	SPECIAL	18	3.8	4	.8	10	2.1	7	1.42	13	2.5	4	.8	7	1.3	2	.42	6	1.2	6	1.6				
	GENERAL	0	0	0	0	0	0	0	0	0	0	1	.2	0	0	0	0	0	0	0	0				
BERGSTROM	SUMMARY	9	4.8	12	7.3	8	5.1	9	5.9	7	4.6	5	3.1	8	4.7	11	6.5	8	3.6	5	2.3				
	SPECIAL	9	4.8	7	4.3	7	4.5	5	3.3	7	4.6	3	1.9	0	0	5	2.9	3	1.3	3	1.3				
	GENERAL	0	0	0	0	0	0	0	0	1	.66	0	0	0	0	0	0	1	.45	0	0				
WALKER	SUMMARY	12	2.7	11	2.5	4	.91	19	4.3	11	2.9	3	.8	2	.52	2	.52	9	2.3	16	4.3				
	SPECIAL	9	2.0	6	1.4	5	1.1	11	2.5	5	1.3	0	0	1	.26	2	.52	1	.26	4	1.0				
	GENERAL	0	0	0	0	0	0	0	0	0	0	3	8	0	0	0	0	1	.26	2	.53				
CHATHAM	SUMMARY													0	0	3	3.3	3	2.5	2	.79				
	SPECIAL													0	0	1	1.1	1	.84	2	.79				
	GENERAL													0	0	0	0	0	0	0	0				
8TH AF TOTAL	SUMMARY	52	3.1	60	3.7	60	3.8	57	3.7	45	2.7	60	3.3	53	2.9	53	2.6	64	3.2	66	3.2				
	SPECIAL	43	2.6	20	1.3	25	1.6	26	1.6	28	1.6	10	.6	15	.8	16	.77	17	.85	23	1.0				
	GENERAL	0	.06	1	.06	0	0	4	.26	2	.12	5	.3	0	0	1	.05	3	.14	3	.14				

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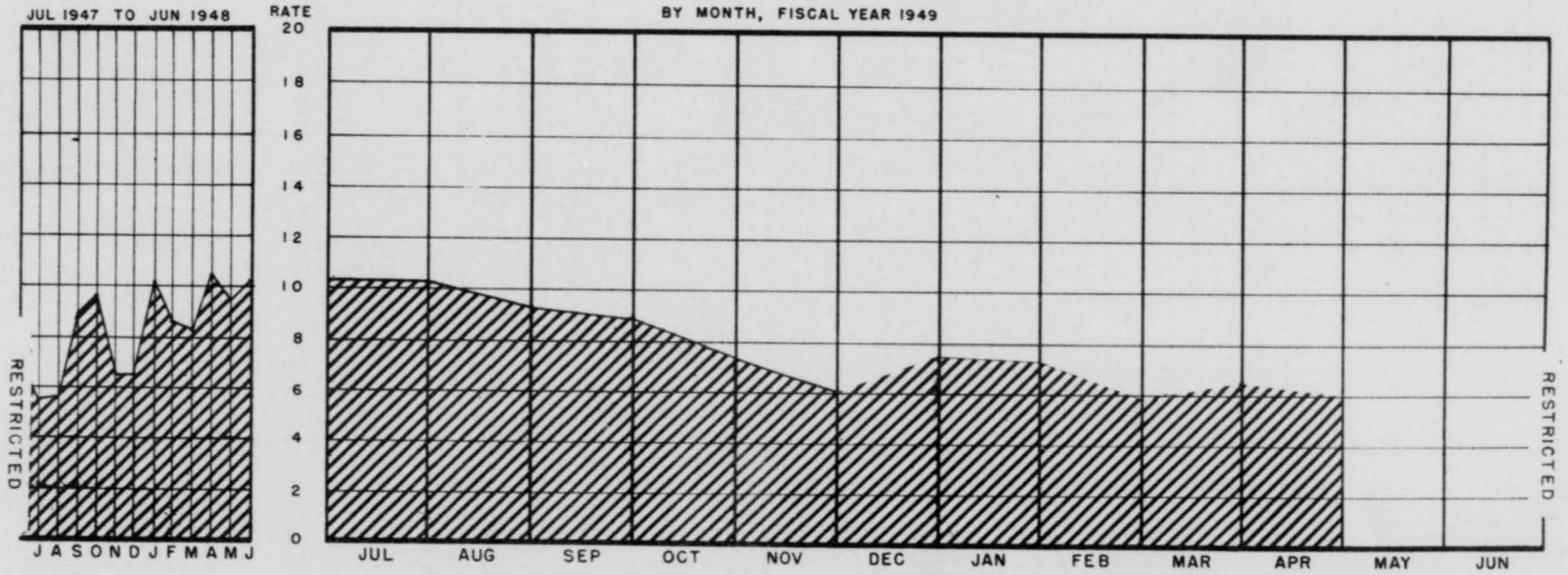
8TH AF PERSONNEL AWOL RATE

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
BIGGS	REPORT NOT AVAILABLE								12	5.0	15	5.4	14	4.9	7	2.5	15	5.3	9	3.2				
CARSWELL	75	13.6	49	9.3	36	7.1	39	8.5	38	8.1	20	8.1	32	7.9	31	6.9	46	9.0	56	10.8				
DAVIS-MONTHAN	45	9.4	23	4.8	33	6.8	23	4.7	26	5.1	36	6.9	32	5.8	27	5.8	28	5.8	28	7.4				
BERGSTROM	25	13.3	19	11.2	20	14.4	16	10.6	9	5.9	20	12.6	19	11.2	19	11.2	16	7.2	8	3.7				
WALKER	44	9.7	59	13.5	51	11.6	39	8.9	30	7.9	44	11.5	39	10.2	20	5.2	22	5.8	14	3.7				
CHATHAM															4	4.3	2	1.6	5	1.9				
8TH AF TOTAL	189	10.2	150	9.3	140	8.9	117	7.6	115	6.1	135	7.5	136	7.3	108	5.9	129	6.5	120	6.0				

NOTE: EXCLUDES 4000TH, 4001ST, 4002ND, 4003D BS SQS.

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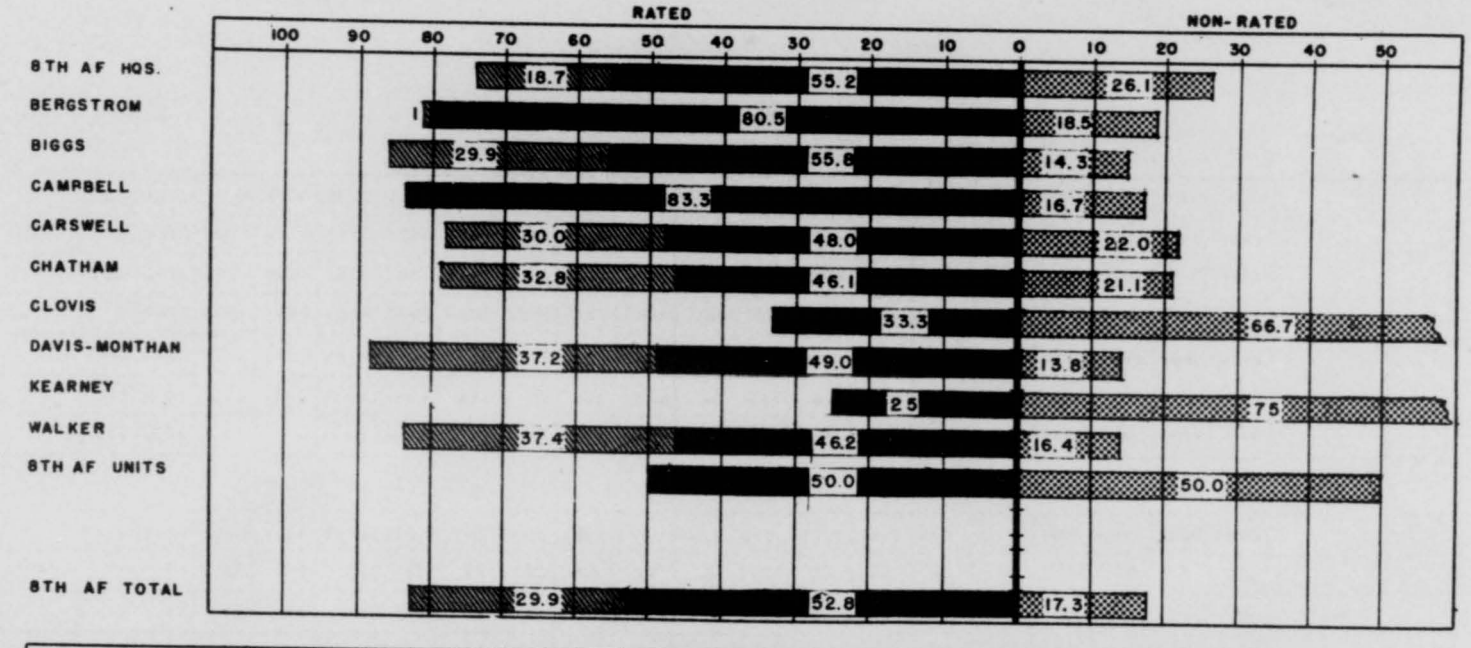
PERCENT RATED & NON-RATED OFFICER PERSONNEL



	NUMBER RATED & NON RATED OFFICER PERSONNEL								
	PILOTS	OTHER RATED	TOTAL RATED	NON RATED	WO'S	CHAPLAIN	FLT. S. & NURSE	UNKNOWN	TOTAL
8TH AF HQS.	53	18	71	25	17	1	0	0	114
BERGSTROM	240	3	243	55	8	3	5	14	328
BIGGS	238	127	365	61	10	2	1	2	441
CAMPBELL	5	0	5	1	0	0	0	[illegible]	6
CARSWELL	201	126	327	92	23	4	6	14	466
CHATHAM	83	59	142	38	9	1	0	10	200
CLOVIS	1	0	1	2	0	0	0	0	3
DAVIS MONTHAN	358	273	631	101	21	3	8	0	764
KEARNEY	1	0	1	3	0	0	0	0	4
WALKER	275	223	498	97	19	2	5	1	622
* 8TH AF UNITS	4	0	4	4	0	0	0	0	8
8TH AF TOTAL	1459	829	2288	479	107	16	25	41	2956.

* INCLUDES 18TH COMM SQ, 4001ST B.S. SQ.
% EXCLUDES WO'S, CHAP, FLT. SURG & FLT SURG.

OTHER RATED PILOTS NON-RATED

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MILITARY PERSONNEL
AUTHORIZED & ASSIGNED STRENGTH
BY RANK & GRADE
EIGHTH AIR FORCE TOTAL

	JUL		AUG		SEP		OCT		*NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
GENERAL	8	2	7	2	8	2	8	2	8	2	8	2	8	2	8	2	8	2	8	2				
COLONEL	39	18	35	16	36	17	39	18	39	19	37	21	38	22	38	23	38	26	40	29				
LT. COL.	122	88	102	84	106	85	107	89	108	87	106	78	121	77	122	81	129	92	126	102				
MAJOR	222	226	234	225	239	214	261	213	270	221	279	223	313	246	315	249	328	251	332	254				
CAPTAIN	572	645	544	630	551	607	591	608	636	671	649	699	752	757	761	796	840	834	848	862				
LIEUTENANTS	1399	1150	1594	1125	1597	1077	1681	1094	1711	1160	1736	1198	2094	1339	2106	1416	2413	1552	2435	1620				
WO	15	43	44	44	49	43	24	44	30	43	27	54	32	77	49	91	37	101	7	110				
ANC	40	22	33	24	33	25	32	27	33	24	33	22	32	23	32	22	32	24	53	24				
TOTAL	2417	2194	2593	2150	2619	2070	2743	2095	2868	2227	2875	2297	3390	2543	3431	2680	3825	2882	3849	3003				
M/SGT	985	1206	1141	1189	1170	1145	1171	1077	1196	1070	1185	1059	1361	1046	1368	1079	1486	1167	1464	1184				
T/SGT	713	1187	816	1173	835	1143	833	1110	882	1089	769	1071	870	1075	884	1128	934	1192	922	1227				
S/SGT	3253	3502	3515	3063	3574	3171	3592	3146	3737	3257	3837	3168	4375	3280	4424	3353	4845	3564	4812	3678				
SGT	4127	2927	3837	2934	3944	2962	3985	2924	4263	2954	4175	2932	4763	2918	4860	3077	5234	3232	5258	3344				
CPL	3881	3026	3657	3026	3772	2892	3790	2905	4017	3029	4038	2760	4494	2827	4769	2944	5130	3085	5112	3215				
PFC OR PVT	2195	4739	1886	4770	1972	4657	2187	4506	2338	5381	2156	4107	2144	4865	2294	4886	2485	4825	2364	4685				
TOTAL	15154	16110	14852	16155	15267	15970	15558	15668	16691	16780	16151	15865	18007	16011	18599	16467	20114	17065	19932	17333				

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* 33 OFF. & 258 E.M. included in totals auth.
Breakdown by Grade not available.

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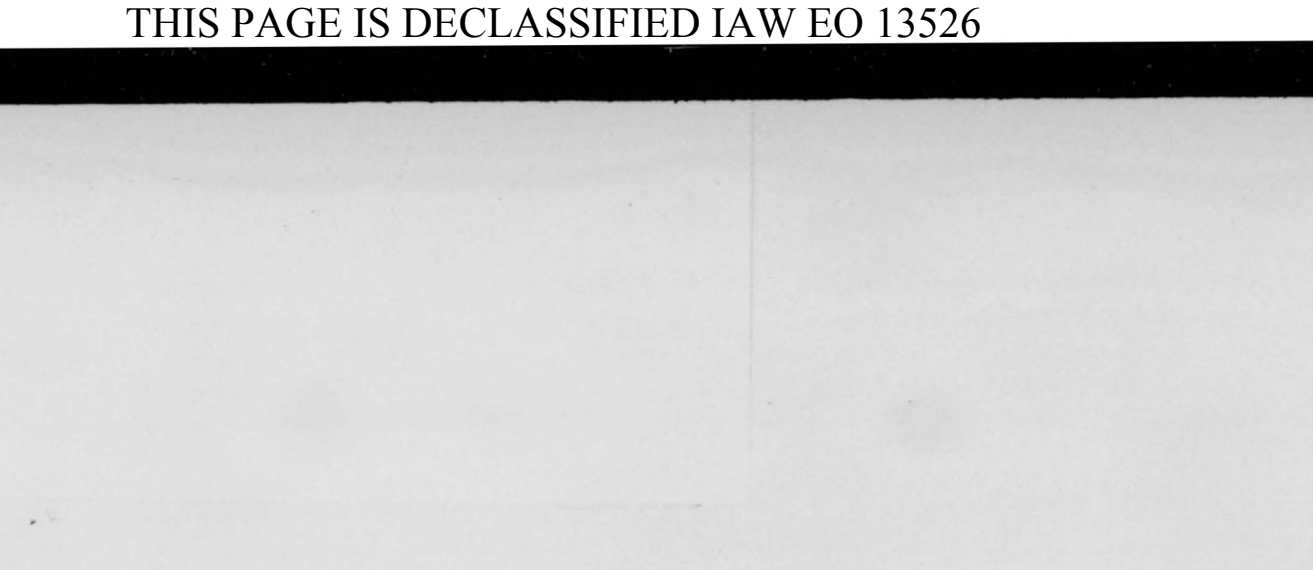
V. D. ADMISSION RATE BY RACE



STATIONS	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD
CARSWELL	19.30	80.41	23.95	194.61	21.58	68.64	30.41	117.11	23.85	179.06	23.18	138.00	31.08	243.56
DAVIS-MON.	40.95	80.93	4.01	308.30	10.54	6.45	23.66	46.76	16.83	142.33	16.33	291.04	29.70	242.80
WALKER	4.83	178.29	19.41	80.74	25.48	66.23	3.49	87.24	3.48	185.75	31.67	0	22.58	82.54
BERGSTROM	0	0	0	0	6.45	0	0	0	7.29	0	12.54	448.27	4.79	0
BIGGS	12.20	0	37.76	0	40.69	0	31.49	0	24.13	351.35	25.46	175.67	29.48	0
CHATHAM									38.51	0	29.34	136.84	16.99	0

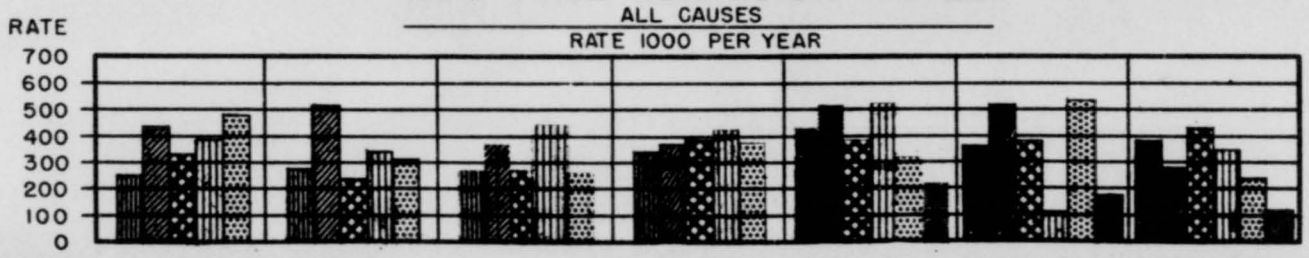
COLORED PERS.

NOTE: NO COLORED PERSONNEL ASGD. KEARNEY

HOSPITAL ADMISSION RATES

ALL CAUSES

RATE 1000 PER YEAR



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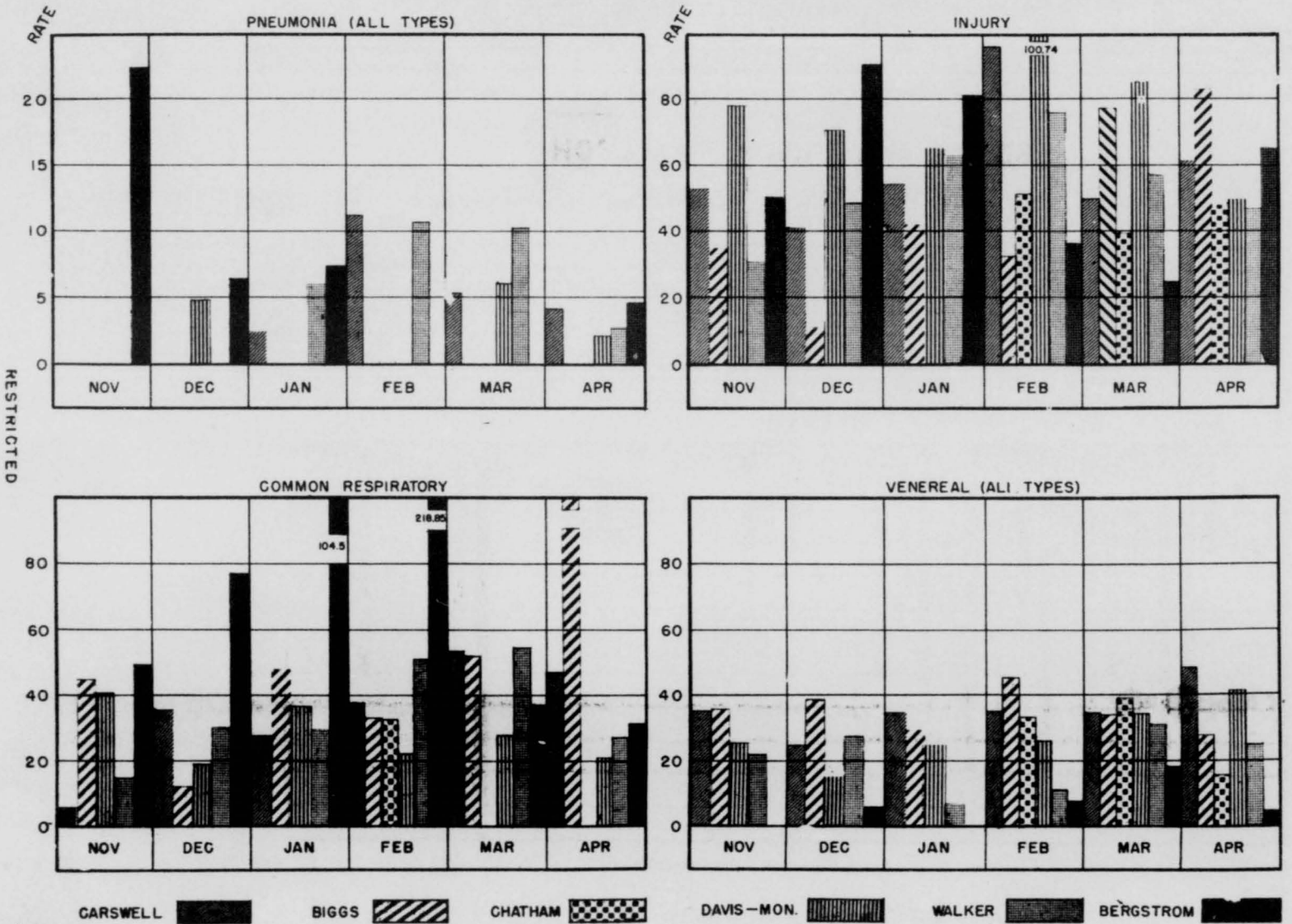
HOSPITAL ADMISSION RATES PER 1,000 PER YEAR



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CRITICAL SSN SUMMARY
OFFICERS

SSN	AUTH.	ASGD BY DUTY	SHORTAGE UNDER SAC DEVEL. PROGRAM
0141	29	16	13
0142	*	92	*
0224	12	4	8
0400	6	3	3
1028	97	42	55
1034	*	187	*
1035	*	165	*
1037	1016	158	414
1095	109	64	45
2680	3	1	2
3100	43	22	21
3106	3	0	3
3139	5	1	4
3150	6	2	4
3170	17	9	8
3175	4	3	1
3221	4	3	1
3420	3	0	3
3443	5	3	2
3445	5	0	5
3449	40	16	24
3500	10	6	4
4415	3	0	3
4490	6	5	1
4514	6	3	3

SSN	AUTH.	ASGD BY DUTY	SHORTAGE UNDER SAC DEVEL. PROGRAM
4530	8	5	3
4821	18	5	13
4822	42	26	16
6400	6	0	6
7314	10	9	1
7888	13	8	5
8502	13	9	4
8503	9	8	1

* SEE SSN 1037 FOR AUTH. & SHORTAGE

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CRITICAL SSN SUMMARY
ENLISTED PERSONNEL

AS OF 31 MAR 1949

SSN	AUTH	ASGD. BY PRIMARY SSN	SHORTAGE UNDER SAC DEVEL. PROGRAM	SSN	AUTH	ASGD. BY PRIMARY SSN	SHORTAGE UNDER SAC DEVEL. PROGRAM
033	10	2	8	684B	87	67	20
060	340	320	20	686	120	103	17
062	350	179	171	687	135	107	28
063	27	15	12	737	266	235	31
144	49	31	18	747	1086	932	154
166	63	21	42	766	54	49	5
212	21	13	8	792	14	4	10
237	60	49	11	805	38	28	10
242	26	18	8	809	6	5	1
268	14	10	4	835	462	458	4
275	92	70	22	848	13	4	9
348	31	23	8	855	12	10	2
510	9	3	6	858	19	14	5
528	92	50	42	861	47	45	2
548	64	46	18	867	339	248	91
555	235	207	28	941	88	35	53
573	74	69	5	957	75	19	56
575	43	23	20	958	34	15	19
583	18	16	2	969	16	9	7
647	54	31	23	1383	375	339	36
648	65	37	28	1685	241	140	101
667	43	25	18	2756	364	274	90
673	56	37	19	4409	8	3	5
677	464	461	3				
684A	1328	669	659				

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SECTION III

TRAINING

AND

OPERATIONS

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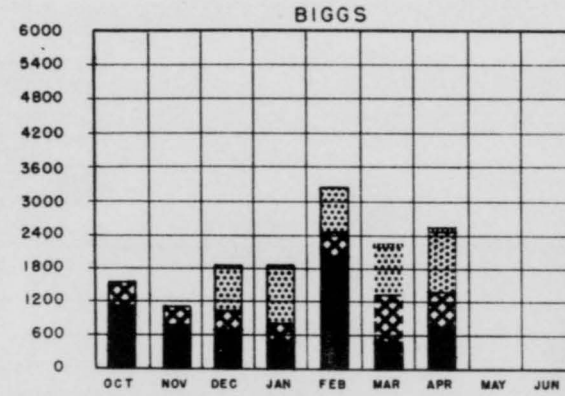
HOURS FLOWN BY TYPE OF FLYING

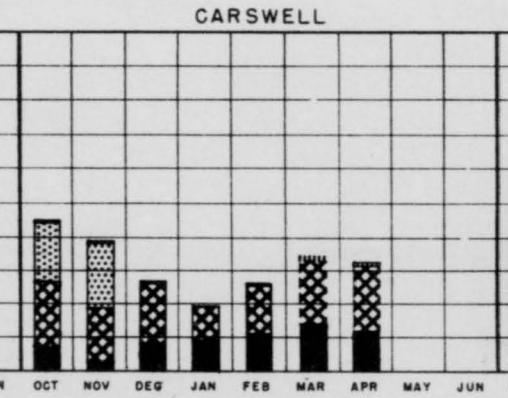
CREW TRNG. ■ TROOP C ▨
PROF. FLY. ▩ OTHER ▥

BIGGS



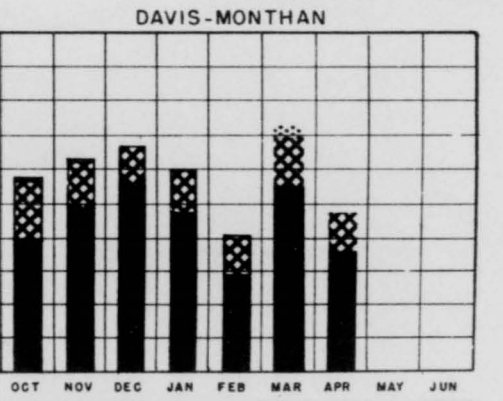
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	1090	792	678	812	2027	539	753		
PROFICIENCY FLY.	449	298	372	403	468	792	705		
TROOP CARRIER	0	0	829	653	777	891	1113		
OTHER	0	0	0	0	0	41	3		
TOTAL	1539	1090	1879	1868	3272	2263	2574		

CARSWELL



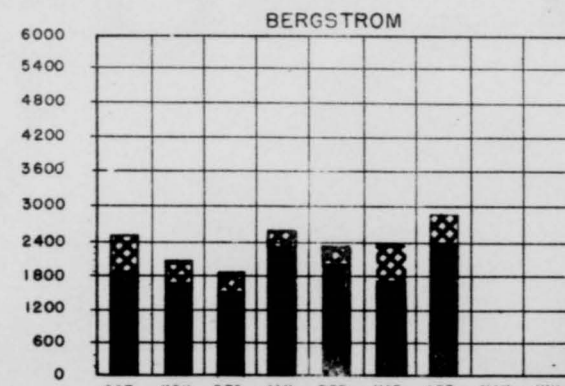
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	425	168	485	533	694	867	734		
PROFICIENCY FLY.	1208	962	1094	610	871	1119	1152		
TROOP CARRIER	1015	1195	0	0	0	0	0		
OTHER	9	9	8	0	4	9	86		
TOTAL	2657	2334	1587	1143	1569	2075	1972		

DAVIS-MONTHAN



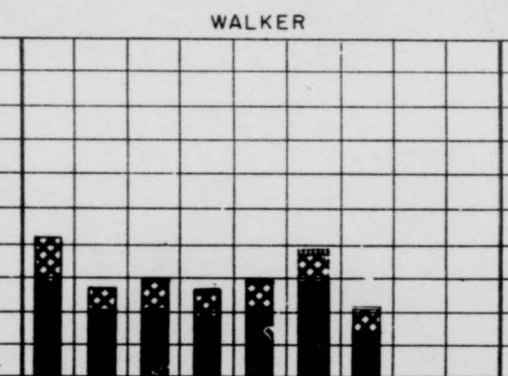
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	2397	2904	3358	2836	1723	3353*	2140		
PROFICIENCY FLY.	1027	849	689	761	769	828	683		
TROOP CARRIER	0	0	0	0	0	0	0		
OTHER	26	23	0	0	0	150	0		
TOTAL	3450	3776	4047	3597	2492	4331	2823		

BERGSTROM



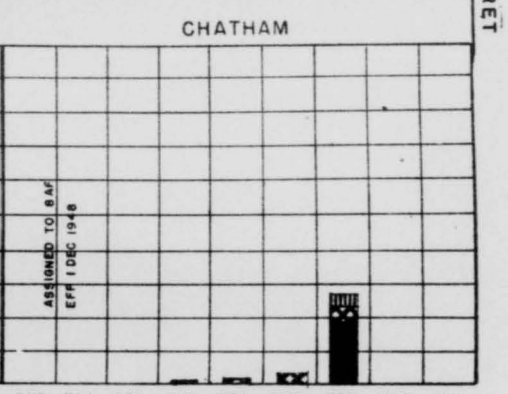
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	1869	1662	1534	2318	2050	1743	2357		
PROFICIENCY FLY.	637	361	308	262	298	575	877		
TROOP CARRIER	0	0	0	0	0	0	0		
OTHER	0	12	2	0	3	2	0		
TOTAL	2506	2025	1944	2580	2351	2320	3234		

WALKER



	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	1699	1205	1254	1108	1296	1782	812		
PROFICIENCY FLY.	815	413	528	424	459	517	422		
TROOP CARRIER	0	0	0	0	0	0	0		
OTHER	0	0	1	40	32	94	31		
TOTAL	2514	1618	1783	1572	1787	2393	1265		

CHATHAM



	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING				0	0	0	1118		
PROFICIENCY FLY.				15	103	204	291		
TROOP CARRIER				0	0	0	0		
OTHER				0	0	0	129		
TOTAL				15	103	204	1538		

+Excludes Fly Time for Camp Hood & Campbell AFB * INCLUDES FLYING TIME FOR FEB. FOR A/C TDY OUTSIDE US

XX FIGS. THRU [illegible] APR

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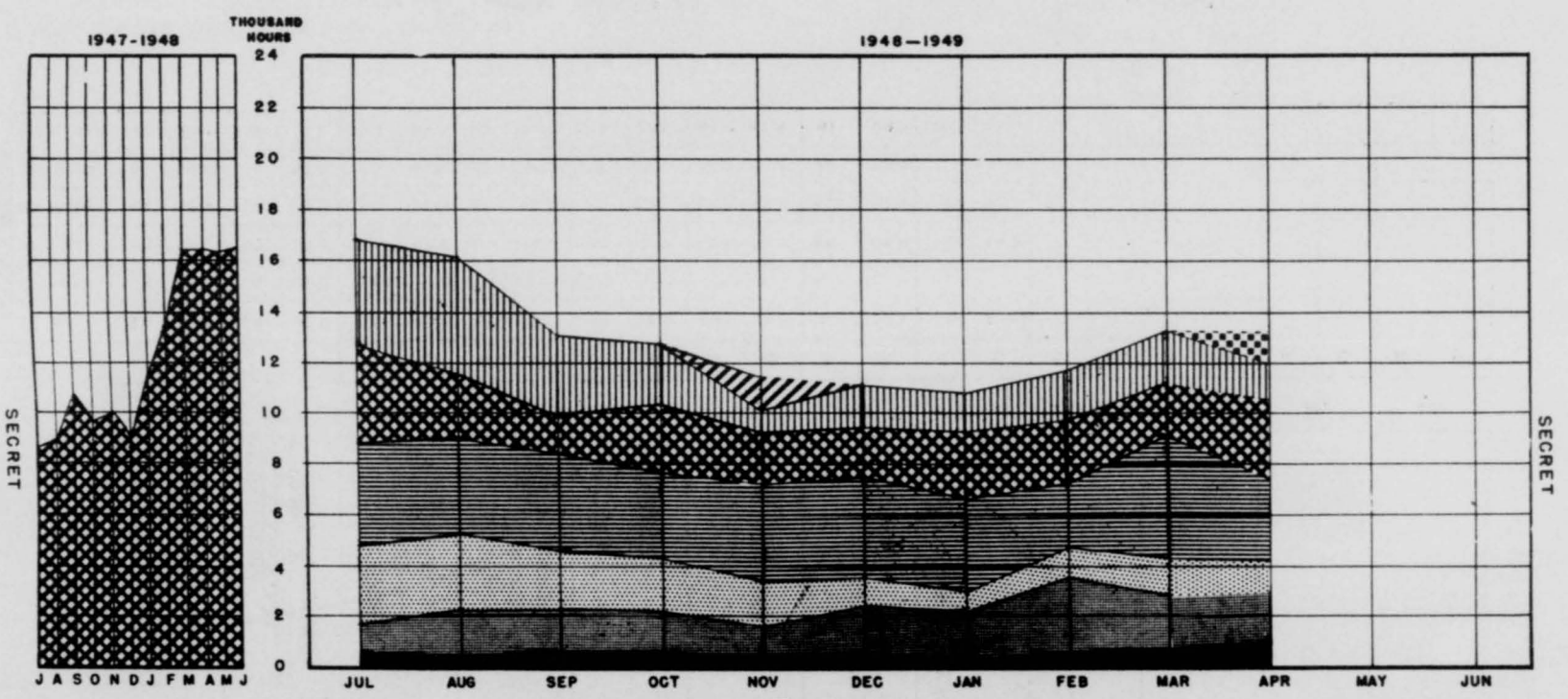
TOTAL 8TH AF AIRCRAFT HOURS FLOWN
BY MONTH FISCAL YEAR 1949



GAINED OTIS AFB 15 NOV.— 593 —TRANSFERED TO CONT. AIR COMD. EFF. 1 DEC. 48.

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
HQ 8TH AF	595	491	593	615	553	605	312	542	651	789		
BIGGS	1123	1744	1655	1539	1090	1879	1868	3272	2263	2574		
CARSWELL	3247	3085	2441	2151	1869	1080	870	1087	1464	1315		
DAVIS-MONTHAN	3924	3680	3791	3450	3776	4043	3612*	2595**	4535***	2823		
BERGSTROM	3851	2694	1421	2506	2025	1844	2580	2351	2320	3234		
WALKER	4094	4452	3201	2514	1618	1783	1572	1787	2393	1265		
TOTAL 8TH AF	16834	16146	13102	12775	11580	11234	10814	11634	13626	13544		
▼ CHATHAM										1536▼		

*Includes 15 hrs. flown by 2nd A/B Gp at Chatham AFB
**Includes 103 hrs. flown by 2d A/B Gp at Chatham AFB
*** -204-

▼ Fig. Thru 26 April

Hq. 8th AF Includes Flying Time For 4001, 4002 Base Ser. Sqs.

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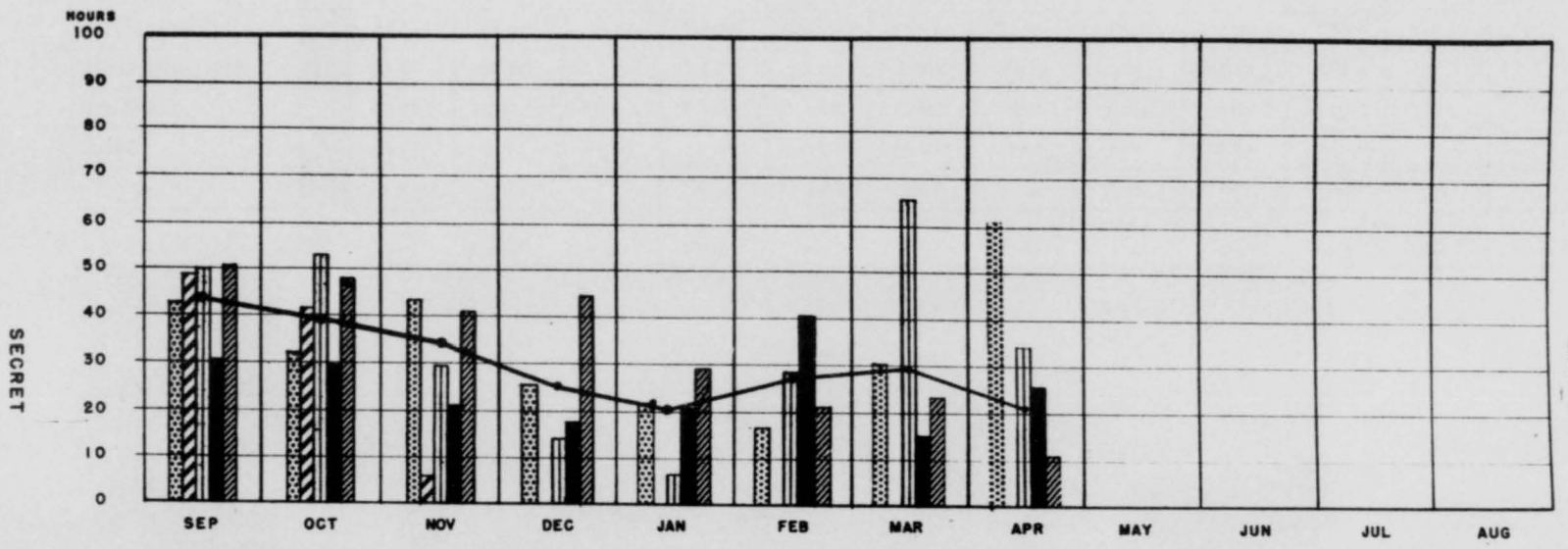
34

AVERAGE HOURS FLOWN PER B-29

BY: 8TH AF BOMB GROUPS



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	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
2D BG.	30	42.8	28	31.9	38	43.1	59	26.8	47	22.0	41.3	17.2	8	30.4	8.8	61.7**								
7TH BG.	13	48.5	6	41.6	12	5.7	NONE ASSIGNED																	
43D BG.	29	50	25	53.1	26	29.7	30	14.1	30	6.5	15.6	28.2	26	66.4*	18	34.5								
97TH BG.	42	30.6	37	29.5	36	21.6	37	18.6	40	20.2	50.3	40.3	36	15.0	28.8	26.1								
509TH BG.	30	50.4	29	47.9	29	41.6	28	44.9	38	29.2	60.0	21.6	78	23.0	71	11.1								
TOTAL 8AF	142	43.1	126	39.7	131	34.2	153	25.7	156	20.2	167.2	26.8	147	29.0	125.7	21.5								

NOTE: INCLUDES B-29 IN FUNCTIONAL CODE CC ONLY

* INCLUDES FLYING TIME FOR FEB. FOR A/C TDY OUTSIDE CONTL. U.S.

** FIGS. THRU. 26 APR.

A.- AVE. NO. B-29'S ASSD.

B.- AVE. HOURS FLOWN PER B-29

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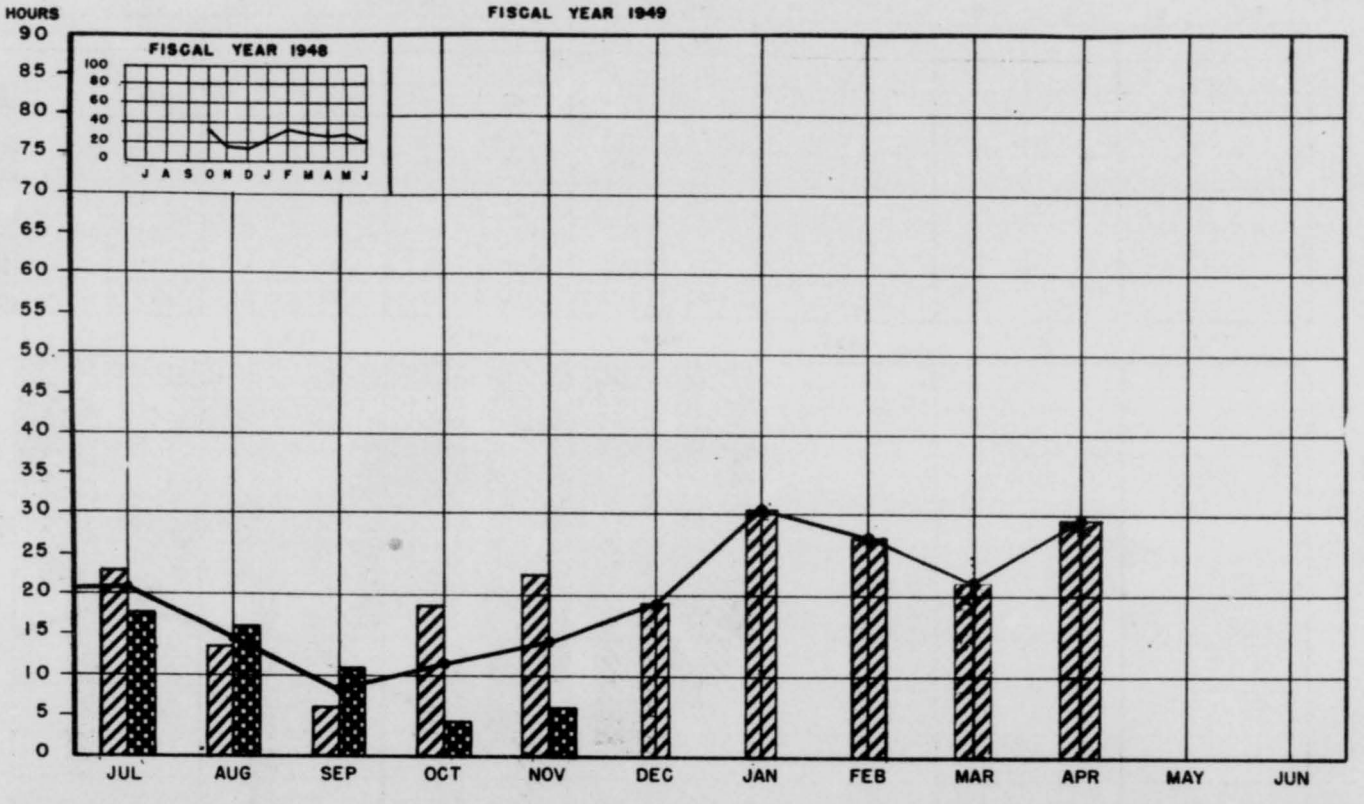
AVERAGE HOURS FLOWN PER AIRCRAFT

BY FIGHTER GROUP MONTHLY



FIGHTER GROUP	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
27TH FIGHTER GP.	134.3	22.9	156.1	13.4	127.8	6.3	102.7	18.7	72.8	22.8	79.3	19.3	76.5	30.3	76.0	27.0	80.8	21.6	79.3	29.7				
33RD FIGHTER GP.	69.3	17.7	80.5	16.3	81.8	11.4	80.5	3.8	78.6	6.6	TRANSFERRED TO CONTINENTAL AIR COMMAND 1 DEC 1948													
8TH AF TOTAL	203.6	21.1	236.6	14.4	209.8	8.3	183.13	11.9	151.4	14.4	79.3	19.3	76.5	30.3	76.0	27.0	80.8	21.6	79.3	29.7				

A. AVERAGE NO. AIRCRAFT ASSIGNED.
B. AVERAGE HRS. FLOWN PER AIRCRAFT ASSIGNED.

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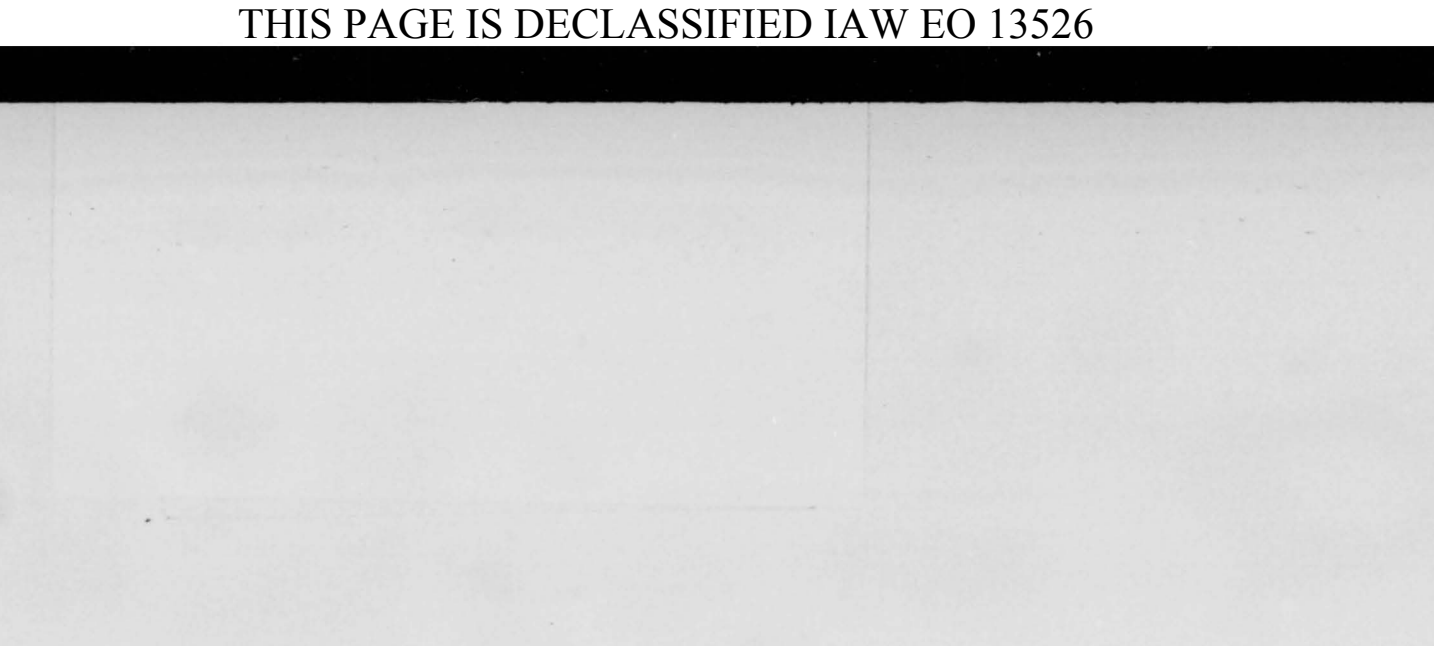
AVERAGE HOURS FLOWN PER AIRCRAFT

BY: AIR BASE GROUPS & HEADQUARTERS UNITS



	JAN A	JAN B	FEB A	FEB B	MAR A	MAR B	APR A	APR B	MAY A	MAY B	JUN A	JUN B	JUL A	JUL B
HQ & HQ SQ 8TH AF	10	27.3	10	45.9	11	56.1	12.2	53.9						
7TH A/B GP	7	48.1	8	48.6	7	80.5	6.3	82.5						
43RD A/B GP	8.5	89.5	8	97.3	7	116.6	8.0	85.4						
97TH A/B GP	7	59.3	9	52.6	9	85.2	8.3	85.0						
509TH A/B GP	7.6	55.8	7	65.6	6	82.1	5.0	74.4						
2ND A/B GP	1	50	1.3	79.2	2	107.4	4.2	*69.3						
27TH A/B GP	5.4	48.5	5	58.4	8	69.3	14.7	59.7						
TOTAL 8TH AF	46	54.2	49	61.1	51	80.5	58.7	70.0						

A AVERAGE NO. AIRCRAFT ASGD.
B AVERAGE HOURS PER AIRCRAFT ASGD

*FIGS. THRU 26 APR.

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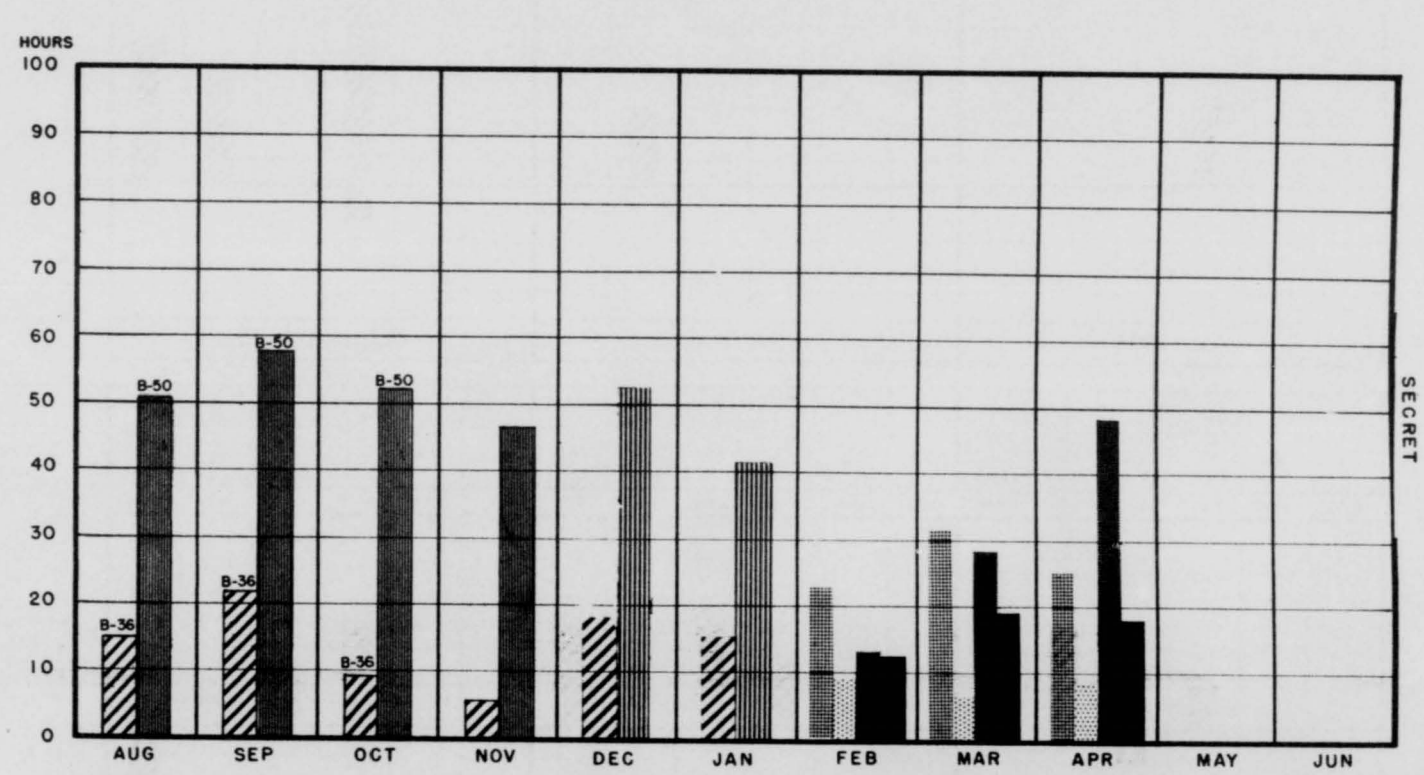
AVERAGE HOURS FLOWN BY B-36 & B-50 ACFT.

BY MONTH
FISCAL YEAR 1949



		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
		AVE. NO. A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS FLOWN PER A/C
7 TH B.G.	(B-36)	10.1	15.2	13.6	21.9	17.3	9.3	18.4	5.3	26.8	18.1	35	15.2	26	23.3	24.8	31.4	22.8	26.4				
11 TH B.G.														10	9.8	15.1	6.1	15.4	8.6				
43D B.G.	(B-50)	3.7	50.9	4.3	57.9	2.8	52.3	10.2	46.8	25.4	53.1	39	41.1	32	13.3	33.7	28.8	31.4	48.4				
2D B.G.														11	13.0	23.0	19.0	32.6	17.6▼				

*INCLUDES FLYING TIME FOR B-50 A/C OUTSIDE CONTINENTAL U.S. FOR FEB.

▼FIGURES THROUGH 26 APR. FOR 2D B.G.

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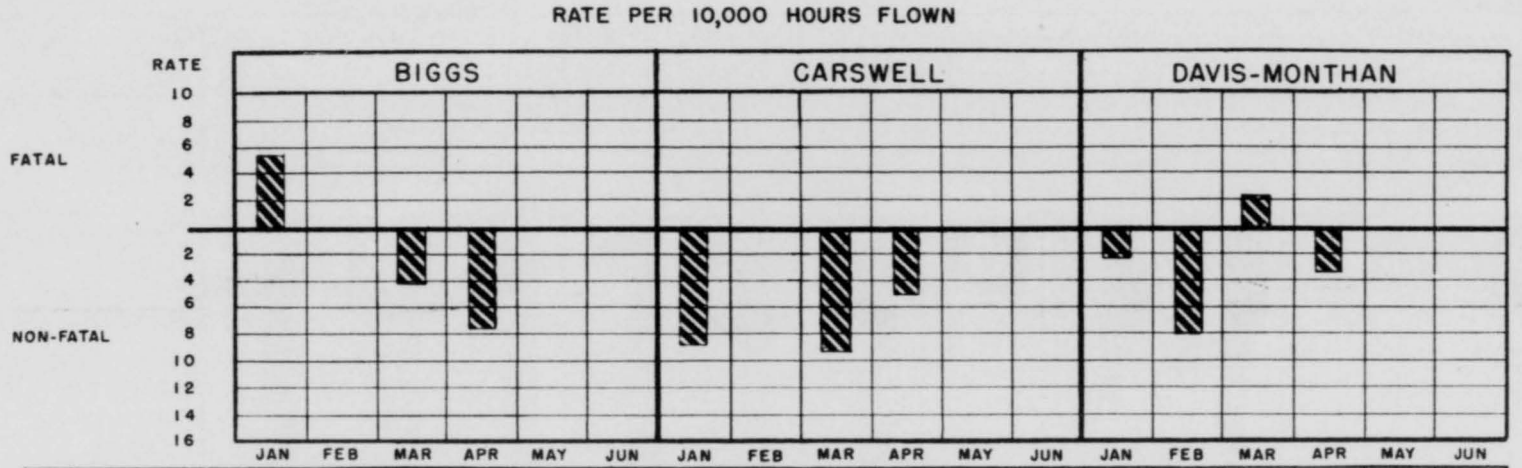
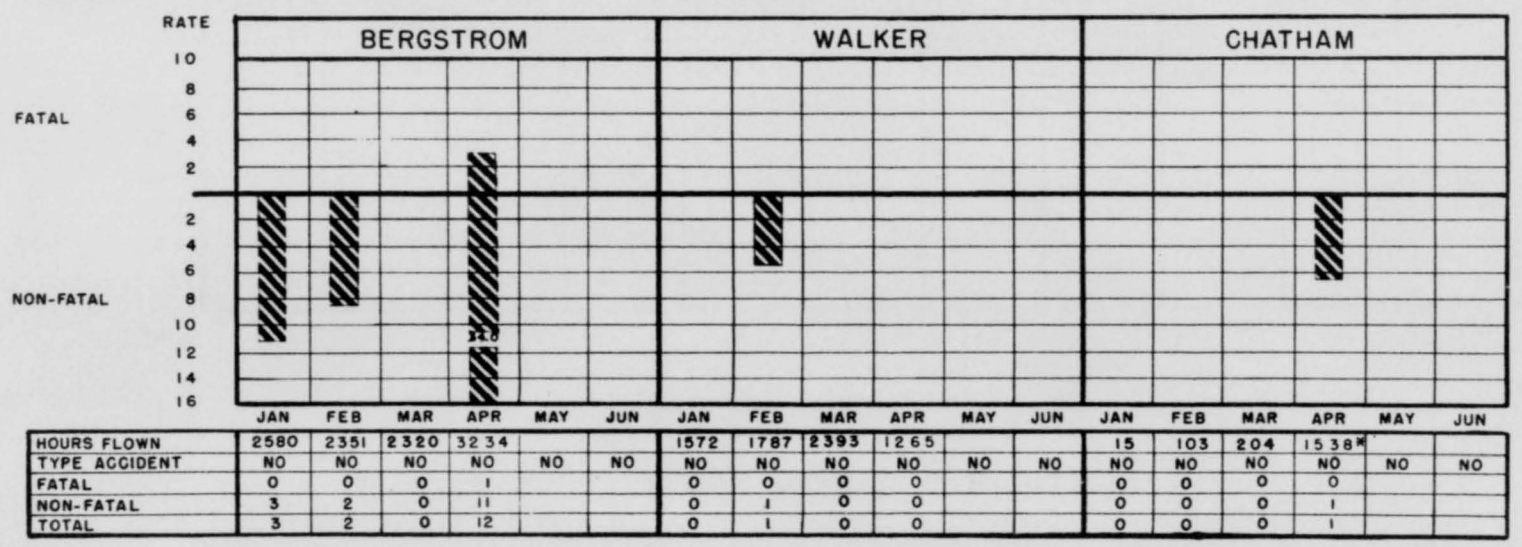
AIRCRAFT ACCIDENTS

RATE PER 10,000 HOURS FLOWN



	BIGGS						CARSWELL						DAVIS-MONTHAN					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
HOURS FLOWN	1868	3272	2263	2574			1143	1569	2075	1972			3597	2492	4331	2823		
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	1	0	0	0			0	0	0	0			0	0	1	0		
NON-FATAL	0	0	1	2			1	0	2	1			1	2	0	1		
TOTAL	1	0	1	2			1	0	2	1			1	2	1	1		



	BERGSTROM						WALKER						CHATHAM					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
HOURS FLOWN	2580	2351	2320	3234			1572	1787	2393	1265			15	103	204	1538*		
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0	0	1			0	0	0	0			0	0	0	0		
NON-FATAL	3	2	0	11			0	1	0	0			0	0	0	1		
TOTAL	3	2	0	12			0	1	0	0			0	0	0	1		

*FIGS. THRU. 26 APR.

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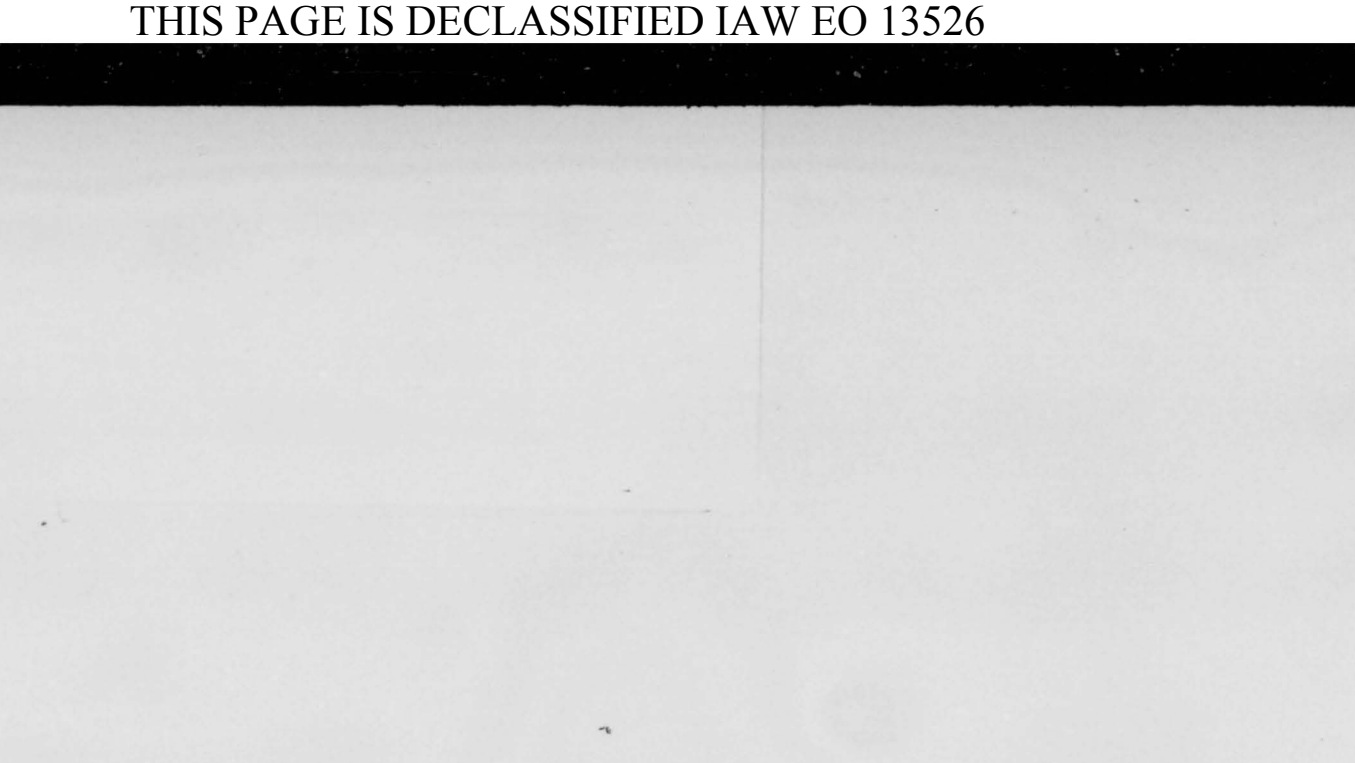
AVERAGE HOURS FLOWN PER AIRCRAFT ASSIGNED
8TH AIR FORCE VS SAC



LEGEND 8 AF ▨ SAC ■	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC
AVE NO A/C ASGD.	417	1028	458	1137	446	1183	399	1171	409	872	343	915	369	960	386	1007	407.8		376.2					
AVE HRS FLOWN PER A/C	40.3	35.9	35.2	31.1	30.2	28.2	32	27.9	29.7	29.3	32.8	25.4	29.2	23.3	30.1	27.0	32.7		35.2					

Current figures for SAC not available.

NOTE: Excludes Storage, Excess, Grounded Pending Transfer & Transient Acft.

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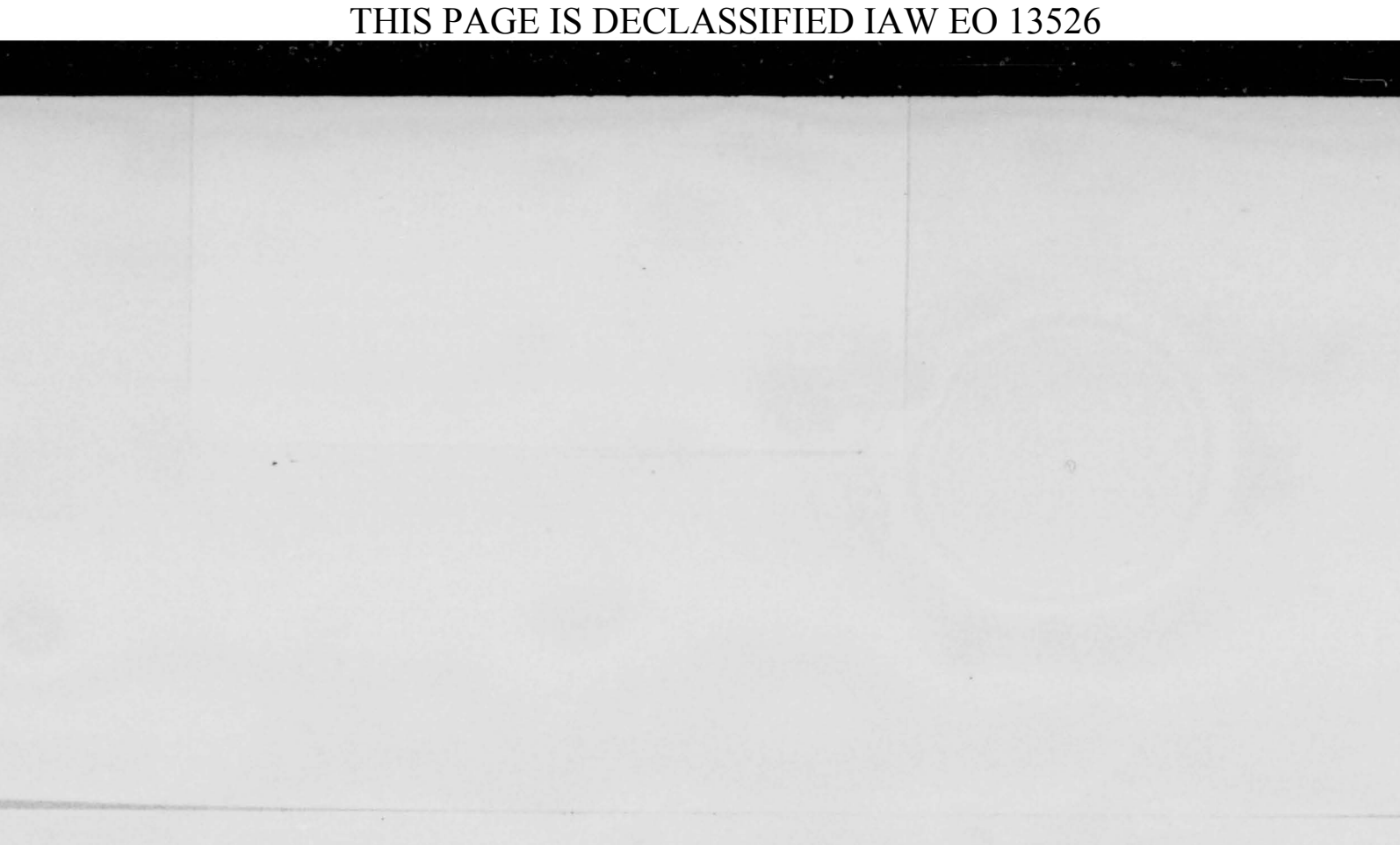
TOTAL 8TH AF FLYING TIME & AVIATION FUEL CONSUMPTION

MONTHLY, FISCAL YEAR 1949



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SECTION IV

AIRCRAFT

AND

MAINTENANCE

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AIRCRAFT INVENTORY

BY STATION & UNIT

30 APRIL 49

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STATION & UNIT	GRAND TOTAL	BOMBER						FIGHTER						RCN & LIAISON				CARGO						TRAINER			
		B-50 B-36	B-29 TB-29 KB-29	B-25 TB-25 VB-25	B-26		OTHER COMD.	TOTAL	F-51	F-80	F-82	F-84	OTHER COMD	TOTAL	F-2	L-13	OTHER COMD.	TOTAL	C-45	C-47	C-54	YC-97	C-46	OTHER COMD.	TOTAL	T-6 T-11		OTHER COMD.	TOTAL
EIGHTH AIR FORCE																											
BIGGS	101							83																	15				3
97TH BOMB GP.	33		33					33																					
97TH A/B GP.	8			2				2												3					3	3			3
97TH M/S GP.	48		43				5	48																					
1ST SSS	10																				6	4			10				
2D SSS	2																				2				2				
CARSWELL	73							62					2												9				
7TH BOMB GP	24	24						24																					
7TH A/B GP	8			2	1			3												5					5				
7TH M/S GP	7	1	1	1	1		1	5			1			1						1					1				
11TH B.G.	20	20						20																					
HQ & HQ AF SQ 8TH AF	14	1	3	5	1			10			1			1						3					3				
DAVIS-MONTHAN	60							52											1						6				1
43D BOMB GP	49	31	18					49																					
43D A/B GP	8			2				2												6					6				
43D M/S GP	3	1						1									1	1									1	1	
BERGSTROM	154												84												63				7
27TH FIGHTER GP	77								6		71			77															
27TH A/B GP	15																			8					8	7			7
27TH M/S GP	62										7			7						1			54		55				
WALKER	99							94					2												3				
509TH BOMB GP	88	1	87					88																					
509TH A/B GP	5			2				2												3					3				
509TH M/S GP	6		4					4	1				1	2															
CHATHAM	55							51																	4				
2D BOMB GP	50	32	18					50																					
2D A/B GP	5			1				1												4					4				
2D M/S GP																													
CAMP HOOD	1																								1				
4001ST B/S SQ	1																		1						1				
CAMP CAMPBELL	1																								1				
4002D B/S SQ	1																		1						1				
TOTAL ALL STATIONS	544	111	207	15	3		6	342	7		80		1	88			1	1	2	34	8	4	34		102	10		1	11

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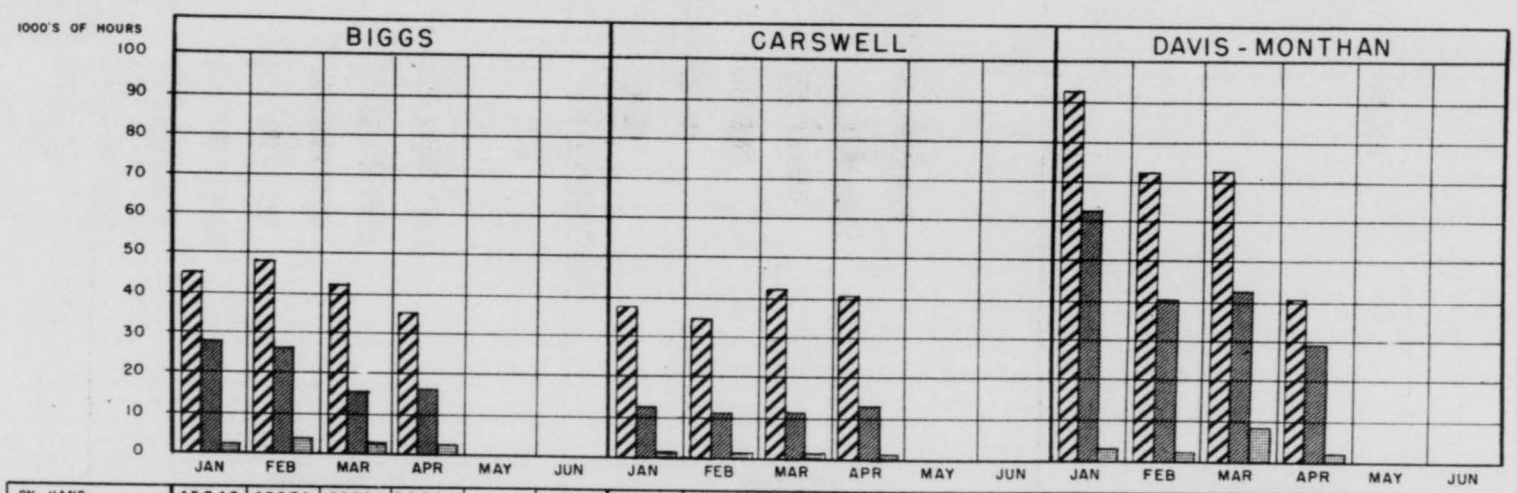
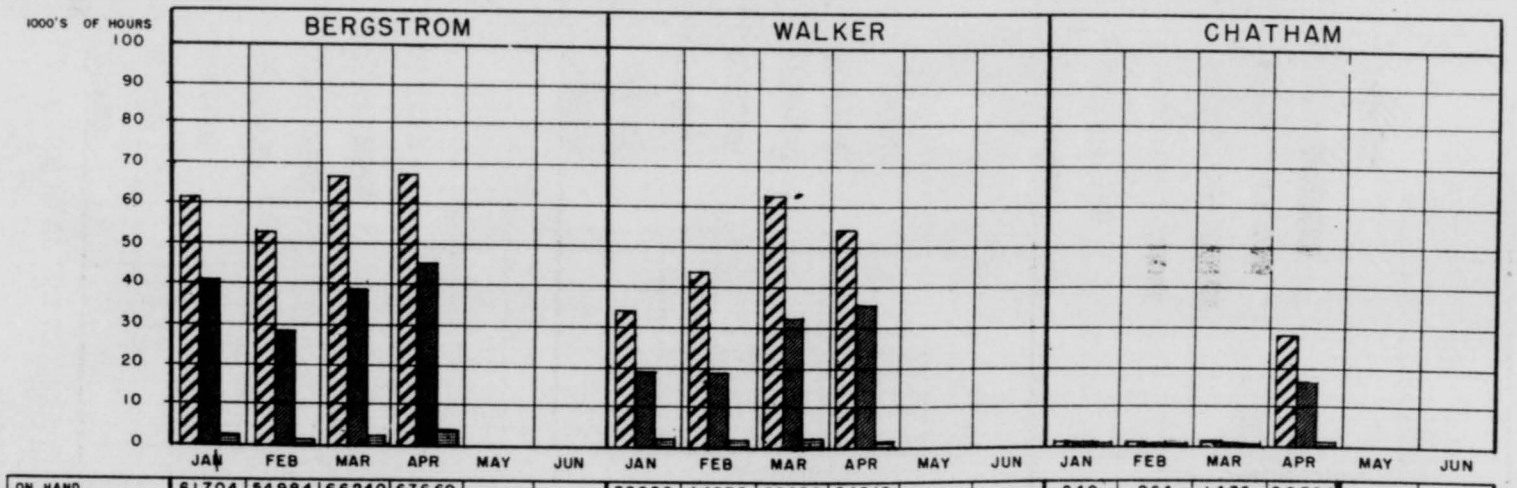
NUMBER OF HOURS ON HAND, IN COMMISSION & FLYING TIME



	BIGGS						CARSWELL						DAVIS - MONTHAN					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	45240	48074	42584	35904			38664	36342	43223	40814			93112	72591	72620	41352		
IN COMMISSION	27704	26032	15364	16895			13538	10571	11334	13180			62212	41330	43001	29121		
FLYING TIME	1868	3272	2522	2571			1143	1565	2066	1886			3597	2492	4181	2823		



	BERGSTROM						WALKER						CHATHAM					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	61704	54984	66240	67669			33952	44976	62959	54912			240	864	1476	28794*		
IN COMMISSION	40074	28677	39235	45069			19703	19204	32952	35923			240	726	900	17314*		
FLYING TIME	2580	2348	2318	3234			1532	1781	2323	1184			15	103	204	1409*		

NOTE: EXCLUDES TRANSIENT, EXCESS, STORAGE & A/C GROUNDED PENDING TRANSFER. CAMP HOOD & CAMPBELL NOT INCLUDED
* FIGS. THRU 26 APR.

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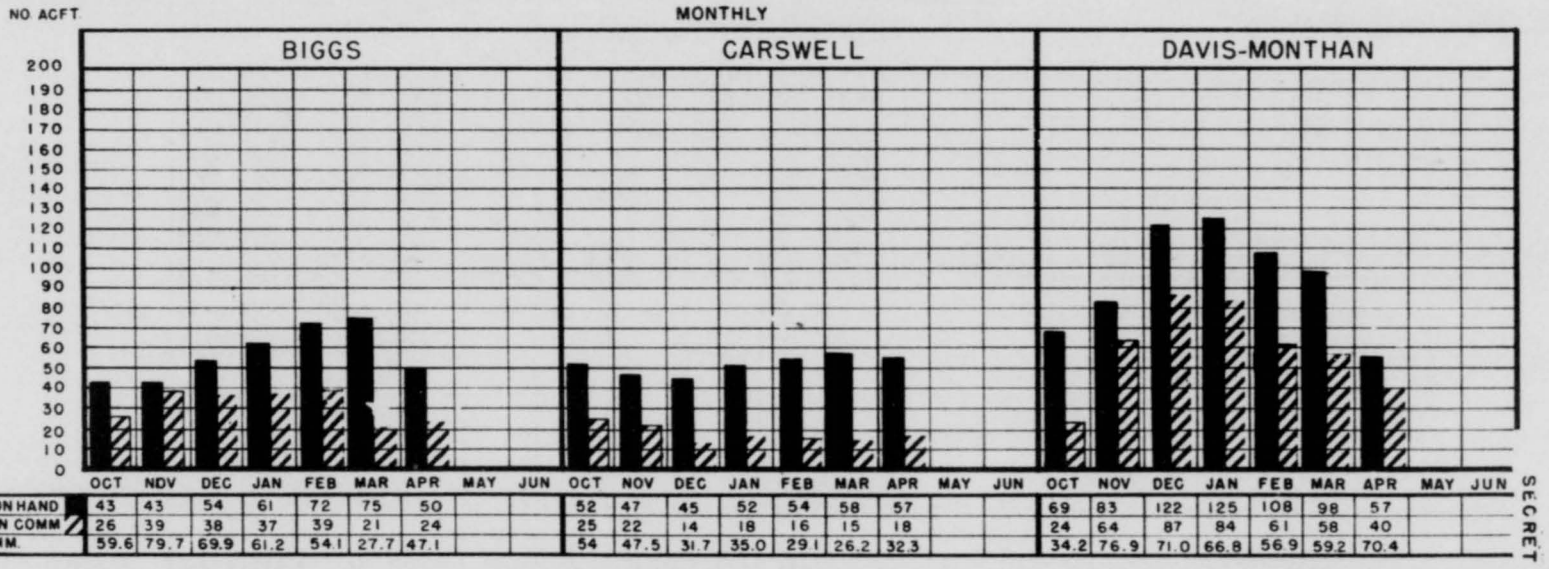
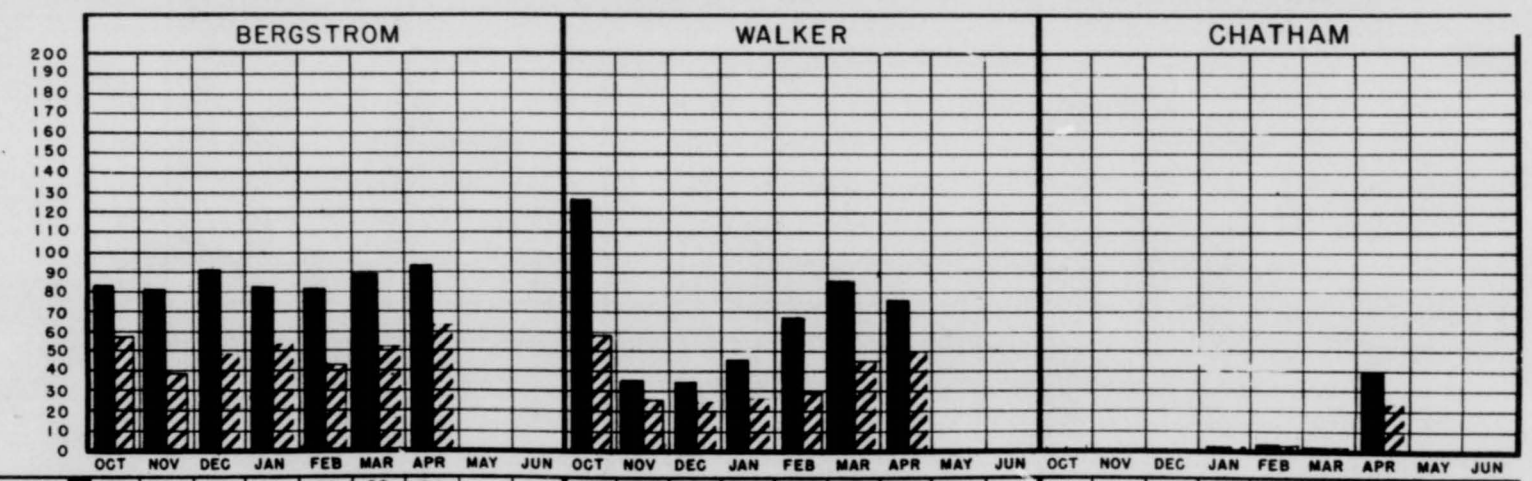
AVERAGE NUMBER AIRCRAFT ON HAND & IN COMMISSION
EIGHTH AIR FORCE BY BASE



	BIGGS									CARSWELL										DAVIS-MONTHAN									
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN		OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
AVE NO ON HAND	43	43	54	61	72	75	50			52	47	45	52	54	58	57				69	83	122	125	108	98	57			
AVE NO IN COMM	26	39	38	37	39	21	24			25	22	14	18	16	15	18				24	64	87	84	61	58	40			
% IN COMM.	59.6	79.7	69.9	61.2	54.1	27.7	47.1			54	47.5	31.7	35.0	29.1	26.2	32.3				34.2	76.9	71.0	66.8	56.9	59.2	70.4			



	BERGSTROM									WALKER										CHATHAM									
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN		OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
AVE NO ON HAND	83	81	93	83	82	89	94			127	36	35	46	67	85	76							.3	1.3	2	40			
AVE NO IN COMM	57	39	49	54	43	51	63			59	26	23	27	29	44	50							.3	1.1	1.2	24			
% IN COMM	68	47.6	53.1	64.9	52.2	57.2	66.7			46.9	73	66.5	58.0	42.7	52.3	65.4							100.0	84.0	60.9	60.1*			

NOTE: EXCLUDES TRANSIENT, EXCESS, STORAGE & A/C GROUNDED PENDING TRANSFER.

* FIG. THROUGH 26 APRIL

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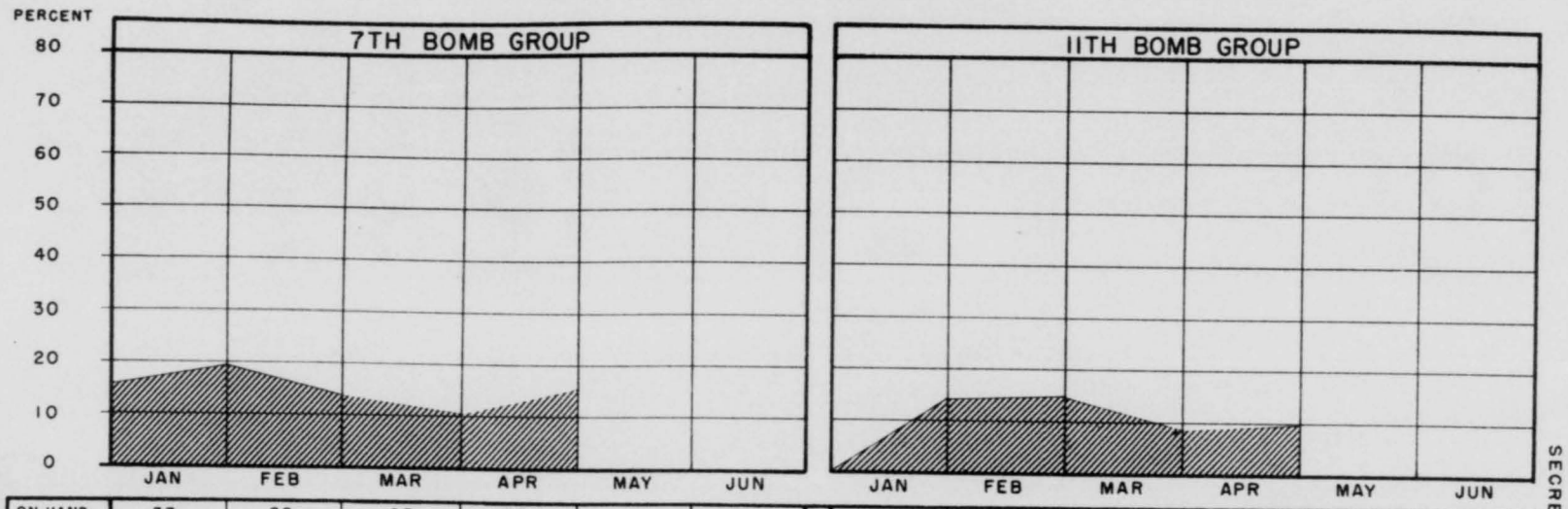
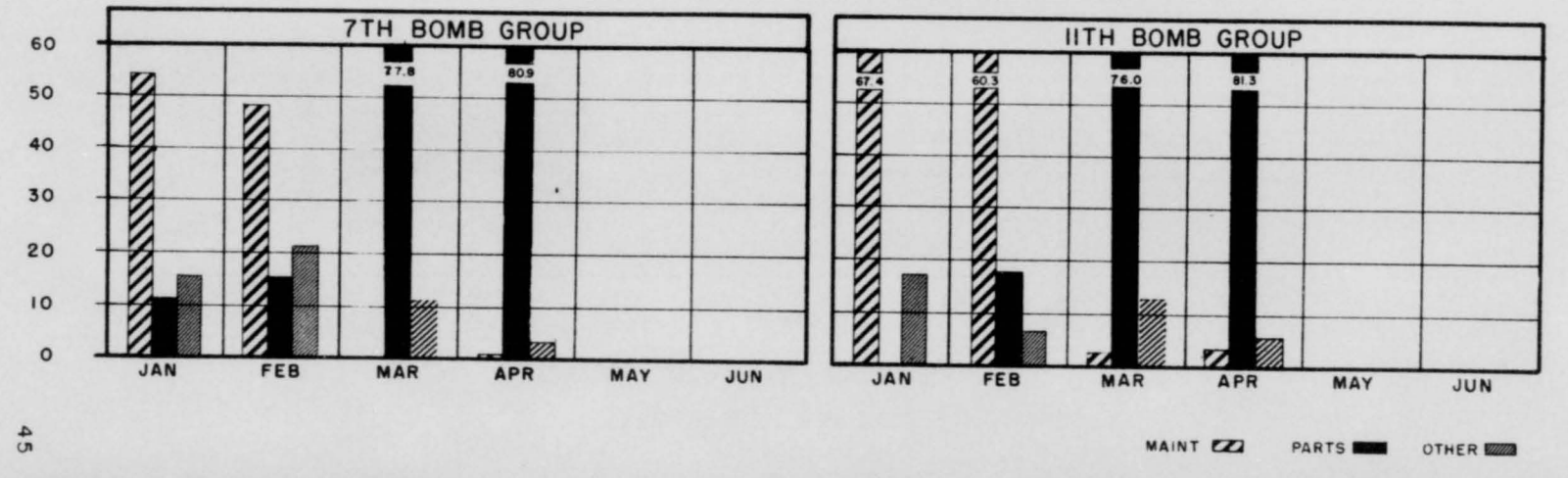
B-36 AIRCRAFT IN COMMISSION



	7TH BOMB GROUP						11TH BOMB GROUP					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	33	26	25	23			20	10	15	15		
IN COMM	6	4	3	4			3	2	12	2		

B-36 AIRCRAFT OUT OF COMMISSION



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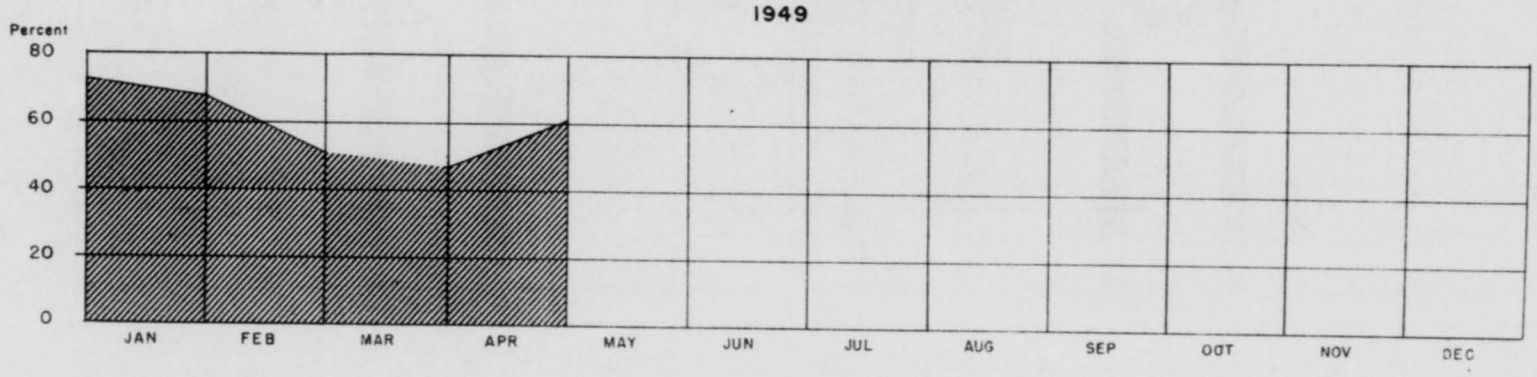
AIRCRAFT

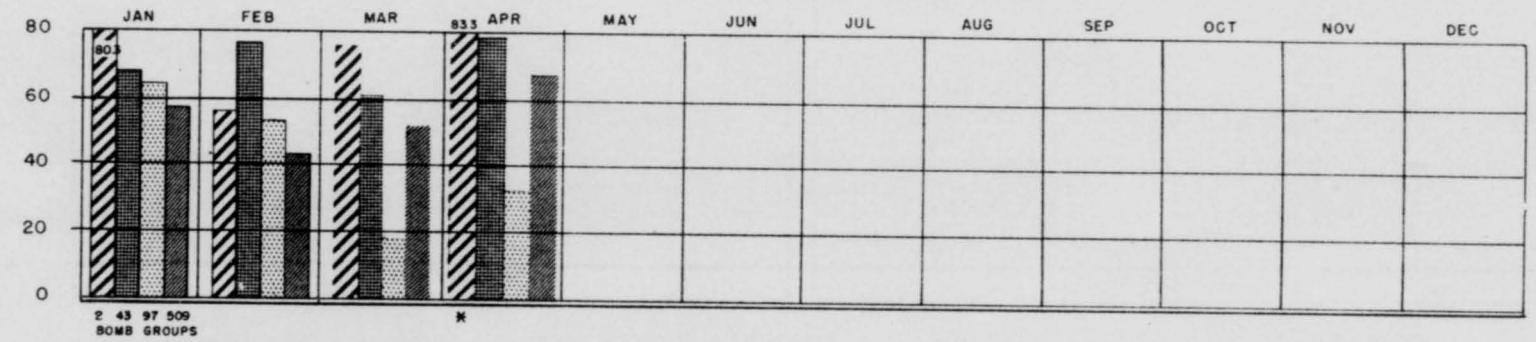
TOTAL B-29 IN COMMISSION

1949



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
On Hand	156	167	147	126								
In Comm	107	88	69	77								

B-29 IN COMMISSION BY BOMB GROUPS



NOTE: INCLUDES B-29 A/C POSSESSED BY BOMB GPS IN CC FUNCTIONS ONLY.
*FIGS. THRU 26 APR.

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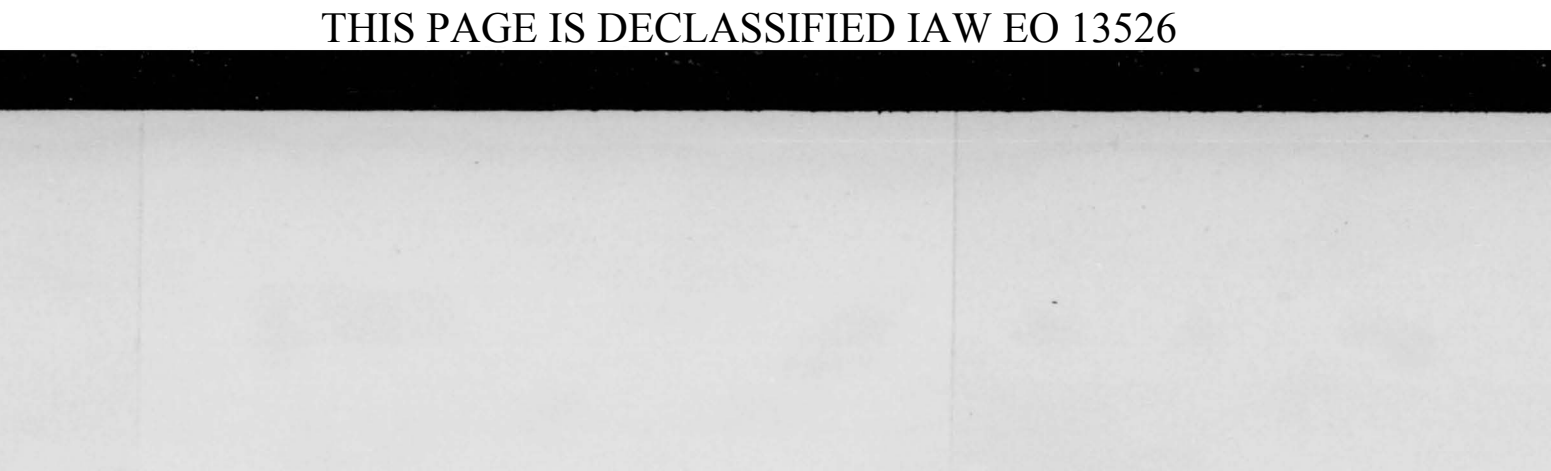
AIRCRAFT

TOTAL B-29 OUT OF COMMISSION

-1949-



OUT OF COMMISSION BY BOMB GROUPS

*FIGS. THRU 26 APR.

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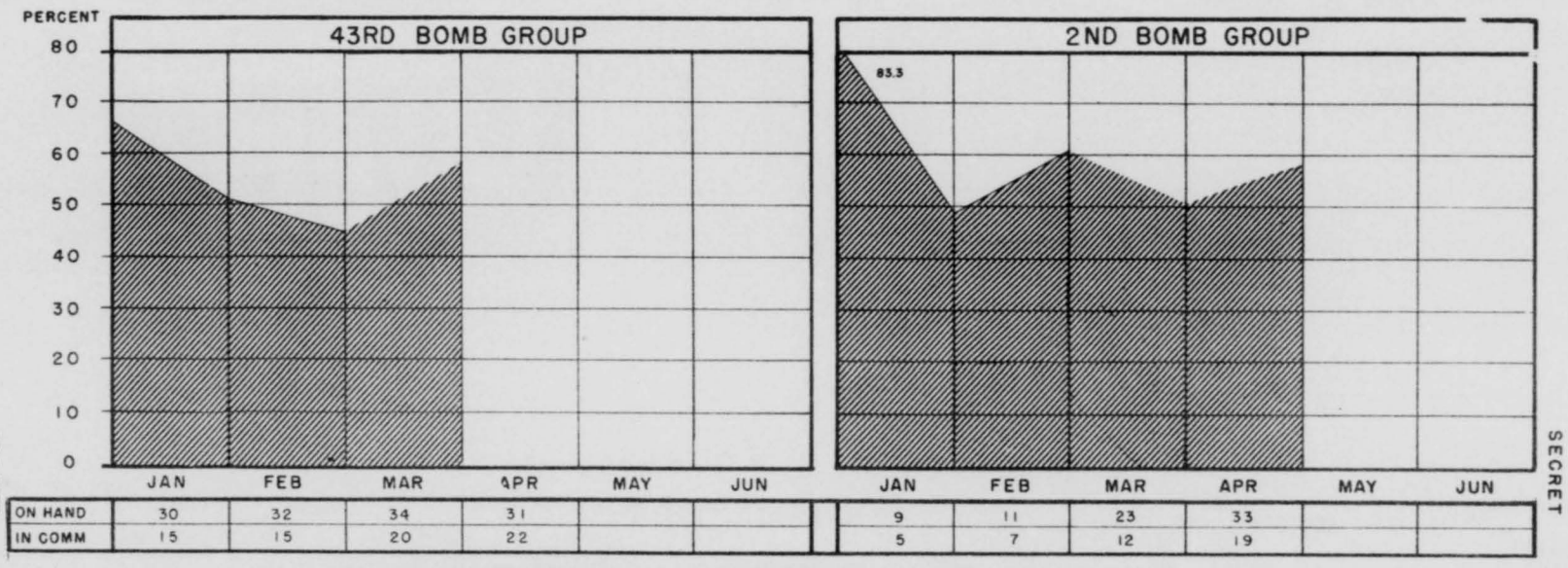
B-50 AIRCRAFT IN COMMISSION



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	43RD BOMB GROUP						2ND BOMB GROUP					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	30	32	34	31			9	11	23	33		
IN COMM	15	15	20	22			5	7	12	19		

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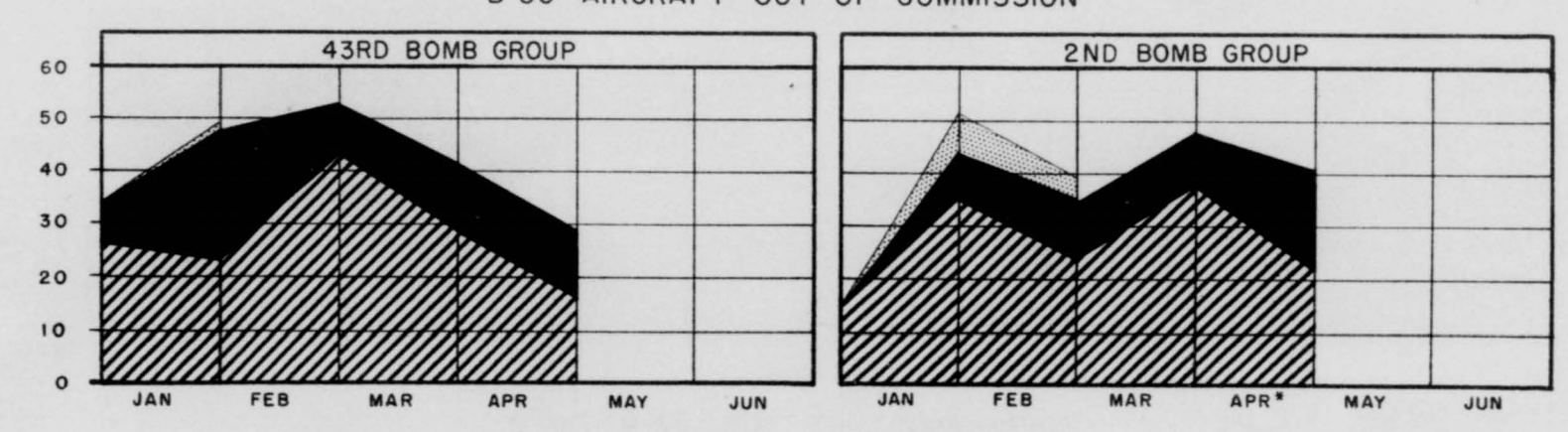
B-50 AIRCRAFT OUT OF COMMISSION



NOTE: INCLUDES B-50 AIRCRAFT IN CC, AND GT FUNCTIONS ONLY.
*FIGS. THRU 26 APR

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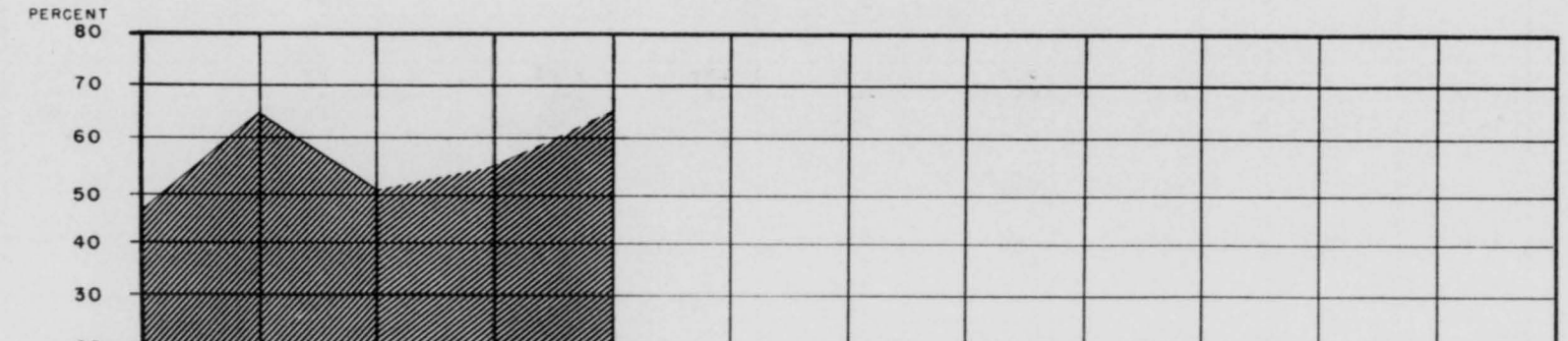
F-82 AIRCRAFT IN COMMISSION



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
ON HAND	74	73	75	73								
IN COMM	47	37	41	49								

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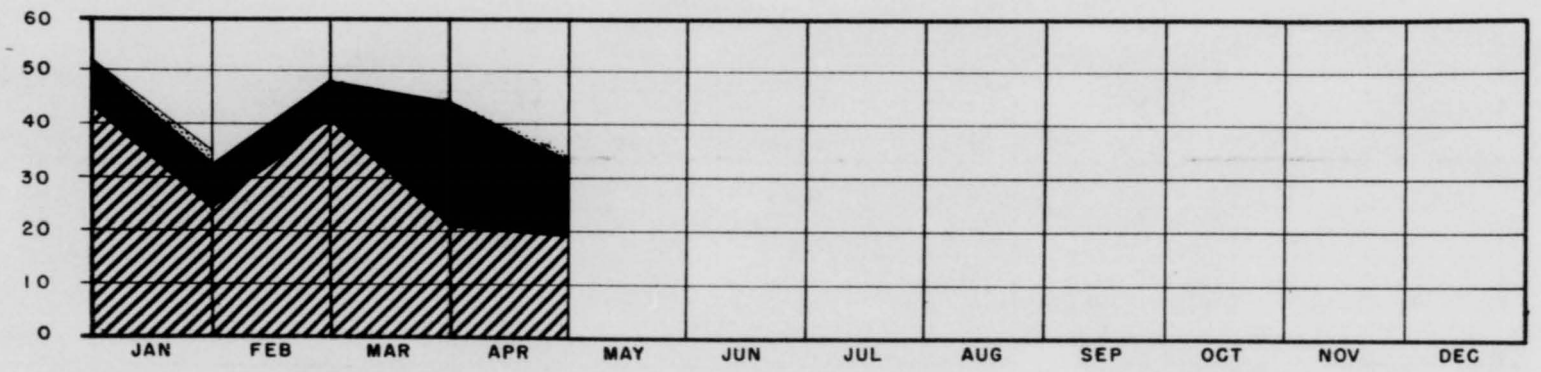
F-82 AIRCRAFT OUT OF COMMISSION



NOTE: INCLUDES F-82 A/C IN CC AND GT FUNCTIONS ONLY.

MAINT PARTS OTHER

49

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AIR BASE DATA

AVAILABLE HOUSING AND RUNWAYS

AS OF 15 APR.

STATION	RANK	HOUSING AVAILABLE: NORMAL CAPACITY AVAILABLE	BEDS OCCUPIED	NO OF SEPARATE RATIONS	SPACE USED FOR OTHER PURPOSES	FAMILY QUARTERS OCCUPIED	RUNWAYS: NO	LONGEST (FT)	ELEVATION (FT)
BIGGS	OFFICERS	223	192	367	0	25			
	NURSES	13	13	0	0	0			
	E.M. WHITE	3361	1967	758	▼ 53	36	3	9500	3909
	E.M. COLORED	278	111	42	0	0			
	TOTAL	3875	2283	1167	▼ 53	61			
CARSWELL	OFFICERS	207	105	520	0	49			
	NURSES	24	6	2	0	0			
	E.M. WHITE	2053	2245	2020	658	101	5	8200	631
	E.M. COLORED	220	398	104	0	25			
	TOTAL	2504	2754	2646	658	175			
CLOVIS	OFFICERS	513	0	1	0	0			
	NURSES	25	0	0	0	0			
	E.M. WHITE	2042	0	6	0	0	4	10000	4298
	E.M. COLORED	184	0	0	0	0			
	TOTAL	2764	0	7	0	0			
DAVIS-MONTHAN	OFFICERS	458	184	611	0	■ 78			
	NURSES	35	8	0	0	0			
	E.M. WHITE	** 2809	2339	1410	1564	■ 175	5	8000	2692
	E.M. COLORED	393	217	50	0	0			
	TOTAL	3695	2748	2071	1564	253			
BERGSTROM	OFFICERS	195	52	278	0	0			
	NURSES	17	2	0	0	0			
	E.M. WHITE	1472	1377	428	0	0	6	7074	515
	E.M. COLORED	92	40	31	0	0			
	TOTAL	1776	1471	737	0	0			
WALKER	OFFICERS	127	73	336	0	105			
	NURSES	31	8	1	0	0			
	E.M. WHITE	3186	1269	1096	756	85	7	8500	3645
	E.M. COLORED	153	75	31	0	0			
	TOTAL	3497	1422	1464	756	190			
CHATHAM	OFFICERS	15	14	186	0	0			
	NURSES	0	0	0	0	0			
	E.M. WHITE	3251	902	292	181	0	4	7000	50
	E.M. COLORED	147	67	30	23	0			
	TOTAL	3413	983	508	204	0			
	OFFICERS								
	NURSES								
	E.M. WHITE								
	E.M. COLORED								
	TOTAL								

REMARKS:

■ FIG. INCLUDE RINCON VISTA HOUSING AREA
** FIG. INCLUDE WILCOX & SAHURITE RANGES
▼ TEMP. USED FOR HOUSING 5 OFFICER & 85 ENLISTED FAMILIES

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DIR OF PERS SAC	1
DIR OF INTELL SAC	1
DIR OF OPR SAC	1
DIR OF MATERIEL SAC	1
COMPTROLLER, SAC	1
COMMANDING GENERAL 8AF	1
CHIEF OF STAFF, 8AF	1
PIO	1
INSPECTOR GENERAL	1
ADJUTANT GENERAL	1
HQ COMMANDANT	1
DIR OF PERS 8AF	3
JUDGE ADVOCATE SECTION	1
MEDICAL SECTION	1
CHAPLAIN SECTION	1
DIR OF INTELL, 8AF	1
DIR OF OPR 8AF	2
ELECTRONICS SECTION	1
DIR OF MATERIEL, 8AF	3
DIR OF PLANS	1
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WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO	10
BIGGS AIR FORCE BASE, BIGGS FIELD, TEXAS	10
CHATHAM AIR FORCE BASE, SAVANNAH, GA	10
CLOVIS AIR FORCE BASE, CLOVIS, NEW MEXICO	2
CAMPBELL AIR FORCE BASE, CAMP CAMPBELL, KENTUCKY	2
CAMP HOOD AIRSTRIP, KILLEEN, TEXAS	2
COMMANDING GENERAL, AIR PROVING GROUND, EGLIN AFB, FLORIDA	1
COMMANDING GENERAL, 311TH AIR DIV TOPEKA AFB, TOPEKA, KAN.	1
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APPENDIX II

CONFIDENTIAL

History of Eighth Air Force

1 January - 30 April 1949

RETURN TO
Historical Research Division
ASI/HOA
Maxwell AFB, AL 36112

520.01
JAN-APR 1949
V.3

GROUP 3 CATEGORY
205-2

4516-6

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Group 3 Category in accordance with
DOD Dir 5200.10.

9 May 1961--Per Uncl TWX DXIH 90329,
2 May 61 fr 8 AF, Westover AFB, Mass.

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GO 7

GENERAL ORDERS)

NUMBER 7)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
16 February 1949

520.01
V.3
JAN-APR-1949

	SECTION
CONSTITUTION AND ACTIVATION OF 2D STRATEGIC SUPPORT SQUADRON-----	I
REDESIGNATION AND REORGANIZATION OF 1ST STRATEGIC SUPPORT SQUADRON----------	II
ADDITIONAL INSTRUCTIONS----------	III
AMENDMENT TO GENERAL ORDERS----------	IV
ATTACHMENT OF 3901ST WAF SQUADRON----------	V

SECTION I

CONSTITUTION AND ACTIVATION OF 2D STRATEGIC SUPPORT SQUADRON.--1. The following unit, having been constituted and assigned to the Strategic Air Command, effective 31 December 1948, is activated at Biggs Air Force Base, Biggs Field, Texas, effective 14 January 1949, as indicated:

Unit	T/O&E	Auth'd Strength Off	Auth'd Strength Airmen
2d Strategic Support Sq	1-1523, 24 Nov 48 1 x colm 5	65	161

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2. Unit will be activated in accordance with advance copy of T/O&E cited. Personnel will be furnished from sources under the control of the Commanding General, Eighth Air Force.

3. Concurrently with activation, the unit is further assigned to the Eighth Air Force and attached to the 97th Bombardment Wing, Medium.

4. Equipment immediately necessary for the accomplishment of the mission of the unit will be procured in accordance with the provisions of paragraph 53, USAF Supply Manual 67-1, June 1948, and changes thereto.

SECTION II

REDESIGNATION AND REORGANIZATION OF 1ST STRATEGIC SUPPORT SQUADRON. --1. Effective 14 January 1949, the unit listed below is redesignated and reorganized at Biggs Air Force Base, Biggs Field, Texas, as indicated:

Present Designation	New Designation	T/O&E	Auth'd Strength Off	Auth'd Strength Airmen
1st Strategic Support Unit	1st Strategic Support Sq	1-1523, 24 Nov 48 1 x colm 5 plus 1 x colm 16	65	206

2. Unit will be reorganized in accordance with advance copy of T/O&E cited.

3. Equipment immediately necessary for the accomplishment of the mission of the unit will be procured in accordance with the provisions of paragraph 53, USAF Supply Manual 67-1, June 1948, and changes thereto.

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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. Action directed herein will be accomplished in accordance with AFR 35-13.

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 COM-4, Movement Control Branch.

4. Obligate to the extent necessary the appropriate allotments, in accordance with AFL 172-80.

5. Authority: TWX, Hq USAF AFOOR 54728, dated 31 December 1948
TWX, Hq USAF AFOOR 50199, dated 7 January 1949

SECTION IV

AMENDMENT TO GENERAL ORDERS

1. Paragraph 4, General Orders 76, this headquarters, dated 10 November 1948, is changed to read as follows:

> "4. Equipment for units of the 93d, 97th and 301st Bombardment Wings, Medium, is authorized in accordance with 1 x column 6 (War) of T/O&E's cited. Equipment for all other units is authorized in accordance with appropriate columns of T/O&E's cited."

2. Paragraph 4, Section II, General Orders 2, this headquarters, dated 11 January 1949, is changed to read as follows:

> "4. Equipment for units of the 93d, 97th and 301st Bombardment Wings, Medium, is authorized in accordance with 1 x column 6 (War) of T/O&E's cited. Equipment for all other units is authorized in accordance with appropriate columns of T/O&E's cited."

3. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 93f), subject: "Amendment to Letters 322 (AFOOR 900e) and 322 (AFOOR 940e)," dated 1 February 1949.

SECTION V

ATTACHMENT OF 3901ST WAF SQUADRON.--1. Effective 16 February 1949, the 3901st WAF Squadron is relieved from attachment to Hq & Hq Sq, Strategic Air Command, and is attached to the 3902d Air Base Group.

2. Jurisdiction over assignment, promotion, and utilization of personnel will continue to be exercised by Headquarters Strategic Air Command.

3. Authority: AFR 20-52.

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BY COMMAND OF LIEUTENANT GENERAL LeMAY:

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

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, Continental Air Command, Mitchel AF Base, Mitchel Field, NY
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, 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
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
10 - COM-4, Movement Control Branch, SAC

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RESTRICTED

HEADQUARTERS EIGHTH AIR FORCE
FORT WORTH, TEXAS

FLD 320 9 February 1949

SUBJECT: Mission of the 1st and 2d Strategic Support Squadrons

TO: Commanding General
97th Bombardment Wing, Medium
Biggs Air Force Base
Biggs Field, Texas

1. The mission of the 1st and 2d Strategic Support Squadrons will be:

a. Provide air lift incident to the logistical support of maneuvers and special exercises performed by Strategic Air Command units.

b. To provide transportation support for the Eighth Air Force and other tactical units of Strategic Air Command, in conjunction with their assigned mission.

c. To perform such special missions and assignments as the Commanding General, Eighth Air Force may direct.

BY COMMAND OF MAJOR GENERAL RAMEY:

JOHN A. ROBERTS,
Colonel, USAF
Acting Chief of Staff

A TRUE COPY
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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GO 14

GENERAL ORDERS)
NUMBER 14)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
11 March 1949

INACTIVATION OF AVIATION SQUADRONS.--1. Announcement is made of the inactivation of the following units, effective 1 April 1949:

Unit	Station
*1st Aviation Squadron	MacDill AF Base, Florida
*2d Aviation Squadron	Chatham AF Base, Savannah, Georgia

*Negro enlisted personnel

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 the control of the Commanding General, Strategic Air Command.

4. Equipment will revert to stocks to fill present and future requirements.

5. Records will be disposed of in accordance with AFL 181-20.

6. Unit funds and fund properties will be disposed of in accordance with Department of the Army Regulations 210-50.

7. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-80.

8. 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 Branch, Comptroller.

9. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 90f), subject: "Inactivation of the *1st and *2d Aviation Squadrons," dated 2 March 1949.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

DONALD S. HUBER
Major, USAF
Adjutant General

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SAC, Offutt AFB-3-10-49-1,350

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Distribution: (Cont'd)

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10 - CG, Continental Air Command, Mitchel AF Base, Mitchel Field, NY
5 - CG, Warner Robins Air Materiel Area, Robins AF Base, Robins Field, Ga
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 - COM4, Movement Control Branch, SAC

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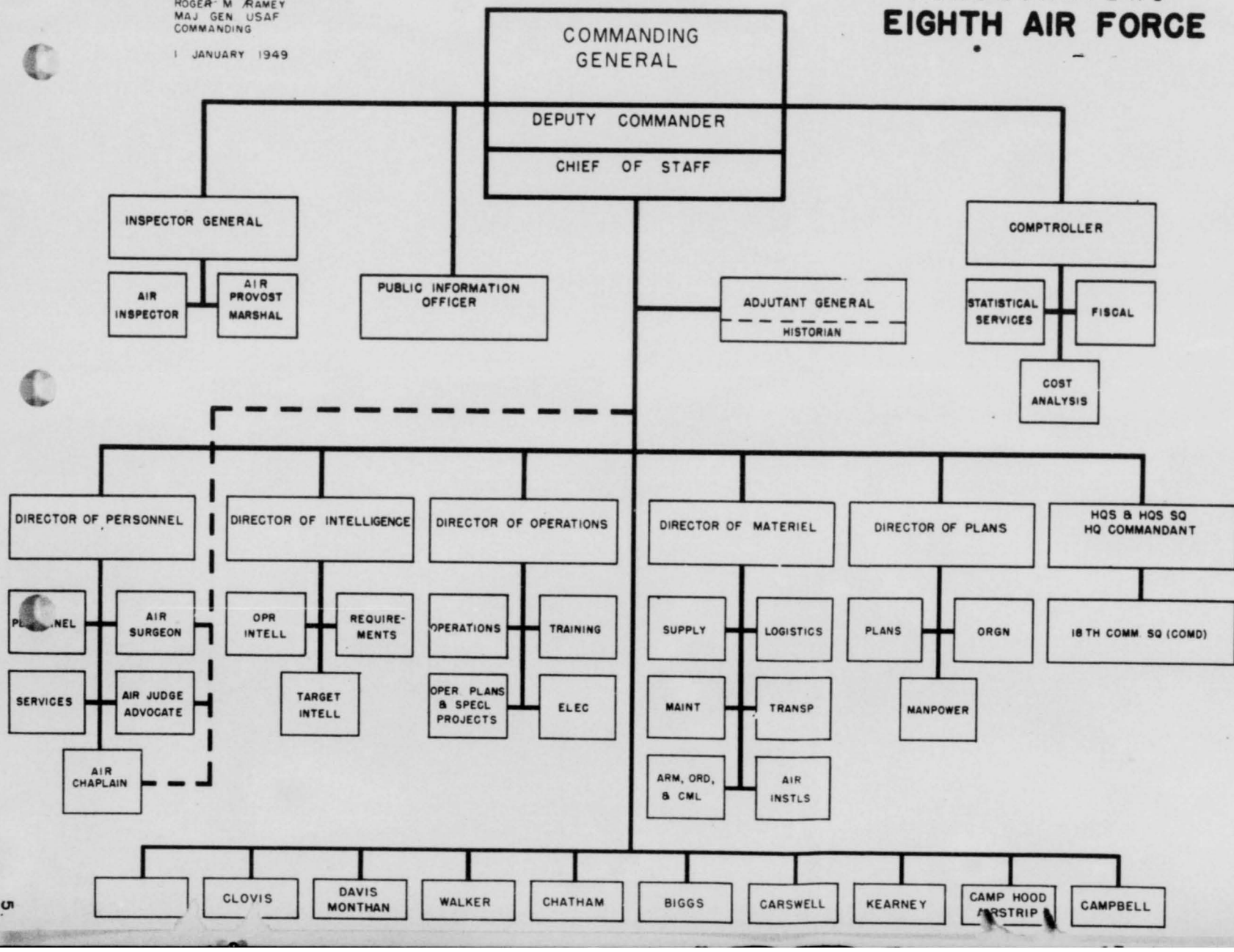
APPROVED BY
ROGER M RAMEY
MAJ GEN USAF
COMMANDING

1 JANUARY 1949

HEADQUARTERS
EIGHTH AIR FORCE



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HEADQUARTERS
EIGHTH AIR FORCE

TEST - SAFEGUARDING MILITARY INFORMATION

The following numbered statements are either true or false. Indicate your opinion by placing a check mark in the appropriate space. (References shown after each question refer to paragraphs in AFR 205-1 unless otherwise indicated).

	TRUE	FALSE	
1.	( )	( )	Classified military information includes military information which requires grading to indicate the degree of precaution necessary for its safeguarding. (3)
2.	( )	( )	The safeguarding of classified military information is the responsibility of military personnel only. (4b)
3.	( )	( )	Authorities will review classified matter annually and down grade it as conditions are warranted. (27c (1))
4.	( )	( )	Classified data may be discussed publicly, provided no reference is made to the source. (6b)
5.	( )	( )	Secret documents, when transmitted, will be inclosed in double sealed envelopes, both marked secret. (29c (2))
6.	( )	( )	Where officially designated courier service is not available, secret documents may be transmitted by registered mail service, if the service is completely within national control. (30b(4a)
7.	( )	( )	Registered restricted documents will be transmitted in the same manner as secret documents. (32c)
8.	( )	( )	All holders of classified documents will make a daily inspection to insure that all classified documents are properly stored and safeguarded. (13g)
9.	( )	( )	AFR 205-1 is the basic directive governing the safeguarding of military information.
10.	( )	( )	The reproduction of a registered document in whole or in part is forbidden except by authority of the office of origin. (42b)
11.	( )	( )	Whenever a registered document is issued for temporary use to another person in the same headquarters, the custodian will require a written receipt. (46c)
12.	( )	( )	Commanding officers will appoint top secret control officers to receive and maintain a register of all top secret matters. (29a)
13.	( )	( )	Each registered ducument will be marked "Registered Document" on the front cover. (41)
14.	( )	( )	Where the pages of classified books or pamphlets are securely and permanently fastened together, it is necessary to mark appropriate classification on cover only. (28(a) (1))

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	TRUE	FALSE	
15.	( )	( )	Marking with proper classification at top and bottom of first page only is necessary for documents not firmly or securely fastened together. (28a(2))
16.	( )	( )	Normally, a pilot will not be designated as a courier for transmitting TOP SECRET matter outside a headquarters. (29d(2a))
17.	( )	( )	The name of each person who knows the combination of safes and three combination locked filing cabinets containing classified information, together with their home addresses and telephone numbers, must be pasted on the inside of each safe and on the side of the top drawer of each filing cabinet. (8th AF Staff Memo 205-2)
18.	( )	( )	The date the combination was changed will be pasted on the inside of the door of each safe and on the inside of the top drawer of each three combination file cabinet. (8th AF Staff Memo 205-2)
19.	( )	( )	The combination of each safe and each three combination file cabinet will be changed at least every six months. (8th AF Staff Memo 205-2)
20.	( )	( )	Carbon paper used in the preparation of confidential documents will be properly destroyed by the person responsible for their production immediately after they have served their purpose. (11a)
21.	( )	( )	The commanding officer of each installation or facility in a command or air force will appoint a provost marshal, who will advise him on security matters and who will be charged with the enforcement of AFR 205-1 and related regulations. (AFR 125-6 par 3)
22.	( )	( )	The coding and decoding of all messages will be performed under the supervision of a commissioned officer. (55a)
23.	( )	( )	In paraphrasing messages, it is necessary to paraphrase only the beginning and ending of the message. (55c(4))
24.	( )	( )	The delegation of authority to release classified military information from the responsible officer to his assistants, either military or civilian, does not relieve that officer of his responsibility in the matter. (Par 3, AFL 205-30)
25.	( )	( )	Responsible commanders and officers are directed to effect a continuing program whereby all personnel will be made security conscious of safeguarding classified military information. (S.C Staff Memo 205-8)
26.	( )	( )	Since the termination of the war, it is no longer necessary for Air Force procurement agencies to enforce the secrecy agreements with civilian contractors. (AFL 205-220)

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	TRUE	FALSE	
27.	( )	( )	Any person in the military service or in its employ who may have knowledge of the loss or subjection to compromise of top secret, secret, confidential, or registered documents, or articles of materiel, will promptly report that fact to the custodian of the document or materiel who, in turn, will notify the proper commanding officer.
28.	( )	( )	When destruction is authorized, top secret or secret documents and registered restricted documents will be burned by the custodian thereof in the presence of a disinterested officer. (14a)
29.	( )	( )	In exceptional cases, a registered document which originated in other headquarters can be reproduced in Headquarters, USAF, by authority of the Commanding General, USAF, without obtaining authority of the office of origin. (42b)
30.	( )	( )	The transmission of TOP SECRET matter by registered mail service, with post office return receipt, is permissible if officially designated courier is not available, provided the service is completely within national control. (29b(8))
31.	( )	( )	A commissioned officer, duly authorized to classify matter as SECRET, is thereby entitled to knowledge or possession of any Confidential or Restricted document. (7)
32.	( )	( )	Routine intelligence reports will be normally graded Confidential. (22b(3))
33.	( )	( )	In drafting a classified message, it is permissible to begin such message with any of the following words: "Request", "In Reply", "Attention". (55b(2c))
34.	( )	( )	All commissioned officers are authorized to classify documents Confidential or Restricted. (5b)
35.	( )	( )	A document will not be assigned more than one of the four classifications, Top Secret, Secret, Confidential, or Restricted. In the event of conflicting classification, the highest classification will prevail. (25b)
36.	( )	( )	Documents requiring classification will be assigned the least restrictive classification consistent with the proper safeguarding of the information concerned. (25f)
37.	( )	( )	Upon receipt of confidential matter, the inner cover marked confidential will be opened only by the addressee or his duly designated representative. (30b(2a))
38.	( )	( )	Within the continental United States, unregistered confidential documents may be transmitted by ordinary mail in double sealed envelopes when in the opinion of the forwarding officer no serious consequences will be entailed by their loss. (31a(c))

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	TRUE	FALSE	
39.	( )	( )	In destroying documents classified as Restricted, any method which will render them useless is permissible. (14b)
40.	( )	( )	Confidential documents will be prepared for transmission in the same manner as secret documents, except that the inner cover will contain a receipt form only when the sender deems necessary. (31b)
41.	( )	( )	Classified books or pamphlets, the pages of which are permanently and securely fastened together, will be plainly and conspicuously marked or stamped with the appropriate classification on the cover, title page, first page, back page, and back cover. (28a(1))
42.	( )	( )	Overclassification will be avoided since it causes unnecessary delay in the transmission of documents and depreciates the importance of classified information in the minds of handling personnel. (25f)
43.	( )	( )	The grading of a file or group of physically connected documents shall be that of the highest graded document therein. (25b)
44.	( )	( )	Classification of any classified document may be changed by any commissioned officer authorized to classify a document Top Secret or Secret. (27a)
45.	( )	( )	When transmitting secret documents within the continental United States by military aircraft, the documents may be entrusted to a responsible officer or crew member of such aircraft with instructions regarding their security and delivery. (30b(4f))
46.	( )	( )	Matter obtained from other Governmental agencies will be placed in the same, or higher, classification category as that in which it was placed by the originating agency. (24a)
47.	( )	( )	An exact language extract from any previously classified cable message should be classified according to its own content and not necessarily according to classification of the document or message from which the extract was taken. (25a)
48.	( )	( )	Restricted documents may be transmitted outside the continental United States by ordinary mail, provided that the mail will be handled outside the United States by Army or Navy Postal Services exclusively, and will not pass through foreign mail channels. (32a(2))
49.	( )	( )	Confidential information may be disclosed to civilian component personnel not on active duty, but who are actively participating in U.S.A.F. Reserve training. (AFL 205-25)
50.	( )	( )	The wearing of a military uniform serves to identify a person as having the right to receive classified information. (AFL 205-30)

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A N S W E R S

TEST - S.FEGU.RDING MILIT.RY INFORM.TION

1.	True	26.	False
2.	False	27.	True
3.	False	28.	True
4.	False	29.	False
5.	False	30.	False
6.	True	31.	False
7.	True	32.	True
8.	True	33.	False
9.	True	34.	True
10.	True	35.	True
11.	True	36.	True
12.	True	37.	True
13.	True	38.	True
14.	False	39.	True
15.	False	40.	True
16.	True	41.	True
17.	True	42.	True
18.	True	43.	True
19.	True	44.	False
20.	True	45.	True
21.	True	46.	True
22.	True	47.	False
23.	False	48.	False
24.	True	49.	True
25.	True	50.	False

SECURITY IN GENERAL

No person is entitled, solely by virtue of his rank or position, to knowledge of classified matter. The greatest degree of security can be maintained only by strictly limiting those individuals handling or having knowledge of classified matter to the least practicable number consistent with efficient execution of a mission. Classified information should never be discussed to individuals not required in the performance of their duties to have such information. In no case will classified information be discussed between authorized individuals in public places.

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

3 February 1949

Commanding General
Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska

Dear Curt:

A particular problem exists within this Command concerning the responsibility for security control. Organization changes which took place last August moved all security functions, formerly assigned to Intelligence, to the Provost Marshal, who at the same time was placed under direct supervision of the Inspector General.

In discussing this with my Staff and the Combat Wings, it appears that the present system is far from satisfactory for many reasons. As an example, the Provost Marshal is an operational function, requiring inspections by the Inspector General. This places the Inspector General in a position whereby he is forced to inspect his own function.

It is further pointed out that a certain number of security problems remain with the Combat Group and Combat Squadron but due to lack of clear cut channels under present organization structure, Combat Squadron security indoctrination has suffered.

It appears that the Provost Marshal, with whom security has been invested, has no contemporary within the Combat Groups and Squadrons to carry out a continuing security program.

In view of the above, we are initiating action in the form of a T/O&E Change Request to place the Provost Marshal under Wing A-2 and establishing clear cut security channels to the Combat Squadron by establishing a security office at Group and Squadron level. This structure will permit security policies, both Provost Marshal and Intelligence wide, close coordination at all levels and in the event of separate squadron operations, will permit the Squadron S-2 to guide both the Squadron Commanding Officer and Air Police echelon on security matters.

I believe that this structure will be a more logical and workable set-up when you consider that Intelligence establishes security policies and the Provost Marshal carries out these policies.

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Ltr, Gen Ramey to Gen LeMay - 3 February 49

The attached flow chart represents the present system and that desired by this Command and clearly shows how homogeneous the Intelligence function and Provost Marshal function are at various Command levels, and how the proposed system will allow proper execution of policy at the operating echelon; the Air Police Squadron and the Squadron S-2.

1 Incl
Security Flow Chart

R. M. Ramey
Maj. Gen. USAF
Commanding

THIS IS A TRUE COPY:
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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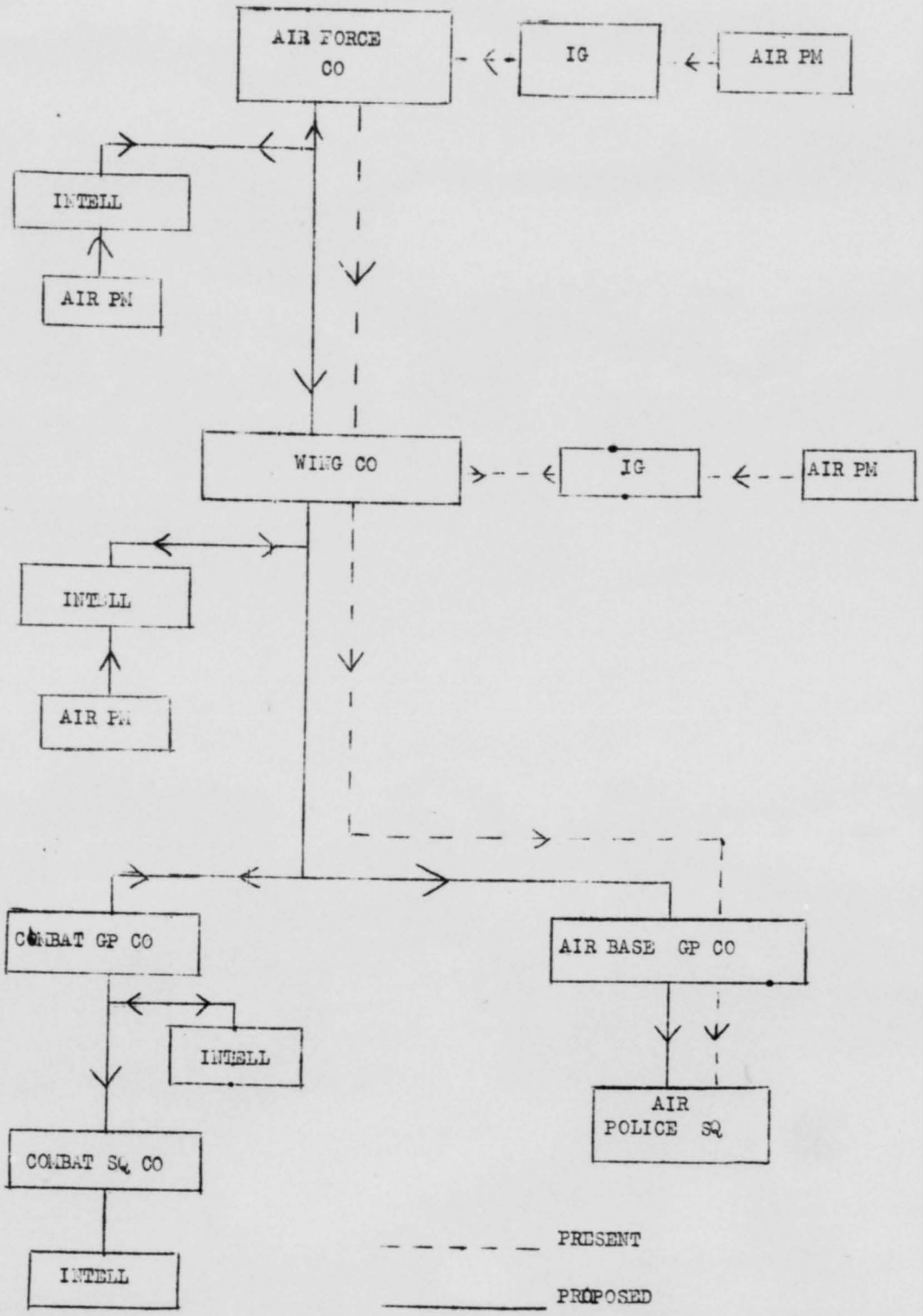
SECURITY FLOW CHART



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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

PLD 320 7 February 1949

SUBJECT: Air Provost Marshal and Security Function

TO: Commanding General, 97th Bombardment Wing, Medium, Biggs Air Force Base, Biggs Field, Texas
Commanding Officer, 7th Bombardment Wing, Heavy, Carswell Air Force Base, Fort Worth, Texas
Commanding Officer, 43d Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona
Commanding Officer, 509th Bombardment Wing, Medium, Walker Air Force Base, Roswell, New Mexico
Commanding Officer, 27th Fighter Wing, Kearney Air Force Base, Kearney, Nebraska

1. Attached hereto is a copy of a letter from General Ramey to General LeMay concerning the present organization location of the Air Provost Marshal and its effects on the Security Program.

2. The nature of the assigned mission of this Air Force makes it imperative that a thorough and realistic security program be maintained throughout all units of this command. As indicated in the inclosed letter from General Ramey to General LeMay, the shifting of security responsibilities from Intelligence to the Provost Marshal created a gap, since it failed to provide any channel for discharging security duties at group and squadron level.

3. During the period from now until 1 June, it is desired to make a thorough study of the type of organization and number of personnel needed to properly discharge security responsibilities in an atomic striking force unit. During this period the responsibility for implementation of policy and the discharge of all duties in connection with the security program, exclusive of those performed by Air Police Squadrons, will be vested in the Intelligence organizations at all levels.

4. The following action will be taken by wing commanders upon receipt of this letter.: Security officers will be appointed within the Intelligence staff at wing, group and squadron level. It is not the intent of this letter that Intelligence organizations carry out this program as an additional duty with their presently authorized strength. Dependent upon the need at each individual station, the Intelligence staff will be augmented by such personnel as the wing commander deems necessary. In no event will the Air Provost Marshal be moved to the Intelligence staff during this period or until approved by higher command.

BY COMMAND OF MAJOR GENERAL RAMEY:

1 Incl
Ltr fr Gen Ramey, 8AF
to Gen LeMay, SAC

JOHN A. ROBERTS,
Colonel, USAF,
Acting Chief of Staff

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32

Department of the Air Force
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

333.1

Inspector General
Third Region
Kelly AFB, Kelly Fld, Texas

IGTR-APM5

15 April 1949

SUBJECT: Case Report - Special, 7th Bombardment Wing, Heavy, Carswell AFB, Fort Worth, Texas, Noncompliance with AF Letter 20-4 dtd 19 Jul 48 and AF Regulation 125-6 dtd 8 Oct 48, in the Organization of the Staff Air Provost Marshal.

THROUGH: Commanding Officer
7th Bombardment Wing, Heavy
Carswell Air Force Base
Fort Worth, Texas

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

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

TO: Inspector General
United States Air Force
Washington, D. C.

I. Inspection

1. This report was prepared by Lt. Colonel C. H. Harrison, Directorate Air Provost Marshal, Inspector General, Third Region, Kelly Air Force Base, Texas, during a staff visit to the Headquarters 7th Bombardment Wing (H), Carswell Air Force Base, Texas, 4-8 April 1949.

II. Irregularity

2. The Staff Air Provost Marshal is not organized in accordance with the concept of AF Letter 20-4 and AF Regulation 125-6 in that the Staff Air Provost Marshal and his functions are assigned to the Wing A-2 Staff. The removal of this staff officer from under the functions of the wing inspector general

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and placing these activities under the direction of the Wing A-2 was set up in accordance with a letter, subject: Air Provost Marshal and Security Functions, Headquarters 8th Air Force, Fort Worth, Texas, dated 7 February 1949. (See Incl 1.) This letter directs that all security programs exclusive of those performed by the Air Police Squadron will be vested in the Intelligence organization at all levels. (Wing, Group, Squadron.) This is considered as a test and the letter stated it would kept in effect from 7 February until 1 June with a view of making a thorough study of this type of organization. The Command Air Provost Marshal of Headquarters 8th Air Force is assigned to the Inspector General, Headquarters Eighth Air Force, as is prescribed by current USAF directives.

III. Recommendations

3. That the operation, organization, and functions of the Air Provost Marshal at all echelons of command be strictly complied with as set forth in AF Letter 20-4, AF Regulation 125-6, and AF Regulation 20-15.

IV. Instructions

4. This Case Report will be reviewed by all commanders through whom it passes, will be given priority attention, and will be forwarded within ten days of its receipt. If it becomes necessary to route this Case Report out of command channels, indorsements will be prepared and directed by AFR 123-1. Action taken, recommendations or other comments will be stated by indorsements, each of which will be prepared in sufficient copies to insure that the original and two copies, including enclosures, will reach the Inspector General, USAF, Washington 25, D.C.

1 Incl:
Ltr fr 8AF to CG
97th Bomb Wing w/1 Incl

s/t/ CARROLL H. HARRISON
Lt Colonel, USAF (CMP)
Chief Security Division

" A TRUE COPY"

John E. Hall

JOHN E. HALL
Major, USAF
Adjutant General

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CO 1st Ind ADC/fh
SUBJ: Case Rpt - Special, 7th Bomb Wing, Heavy, Carswell AFB, Fort Worth, Texas, Noncompliance with AF Letter 20-4 dtd 19 Jul 48 and AF Regulation 125-6, dtd 8 Oct 48, in the Organization of the Staff Air Provost Marshal

Hq 7th Bomb Wing, H, Carswell AFB, Ft Worth, Texas, 26 April 1949

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

1. The Provost Marshal activities were placed under the operational control of the Wing Intelligence Officer for a trial period in accordance with instructions contained in correspondence attached as inclosure #1 to basic communication.

2. Although this trial organization has been in effect only a short time, it is felt that greater efficiency and closer coordination will be possible under the Wing Intelligence Division than was obtained under the Inspector General. Not only are the three functions of intelligence, security, and provost marshal closely related, but under present authorizations, there are intelligence sections at group and squadron level through which command control of these phases of operation can be exercised.

1 Incl
n/c

ALAN D. CLARK
Colonel, USAF
Commanding

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IGRR-APM5
Subj: Case Report-Special, 7th Bomb Wing, H, Carswell AFB, Fort Worth, Texas, Nomcompliance with AF Letter 20-4 dtd 19 Jul 48 and AF Regulation 125-6, dtd 8 Oct 48, in the Organization of the Staff Air Provost Marshal

PLD 333.1 (15 Apr 49) 2d Ind

Headquarters Eighth Air Force, Fort Worth, Texas 9 May 1949

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

1. The assigned mission of the Eighth Air Force is to man, train, and equip a force capable of conducting atomic operations anywhere in the world. Security-wise, this mission poses a number of problems at Wing, Group, and Squadron level not common to subordinate units of other numbered air forces. Present operational and mobility plans formulated for the conduct of this mission require that squadron intergrity be preserved.

2. Current directives, wherein the Provost Marshal is charged with the implementation of security policy, do not establish clear cut channels or provide an organization for the discharge of these functions below wing/base level. The nature, volume, and scope of the work at these levels preclude assignment of the function on an additional duty basis.

3. In setting up the trial period from 7 February 1949 to 1 June 1949, during which time security functions assigned to the Provost Marshal would come under the supervision of Intelligence, this Headquarters had no thought or intention of violating AF Letter 20-4 and AF Regularion 125-6. The purpose in so doing was to obtain answers to two questions, First, what type organization is required to properly and efficiently discharge the security function in an atomic wing and its subordinate units - Second, what personnel, both as to number and qualification are required to perform these duties? Because, as previously pointed out, there is no Provost Marshal organization at either group or squadron level, wing commanders were directed to form Security sections within the intelligence staff at these levels, (see Paragraph 4, Inclosure No. 1). The Provost Marshal has not been moved organizationally and remains assigned to the Inspector General.

4. Results of the test, so far, indicate that this plan is highly desirable, and will in all probability answer the security problems peculiar to this Command. Upon completion of the trial period, the results of the test will be made a matter of thorough study and forwarded through channels for information and any desired action.

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PLD 333.1
Subj: Case Rpt,Special, 7th Bomb Wing, H, Carswell AFB, Tex
9 May 49

5. It is recommended that the Eighth Air Force be permitted to continue this trial to its conclusion at which time a complete evaluation of its merits or failures will be made.

FOR THE COMMANDING GENERAL:

1 Incl
n/c

CECIL E. COMBS
Colonel, USAF
Deputy Commander

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PLD 333.1 11 May 1949

SUBJECT: Case Report - Trial Plan of placing the Security Function of the Provost Marshal under the supervision of Intelligence

TO: Commanding General, 97th Bombardment Wing, Medium, Biggs Air Force Base, Biggs Field, Texas
Commanding Officer, 2d Bombardment Wing, Medium, Chatham Air Force Base, Savannah, Georgia
Commanding Officer, 43d Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona
Commanding Officer, 509th Bombardment Wing, Medium, Walker Air Force Base, Roswell, New Mexico
Commanding Officer, 27th Fighter Wing, Bergstrom Air Force Base, Austin, Texas

1. For your information, inclosed is a copy of a Case Report written on the 7th Bombardment Wing, Heavy, by the Inspector General, Third Region, Kelly Air Force Base and the indorsements made by the 7th Bomb Wing and Headquarters Eighth Air Force.

2. You will note that in paragraph 5 of the 2d Indorsement, this Headquarters has requested permission to continue this trial to its conclusion.

3. If refusal to continue this trial is ordered by Headquarters United States Air Force, your Headquarters will be so advised.

BY COMMAND OF MAJOR GENERAL RAMEY:

1 Incl
Case Report - 7th
Bomb Wing

WILLIAM C. KINGSBURY,
Colonel, USAF
Director of Plans

" A TRUE COPY"
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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PLD 333.1 12 May 1949

SUBJECT: Case Report - Trial Plan of placing the Security Function of the Provost Marshal under the supervision of Intelligence

TO: Commanding General, 97th Bombardment Wing, Medium, Biggs Air Force Base, Biggs Field, Texas
Commanding Officer, 2d Bombardment Wing, Medium, Chatham Air Force Base, Savannah, Georgia
Commanding Officer, 43d Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona
Commanding Officer, 509th Bombardment Wing, Medium, Walker Air Force Base, Roswell, New Mexico
Commanding Officer, 27th Fighter Wing, Bergstrom Air Force Base, Austin, Texas

1. Reference is made to paragraph 3, letter this Headquarters, file PLD 333.1 subject: "Case Report - Trial Plan of placing the Security Function of the Provost Marshal under the supervision of Intelligence", 11 May 1949.

2. A directive has been received by this Headquarters from Headquarters Strategic Air Command to discontinue this trial plan.

3. You will immediately discontinue the trial plan and place all security functions under the Provost Marshal as outlined in AF Regulation 20-15, AF Regulation 125-6 and AF Letter 20-4.

4. A brief report will be submitted to this Headquarters on the results of the trial plan while it was in effect at your station.

BY COMMANDOF MAJOR GENERAL RAMEY:

WILLIAM C. KINGSBURY,
Colonel, USAF
Director of Plans

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John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS, 509TH BOMB WING (M) WJG/1st
WalkerAir Force Base
Roswell, New Mexico

WOI 333.1 1 June 1949

SUBJECT: Brief Report of Results - Trial Plan of placing the Security Function of the Provost Marshal under the supervision of Intelligence

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

1. In compliance with paragraph 4, letter your Headquarters, Subject: "Case Report - Trial Plan of Placing the Security Function of the Provost Marshal under the supervision of Intelligence", 12 May 1949, the following information is hereby submitted.

2. It is believed that with an authorized augmentation of personnel at Wing, Group, and Squadron levels, the desired standard of security structure could well be achieved; however, the comparatively brief period of time allocated to the trial plan was not deemed of sufficient duration to justify appraisal of its' merits. Based upon experience, it is apparent that a firm security organization is possible when fully established as an authorized and integral unit at all levels. A channel could thus be created which would permit the desired degree of coordination throughout the Wing and facilitate the dissemination of security education of all levels.

FOR THE COMMANDING OFFICER:

/s/ Louis L. Wilson, Jr.
LOUIS L. WILSON, JR
Major, USAF
Adjutant

" A TRUE COPY"
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS 43RD BOMBARDMENT WING (M)
Office of the Commanding Officer
Davis-Monthan Air Force Base
Tucson, Arizona

IG 333.1 June 3 1949

SUBJECT: Case Report -- Trial Plan of Placing the Security Function of the Provost Marshal Under the Supervision of Intelligence

TO: Commanding General
Eighth Air Force
Fort Worth, Texas

1. Reference is made to your letter, file PLD 333.1, dated 12 May 1949, subject as above. As directed in paragraph 3, trial plan has been discontinued and all security functions placed under the Provost Marshal.

2. During the trial period, 24 February - 13 May 1949, the responsibilities for implementation of policy and discharge of all duties in connection with the security program, exclusive of those performed by the Air Police Squadron, were vested in the Intelligence Section. Security officers were appointed within the Intelligence staff at wing, group and squadron level. The Intelligence Section maintained the operational responsibility for security lectures to military and civilian personnel. Although the Intelligence Section supervised the security policies at this station, the actual operations were carried out in the Provost Marshal's Section due to the lack of personnel within the Intelligence Section.

3. It is felt that no greater efficiency can be derived under the Wing Intelligence Division than was obtained under the Inspector General, and it is recommended that the former system of placing security under the Provost Marshal, as outlined in AFR 20-15, AFR 125-6, and AFL 20-4, be continued without modifications.

/s/ James C. Selser Jr.
JAMES C. SELSER JR.
Colonel USAF
Commanding

" A TRUE COPY"
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

REGULATION
NO. 14-1

28 January 1949

BOARDS AND COMMITTEES

Standardization Board

1. PURPOSE: The purpose of this regulation is to inform all concerned of the establishment and functions of the Eighth Air Force Standardization Board.

2. DEFINITION: For the purpose of this regulation, the term Standardization Board is defined as a board set up at the direction of Strategic Air Command for standardization and maintenance of a high level of proficiency of all Eighth Air Force units with regard to aircraft operating and emergency procedures, mission planning, briefing, interrogation, and critique.

3. RESPONSIBILITY: The Standardization Board will formulate and approve all standard operating and emergency procedures for air crews on all types of aircraft. In addition, it will observe techniques of mission planning, briefing, interrogation, and critique of missions, with a view toward recommending to the Commanding General and organization commanders adherence to, and improvement of, procedures.

4. PROCEDURE: The Standardization Board --

a. Works directly with all unit Standardization Boards for the mutual exchange of information and data and for supervisory direction of the activities of each unit board.

b. Carries out routine visits to each tactical unit of the Eighth Air Force.

c. Informs all organizations within the Eighth Air Force as to the latest developments in equipment and procedures.

d. Informs higher headquarters of all defects, complaints, and desirable changes pertaining to standard operating and emergency procedures.

e. Consolidates information accumulated from accidents, ditchings, and bail-outs; disseminates and analyzes this information, and recommends improvement in emergency procedures.

f. Participates in regular and frequent flights for establishing techniques of operations, and for maintaining the proficiency of the

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Standardization Board crew at a high level. The Board also will make periodic visits to various installations, both military and civil, for the purpose of gaining information as to construction and performance of aircraft, navigation, and bombing data; research data, arctic operation data, special weapons data, and such other projects as may directly affect the tactical efficiency of Eighth Air Force units.

5. FACILITIES: When members of the Board are visiting Eighth Air Force bases in connection with the functions of this Board, Eighth Air Force commanders will provide air or ground transportation or other services and facilities as requested by the members of the Board.

BY COMMAND OF MAJOR GENERAL RAMEY:

OFFICIAL:

John E. Hall

JOHN E. HALL
Major, AGD (USAF)
Asst Adj Gen

JOHN A. ROBERTS, JR.
Colonel, USAF
Acting Chief of Staff

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ODS 334 21 March 1949

SUBJECT: Recommendation for Reorganizing Strategic Air Command Standardization Boards at Group Levels

THRU: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

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

1. At the present time Standardization Boards are set up and functioning at group levels within all units of this command. These boards do not operate under a table of organization, nor is there any set policy for period of service for board members. Board members are selected by the unit commanders from within their organizations, and are not carried as authorized overages. The net result is the "Robbing" of highly trained personnel from various organizations, and without replacement. This also results in cause for reorganization within the combat crews as these members are rotated between combat crew duties and standardization board duties, with a resultant loss of combat crew integrity. On occasion of maximum effort missions, operational readiness tests, etc., combat crews have to be brought up to strength by utilizing crew members currently serving as Standardization Board members. This takes these members from their Standardization Board duties for varying periods of time. Also, on occasion, Standardization Board Members have been called upon to serve as instructors within training sections, again taking them from their duties. The combination of all these items reduces the efficiency of the Standardization Boards at a time when they are vitally concerned with increasing the tactical efficiency of all units.

2. The desirability for Standardization Boards has been, and is becoming more and more important. With the advent of the newer types of aircraft, such as B-50's, B-36's, modified B-29's and B-29 tankers, as well as the newer types of aircraft foreseen for delivery in the future, there arises the need for a more rigid policy in formulating standard operating and emergency procedures. These have to be written, or in the case of existing SOP's, revised, approved, and then disseminated to combat crews

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for compliance. The agencies usually charged with these duties are the Standardization Boards. It also is felt that a more rigid policy is called for in introducing combat crews to an entirely new, or radically modified, aircraft. The initial training and check out within an organization receiving new equipment is being centered in the Standardization Board crew, and further check out conducted by, and coordinated through, these boards. This reduces the likelihood that crews are inadequately prepared when first checking out in newer types of aircraft.

3. Currently, Standardization Boards are responsible under Strategic Air Command Regulation 50-8, paragraph 5, dated 28 June 1948, with:

a. Ascertaining standardization and compliance with current training.

b. Determining proficiency in performance of duties.

c. Ascertaining compliance with other directives.

d. Preparing and conducting annual proficiency tests for aircraft observers and flight engineers in accordance with Strategic Air Command policies and directives.

4. It is possible that Standardization Boards can also be charged with conducting a more effective program of emergency procedure checks, in conjunction with flying safety officers. This should aid in materially decreasing the accident rate within this command, which is urgent under prevailing accident rates.

5. From the above it can be concluded that duties of members of Standardization Boards are full time. It is recommended, therefore, that these boards be set up under a permanent table of organization at group levels. The following is recommended for consideration as a regulation governing Standardization Boards in this command.

STANDARDIZATION BOARDS

1. PURPOSE: The purpose of this regulation is to inform all concerned of the establishment, composition, and function of Standardization Boards in all tactical groups of this command.

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2. DEFINITION: For the purpose of this regulation, the term "Standardization Board" is defined as a board set up for standardization and maintenance of a high level of proficiency of all tactical units with regard to aircraft operating and emergency procedures, mission planning, briefing, interrogation, and critique.

3. COMPOSITION: Each bombardment and reconnsissance group will appoint a Standardization Board at group level. Such boards will be selected from the most experienced and qualified combat crew personnel within the unit, and will be carried as an available combat crew under existing tables of organization. This crew will be permanently assigned to one squadron of the unit for administrative purposes. Board members will serve for a minimum period of one (1) year, and will be directly responsible to the group commanders through the group operations officer. Standardization Boards will be assigned on special orders, and such assignments will be a primary duty. Board members will not be assigned additional duties. Each unit will make available to the Standardization Board sufficient personnel and equipment for typing, administrative work, filing and clerical work, to include at least one regularly assigned clerk-typist (405). The Standardization Board will comprise the following:

Medium and Heavy Bombardment Units

No.	Title	MOS
1	Aircraft Commander	1024 (1095)
1	Pilot	1024 (1095)
1	Flight Engineer	1028 (737)
1	Navigator	1034 (1037)
1	Bombardier	1035 (1037)
1	Radar Observer	0142 (1037)
1	Gunner	580 (1685) (612)
1	Radio Operator	2756
1	Clerk-Typist	405

4. RESPONSIBILITY: The Standardization Boards will:

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a. Formulate, and submit to higher headquarters for approval, all standard operating and emergency procedures for air crews on all types of aircraft assigned to their respective units.

b. Observe techniques for mission planning, briefing, interrogation, and critique of missions, with a view toward recommending to unit commanders and higher headquarters adherence to, and improvement of procedures.

c. Ascertain standardization and compliance with current training methods and procedures.

d. Determine proficiency in performance of duties of combat crew members. This will include proficiency flight checks semi-annually with at least eight (8) assigned combat crews per squadron. Standardization Boards will designate the combat crew to be checked. Combat crews, and combat crew members, will be checked as either satisfactory or unsatisfactory. Standardization Boards also will fly special proficiency checks with combat crews, and combat crew members, who may be recommended by squadron or unit commanders as below standard, with a view of placing such crews on a student status, and given sufficient proficient training to enable them to pass such a check. Crew members failing to make satisfactory progress will be recommended to the unit commanders as not satisfactory for utilization in the manning of combat crews.

e. Prepare and conduct annual proficiency test for aircraft observers and flight engineers in accordance with Strategic Air Command policies and directives.

f. Give a written and oral emergency procedure check to each assigned combat crew quarterly. This will include procedures in bail outs, crash landings, ditchings, engine failure and feathering procedure, engine and fuselage fires and extinguishing systems, emergency electrical, mahual, and hydraulic operations, and emergency operation of bomb bay door systems, and bomb release systems.

g. Upon assignment of new types, or modified versions, of aircraft to their units, receive initial training given covering the aircraft, prior to delivery if possible, and will initiate the formulation of standard operating and emergency procedures on the type aircraft involved. Further, they will conduct check outs for basic instructor combat crews, and will conduct, or approve, final proficiency checks of all combat crew members meeting the requirements for check out on the new or modified aircraft.

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ODS
Subject, Recommendation for Reorganizing Strategic Air Command Standardization Boards at Group Levels (Cont'd)

5. - PROCEDURE:

a. The Standardization Boards are authorized to communicate directly with the Air Force Standardization Board for the mutual exchange of information and data, and will be under technical supervision of that board.

b. The Standardization Boards will arrange to have a Standard Operating Procedure Officer designated by each squadron of their group, and will keep the individual squadrons informed, through that officer, of the latest developments in standard operating and emergency procedures on the type of aircraft and equipment being used.

c. All defects, complaints, and desirable changes pertaining to standard operating and emergency procedures will be reported through channels to higher headquarters.

d. A complete and current file on all activities will be kept by each Board.

e. Participation in regular and frequent flights for establishing techniques of operation, and for maintaining the proficiency of the Standardization Board crews at a high level is necessary. These flights may include participation as a combat crew on group maximum effort missions, operational readiness tests, and competitions.

R. M. RAMEY
Major General USAF
Commanding

" A TRUE COPY
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

REGULATION
NO. 14-2

3 May 1949

BOARDS AND COMMITTEES

Bombardment Group Standardization Boards

1. PURPOSE: To inform all concerned of the establishment, composition, and function of Standardization Boards in all bombardment groups of this command.

2. DEFINITION: For the purpose of this regulation, the term "Standardization Board" is defined as a board set up for standardization and maintenance of high level of proficiency of all tactical units with regard to aircraft operating and emergency procedures, mission planning, briefing, interrogation, and critique.

3. COMPOSITION: Each bombardment group will appoint a Standardization Board at group level. Such boards will be selected from the most experienced and qualified combat crew personnel within the unit, and will be carried as an available combat crew under existing tables of organization. This crew will be permanently assigned to one squadron of the unit for administrative purposes. Each group will make available to the Standardization Board sufficient personnel and equipment for typing, administrative work, filing and clerical work, to include at least one regularly assigned clerk-typist (405). The Standardization Board will comprise the following:

Medium and Heavy Bombardment Units

No.	Title	MOS
1	Aircraft Commander	1024 (1096)
1	Pilot	1024 (1096)
1	Flight Engineer	1028 (737)
1	Navigator	1034 (1037)
1	Bombardier	1035 (1037)
1	Radar Observer	0142 (1037)
1	Gunner	580 (1685)
1	Radio Operator	2756
1	Clerk-Typist	405

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4. ASSIGNMENT: Board members will serve for a minimum period of one year. Standardization Boards will be assigned on special orders, and such assignments will be primary duty. Board members will not be assigned additional duties.

5. RESPONSIBILITY: Board members are directly responsible to the group commanders through the group operations officers. Standardization Boards will -

a. Formulate and submit to higher headquarters for approval all standard operating and emergency procedures for air crews on all types of aircraft assigned to their respective units.

b. Observe techniques of mission planning, briefing, interrogation, and critique of missions, with a view toward recommending to unit commanders and higher headquarters adherence to, and improvement of, procedures.

c. Ascertain standardization and compliance with current training methods and procedures.

d. Determine proficiency in performance of duties of combat crew members. This will include proficiency flight checks semi-annually with at least eight assigned combat crews per squadron. Standardization Boards will designate the combat crew to be checked. Combat crews and combat crew members will be checked as either satisfactory or unsatisfactory. Standardization Boards also will fly special proficiency checks with combat crews and combat crew members who may be recommended by squadron or unit commanders as below standard, with a view to placing such crews on a student status, and giving them sufficient training to enable them to pass such a check. Crew members failing to make satisfactory progress will be recommended to the unit commanders as not satisfactory for utilization in the manning of combat crews.

e. Prepare and conduct annual proficiency test for aircraft observers and flight engineers in accordance with Strategic Air Command policies and directives.

f. Give a written and oral emergency procedure check to each assigned combat crew quarterly. This will include procedures in bail-outs, crash landings, ditchings, engine failure and feathering procedure, engine and fuselage fires and extinguishing systems, emergency electrical, manual and hydraulic operations, and emergency operation of bomb bay door systems and bomb release systems.

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g. Upon assignment of new types, or modified versions, of aircraft to their units, receive initial training covering the aircraft, prior to delivery if possible, and will initiate the formulation of standard operating and emergency procedures on the type aircraft involved. Further, they will conduct checkouts for basic instructor combat crews, and will conduct, or approve, final proficiency checks of all combat crew members meeting the requirements for checkout on the new or modified aircraft.

6. PROCEDURE: a. The Standardization Boards are authorized to communicate directly with the Eighth Air Force Standardization Board for the mutual exchange of information and data, and will be under technical supervision of that Board.

b. The Standardization Boards will arrange to have a Standard Operating Procedure Officer designated by each squadron of their group, and will keep the individual squadrons informed, through that officer, of the latest developments in standard operating and emergency procedures on the type of aircraft and equipment being used.

c. All defects, complaints, and desirable changes pertaining to standard operating and emergency procedures will be reported through channels to higher headquarters.

d. A complete and current file on all activities will be kept by each Board.

e. Participation in regular and frequent flights for establishing techniques of operation, and for maintaining the proficiency of the Standardization Board crews at a high level is necessary. These flights may include participation as a combat crew on group maximum effort missions, operational readiness tests and competitions.

BY COMMAND OF MAJOR GENERAL RAMEY:

OFFICIAL:

JOHN A. ROBERTS
Colonel, USAF
Chief of Staff

John E. Hall

JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

REGULATION
NO. 150-1

8 April 1949

PROGRAM AND MANPOWER

Manpower Board - Non-T/O&E Personnel Allocation and Utilization

1. PURPOSE: To establish a Manpower Board and outline procedure and responsibility for the allocation and utilization of Non-T/O&E Personnel Authorization for this headquarters and the command.

2. SCOPE: This regulation, in conjunction with others in this series, will govern the allocation, utilization and accounting of Non-T/O&E Personnel Authorization within this command.

3. RESPONSIBILITY: The responsibility of this board is as follows:

a. Recommend to Headquarters Strategic Air Command strength authorizations for this headquarters and subordinate units and changes thereto.

b. Allocate spaces to specific functions throughout this headquarters, within the prescribed authorization.

c. Inform subordinate units as to strengths authorized, and cause tables to be prepared showing utilization of these strengths by grade, MOS, SSN and function.

d. Monitor preparation of tables and conduct semi-final audit to insure compliance with pertinent directives.

e. Conduct field surveys, staff studies and administrative visits to insure that Non-T/O&E Personnel Authorization is being utilized properly and in the best interest of the command.

f. Prepare or monitor preparation of new proposed T/O&E's, Tables of Distribution, and Tables of Distribution Augmentation, evaluate and forward for approval, or reject proposed changes to existing tables.

4. MANPOWER BOARD: a. In order to meet the responsibilities outlined herein, a Manpower Board will be appointed, consisting of staff officers of this headquarters as follows:

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Director of Plans, President
Director of Personnel, Member
Director of Intelligence, Member
Director of Operations, Member
Director of Materiel, Member
Chief of Manpower Section, Plans, Recorder

b. The Manpower Board will meet at the call of the president to act on all changes or recommendations prior to submission to the next higher command.

5. RECORDER: The recorder is charged with the responsibility for proper preparation of all personnel authorization tables for units in this command.

BY COMMAND OF MAJOR GENERAL RAMEY:

OFFICIAL:

John E. Hall

JOHN E. HALL
Major, AGD (USAF)
Asst Adj Gen

JOHN A. ROBERTS
Colonel, USAF
Chief of Staff

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HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date 18 March 1949

SUBJECT: Report of Supervisory Staff Visit:

THRU: Coordination & Compliance Officer

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

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

SUBJECT: Manpower Conference at SAC, 15 March 1949

1. Captain Greene attended Manpower Conference at SAC on 15 March 49. Purpose of conference was to familarize station manpower board records with their duties and responsibilities prescribed in SAC Reg 150-2 and 150-3.

a. Representatives from this command were:

2d BW	Major Hastey
27th FW	Lt Col Beard
7th BW	Major Cleary
43d BW	Major McCormack
97th BW	Capt Cleveland
509th BW	Major Bringman

2. Information relative to Non-T/O personnel authorization was discussed and the preparation of T/D's and T/DA's to become effective 1 April 49 will follow the functional organizational structure as outlined in AFR 20-15.

a. Functions moved were:

(1) Commercial Transportation - from AB Gp to M&S Gp
(2) Base Accountable - from M & S Gp to Supply Sq.
(3) Laundry - from AB Gp to Supply Sq.

Countersigner — Visiting Staff Officer

Incl #1
SAF Form 11-13M

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(4) B & F - from Hq Wing to AB Group
(5) P & C - from Supply Sq to AB Gp
(6) Post Exchange - remains in AB Gp, but becomes responsibility of AB Gp S-4 rather than the S-1.
(7) Finance - Augmentation for the Finance Disbursing Unit will appear in AB Gp T/DA and not separately as heretofore.

3. Non T/O personnel authorized will be as presented to this command by SAC personnel authorization voucher (PAV) each 6 months (effective 1 Apr and 1 Oct). Interim changes will be as required and in accordance with existing instructions.

a. Authorized Non-T/O personnel authorizations for units in this command 1 April 1949:

(1) Hq 8AF - 113 USAF Officers, 1 Chaplain, 2 MC, 281 Airmen, 75 civilians (75 Graded)
(2) 4000th BSS - 4 USAF officers, 50 civilians (25 graded).
(3) 4001st BSS - 2 USAF officers, 18 airmen.
(4) 4002d BSS - 5 USAF officers, 48 airmen, 16 civ (2 graded).
(5) 4003d BSS - 6 USAF officers, 140 civ (47 graded).
(6) 2d BW - 19 USAF off, 109 airmen, 307 civ (120 graded)
(7) 7th BW - 41 USAF off, 709 airmen, 330 civ (157 graded)
(8) 27th FW - 18 USAF off, 244 airmen, 260 civ (100 graded)
(9) 43d BW - 19 USAF off, 100 airmen, 300 civ (133 graded)
(10) 97th BW - 19 USAF off, 150 airmen, 300 civ (121 graded)
(11) 509th BW - 21 USAF off, 103 airmen, 308 civ (124 graded)

b. Warrant officer spaces no longer authorized, will be provided as officer spaces, grades not to exceed company grade. W/O's may be used to fill these spaces.

c. Medical augmentation is not included herein and will be forthcoming in the next 10 days. SAC GO 13/49 reorganizes Medical Gps in this command. Futher reorganization is contemplated inasmuch as USAF medics did not coordinate with organization people and present prescribed organizations is not deemed adequate or advisable.

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4. Bases will prepare T/DA's and hand carry to Manpower Section this hq prior to 1 April for pre-audit. Final audit will be made at SAC on 4-5 Apr 49.

5. Queried SAC plans section on reduction of TDY for units to UK to 30 days. This is still in planning stage and is to be presented to JCS. Answer expected prior to movement of 509th BW.

6. Presented our proposed authorization and plans of operation of Matagorda Island to Plans and Manpower. Pointed out the basic requirements as prescribed in letter from this hq on 17 Mar 49. Expect approval as presented.

7. Pointed out the need for additional time in preparing T/O & E study for B-36 units in view of equipment problems. Col Catton advised that the pressure is on his particular project and in order for Gen LeMay to present this to JCS no additional time can be given. He suggested that our recommendations point this out and any other information that will show that T/O & E presented will require subsequent change. Primary purpose of this study is not to increase present authorization, but to get the maximum number of B-36 type acft in the air by only augmented supply and maintenance functions as required. This study is to be totally objective and authorizations are considered as 100% trained and 100% present for duty.

8. Civilians on Purchase Hire - SAC is attempting to work out thru Civil Service a plan whereby total unused civilian positions in SAC may be made available to bases temporarily in sufficient numbers to carry out special projects. This will permit the discontinuance of "hiring and firing" each 29 days so that such incumbents will not appear on the rolls at the end of each month.

W. C. KINGSBURY
Colonel, USAF
Director of Plans

/s/t/ B. O. Greene, Jr
B. O. GREENE, JR
Captain, USAF
Chief, Manpower Sec.

" A TRUE COPY"
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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43

HEADQUARTERS EIGHTH AIR FORCE
FORT WORTH, TEXAS

IDA 3 May 1949

MEMORANDUM FOR: Deputy Commander

THRU: Chief of Staff
Director of Plans

SUBJECT: Staff Visit of Lt Colonel E. M. Kirton to Headquarters Strategic Air Command, 26 - 28 April 1949

1. PROJECT MONTEREY. Advised Colonel Adams we are having difficulty with our Russian Language Instructors--mainly 3 pilots who are desirous of getting out of the program. SAC says we are not putting forth enough effort or carrying out the program as it should be. SAC is to send down a revitalized program on Instruction and Evasion and Escape. In the meantime, Major McMichael is to monitor this program very closely in an effort to put more stress on this project in the Wings.

2. OPERATIONAL READINESS TESTS. Definite steps have been taken by SAC Director of Intelligence to have intelligence functions included in the ORT's. The matter has been talked over with the Operations and Plans Divisions that Headquarters, and it appears that it will be suggested to General LeMay that the total number of ORT points be increased to 1,200,200 of which will be allotted to Intelligence. Although this will have the effect of slightly reducing the weight of any individual group of points now assigned (making that group a pro-rata part of 1,200 rather than 1,000), it will not require the sacrificing of points already assigned other activities. Eighth Air Force Intelligence has been directed to immediately submit to SAC the functions which in our opinion should be included in the ORT, together with the points allocated each function. This study is to be based upon 100 points, which automatically allows the points to be converted into percentages of whatever total is decided upon.

3. 631 (INTELLIGENCE SPECIALIST) SCHOOL. Current directives require that an airman graduating from 631 (Intelligence Specialist) school have not less than 18 months left to serve after graduating. The applicant is also required to have a complete background investigation completed and loyalty clearance granted prior to attendance. This takes three months. The school itself is a 12 week course. It can be seen from the foregoing that only an airman serving the first ten months of

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his three year enlistment period is eligible to apply for this training. The matter of obtaining waivers on these requirements was taken up both through Personnel and Intelligence channels. It was suggested that the applicant be allowed to attend the school with only a local agency check, combined with a certification by his commanding officer that he had a clean military record. SAC Personnel suggested that our recommendations along this line be forwarded through Personnel channels.

With further reference to the 631 school, Captain Gruetzemacher will contact USAF and attempt to get an increase in the June quota for this Command of eight, giving us a total of 20 each for both the June and August classes.

4. AFR 20-15. The manner in which that provision of 20-15 requiring that Intelligence be placed under A-3 was discussed. As a result of information obtained in staff visits to each of the Eighth Air Force Wings during the past two week period, we stated that at all units A-2 although being shown on paper as under A-3 was actually operating as a separate function. The same information was furnished by Colonel Wynne, Intelligence Officer 15th Air Force. Colonel Adams stated that General LeMay would like an official expression of the Commanding Generals of SAC subordinate commands regarding this matter for use in future negotiations with USAF.

5. INTELLIGENCE INSPECTION SYSTEM. Colonel Adams likes the Fifteenth Air Force Intelligence Inspection Check List. SAC does not consider that Intelligence Sections in lower units are being properly inspected. The ORT at the present time has no points assigned Intelligence. Up until this time at least, SAC, Fifteenth and Eighth Air Forces inspection teams have made no close inspection of Intelligence activities, and according to the SAC Air Inspector had had no properly qualifield officer as a part of the team. Two courses of action are being considered by SAC at this time; First, that a qualified Intelligence officer will be made a part of the team conducting annual general inspections; second, that the Intelligence Division SAC, will make up a team from subordinate commanders and conduct periodic inspections of all Intelligence activities. This Division has been directed to submit not later than 5 May an Intelligence inspection check list for coordination with that submitted by Fifteenth Air Force and 311th Air Division.

6. INTELLIGENCE ORGANIZATIONS. Requirements for Intelligence organizations at wing, group, and squadron level were gone into in detail. Recommended organizations were agreed upon by Directors of Intelligence, Strategic Air Command,

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Eighth and Fifteenth Air Forces and will be submitted to Plans SAC Headquarters. The action was taken in response to a SAC front office directive, and is based upon approval of the 58 group program. Recommendations, as set forth below, are the same for both medium and heavy units:

WING	Peace		War	
	1 Lt Col	9301	1 Lt Col	9301
	1 Maj	9301	1 Maj	9301
	1 M/Sgt	631	1 M/Sgt	631
	1 Cpl	405	2 T/Sgt	631
			1 Sgt	405
			1 Cpl	405

GROUP	Peace		War	
	1 Maj	9301	1 Maj	9301
	1 Capt	9301	1 Capt	9301
	1 Capt	9301	1 Capt	9301
	1 Lt	8503	1 Capt	8503
	1 M/Sgt	631	1 Lt	8503
	1 S/Sgt	631	1 M/Sgt	631
	1 Sgt	405	1 S/Sgt	631
	1 Sgt	070	2 Sgt	631
			1 Sgt	405
			1 Sgt	070

SQUADRON				
	1 Capt	9301	1 Capt	9301
	1 Lt	9301	1 Lt	9301
	1 Sgt	631	1 T/Sgt	631
			1 S/Sgt	631

/s/t/ Edwin M. Kirton
EDWIN M. DIRTON
Lt Colonel, USAF
Director of Intelligence

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John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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Summary of Interview with Major Benjamin O. Greene, Chief Manpower Section, Directorate of Plans, SAF, 12 Aug 49.

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By the end of 1948, the 43d and 509th Wings had been changed to war column authorization. The 2d Wing made the changeover on 1 January 1949 and on 1 March 1949 the 97th Wing switched from peace to war authorization.

The change to war strength in these units resulted in: increase in number of aircraft from 10 to 15 per combat squadron, increase in crews from one crew per aircraft to one and one-third per aircraft, and proportinate increases in personnel in supporting units.

Fighter and heavy bombardment units remain on peace column authorizations.

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

SAC 140 (23 Apr 49) 23 April 1949

SUBJECT: Establishment of Accountable Disbursing Offices

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

1. In view of technical aspects in the operation of the new pay system pertaining to the Air Force which goes into effect 1 July 1949, it is considered advisable that the disbursing activities of this Command be conducted through the medium of accountable disbursing offices rather than agent finance offices as is now in effect at certain stations. Also from a strategic point of view, disbursing units of Wings should operate as independent accountable disbursing offices.

2. It is requested that the commanding officers of all installations now being serviced by a disbursing unit operating as a Class B Agent Finance Office review local conditions in the light of mission and mobility, together with the strength of the organizations served, and where deemed advisable and warranted, initiate a formal request through Air Force channels for authority to activate disbursing units as accountable disbursing offices. Each such request should be justified on the basis of present and contemplated conditions.

3. Operation of accountable disbursing offices which may be authorized in response to those requests must be with the personnel now included in the personnel ceilings of the bases concerned.

4. It is recommended that timely action be taken in order to establish operation as accountable disbursing offices in July 1949.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

/s/ EDWARD T. LIPFORD
2d Lt, USAF
Asst Adj Gen

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JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date 25 March 1949

SUBJECT: Report of Supervisory Staff Visit:

THRU: Coordination & Compliance Officer

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

Station visited - SAC Headquarters, Offutt AFB, Omaha, Nebraska.

The undersigned visited Strategic Air Command Headquarters on 22 and 23 March 1949 for purpose of attending conference on SAC Field Order X and other matters pertaining to the tactical use of the atomic bomb.

In addition to the conference the following personnel were contacted regarding matters pertaining to planning:

Colonel Robert C. Cork	Comptroller
Colonel Kenneth B. Hobson	Chief, Plans Section
Col. Henry R. Sullivan Jr	Chief, Operations Section
Lt. Col. Virgil M. Cloyd	Asst. Project Officer, Plans Unit.

/s/t/ WILLIAM C. KINGSBURY
Colonel, USAF

Countersigner Visiting Staff Officer

Incl #1
SAF Form 11-13M

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A-5

Was advised by Colonel Hobson that Kearney Air Force Base would be placed on a closed status. Conferred with Colonel Hobson regarding an improved security organization for our Wings. It was decided that all Air Police Squadrons should be brought up to full war strength plus T/DA and that a selected group of one (1) officer and forty (40) enlisted men would be given special training for work in maneuvers such as the recent Camp Campbell maneuver. These specially trained personnel would be available for any maneuver of a like nature. Thus a pool of approximately four hundred (400) men and ten (10) officers would be available for security duty at any time needed. Advised Colonel Hobson that our office would prepare a new recommended T/D organization for Camp Hood and Camp Campbell in light of information coming out of the conference.

COMPTROLLER

Was advised by Colonel Cork that no additional per diem money was available to Headquarters Eighth Air Force this quarter. Discussed the three phase plan for moving the 27th Fighter Wing to Bergstrom AFB.

A-3

Colonel Sullivan and Lt. Col. Cloyd advised that efforts were being made to send the refueling squadrons to England with the Bomb Groups for future training. Was advised that plans are being made to assign, PCS, Airdrome Groups for housekeeping functions at the maneuver bases in England. Discussed with Colonel Wheless the possibility of installing a radar bomb scoring unit (RBS) at Matagorda. Colonel Wheless advised that our A-3 should put in a request and he would attempt to secure one for us.

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JOHN E. HALL
Major, USAF
Adjutant General

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46A

HEADQUARTERS EIGHTH AIR FORCE
FORT WORTH, TEXAS

PES 353.01 29 December 1949

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

TO: Commanding Officer
43rd Bombardment Wing, Medium
Davis-Monthan Air Force Base
Tucson, Arizona

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 Board 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 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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PES 29 Dec 48
Subject: 8-Class Schedule for Aviation Cadet Pilot Training 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 Board under your jurisdiction should be in receipt of this information at the earliest possible date.

BY COMMAND OF MAJOR GENERAL RAMEY:

1 Incl
Avn Cadet Commencement under
8-Class Schedule

LEXIE FRYE
Captain, USAF
Asst Adj Gen

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JOHN E. HALL
Major, USAF
Adjutant General

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SAC DEVELOPMENT PLAN

1 December 1948

REQUIREMENTS: The establishment of:

(1) A firm personnel plan for immediate build-up of units in order of priority to operational effective manning by 1 January 1949, and;

(2) The establishment of a firm continuing personnel assignment policy to maintain priority units at operational effective manning.

It has been directed by the Commanding General, Strategic Air Command, that the units listed as operational will be maintained in that status even if it entails destroying units of lower priority. It was further directed that stability of units will be achieved.

PROBLEMS: The immediate personnel action to build units up to operational effective manning will require the readustment of overages and shortages within commands. A definite forcast of imput of personnel by SSN cannot be made. Imput must be dependent upon the number that are allotted to the Strategic Air Command by Headquarters United States Air Force, which will be made known to this headquarters in the form of vouchers. The receipt of these vouchers is not periodic, but is issued as personnel are made available to Headquarters United States Air Force.

The reduction of the units to cadre strength to meet the requirement stated above would seriously effect the operation and maintenance of the base. If this action is taken, the problem exists of reassigning any overflow of personnel that cannot be absorbed by high priority units back to the base, necessitating reconstructing the personnel strength of the base to provide base service and administration for the overflow. The SSN's that are short in the high priority units are also short in the lower priority units, thereby eliminating the low priority units in some cases as a source for meeting the requirements of those particular SSN's.

Achieving stability in the high priority units requires that the high priority units be manned with personnel who have at least two years remaining in current enlistment.

DISCUSSION: In order that the desired manning may be completed by

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1 January 1949, we must first consider the shortages in each SSN for each unit in order of priority. The next step is to determine from which unit within the same command the SSN shortage can be obtained to fill the shortage of the high priority unit. If the shortage cannot be met within the sub-command the resources of another sub-command will be screened until all resources of SAC are utilized. In filling the shortages of the high priority units only personnel with at least fifteen months service remaining in current enlistment should be considered in order to attain the stability of the high priority units and thereby preclude the problem of continual replacement and loss of experienced personnel.

Upon completion of this action, the imput provided by Headquarters United States Air Force must be utilized to make up the shortages and maintain the units at the desired effective manning. Those imputs are considered as follows:

a. Indoctrination Center: Basics with 13 weeks basic military training and no technical skill; high priority units have shortages only in highly skilled SSN's which are critical throughout the entire command. Basics cannot be effectively utilized in high priority units because of the time factor involved in training to fill critical requirements and will not assist in increasing the desired effective manning by target date. This source should be eliminated for high priority units except when lower priority units cannot absorb imput. Since high priority units will receive the trained personnel from other personnel resources a greater shortage will exist in the lower priority units through lack of this source. Therefore, basics should be assigned to low priority units in inverse order of priority.

b. Assembly Stations: Personnel returning from overseas with more than four months to serve but with less than eight months (assumption). Although this source of personnel have the highest degree of skill of any source of personnel, the assignment of these personnel to high priority units is not particularly desirable because of early separation of these individuals, necessitating a continued flow of replacements to maintain the desired effective manning. Therefore this source of personnel would be assigned in the

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same order of priority as basic airmen to assist in training the latter type personnel to meet requirements of higher priority units.

c. Processing Stations: Prior service enlisted men enlisting from civil life and initial enlistees with no prior service. The latter category are sent directly to the Indoctrination Center. The former category are not particularly desired in high priority units because, although they have had prior training in their SSN they have lost some degree of skill through prolonged separation from the service and would therefore require re-training to fill the critical SSN requirements. This category, however, would require less training than other source of personnel with the same length of remaining service and are therefore considered the principal source for filling requirements of higher priority units.

d. Technical Schools: Basic airmen who have received elementary theoretical training in their most potential skill and require the practical training to fill requirements. The fact that this personnel have a considerable amount of service remaining in current enlistments outweighs the fact that this personnel will require further training to bring them up to the required degree of skill and therefore should be considered as a major source for filling high priority units.

New Bases: When new bases are activated personnel in base service and administrative SSN's must be deverted to the new base from our resources without regard to priority units.

New Units: When new units are activated personnel must be reassigned from low priority units to same general type to form an organizational neucleus which can absorb the imput of Indoctrination Center and Technical School personnel.

CONCLUSIONS: Immediate action to be taken:

a. To fill the existing shortages in Aircrew maintenance and communication fields of the high priority units, reassign a proportionate number of personnel in these SSN's from the low priority units to the high priority units. The low priority units should not be reduced in strength in these particular fields below 50% of their authorized T/O and TDA strength.

b. Distribute the overages now existing in high priority units, over the peace time column authorization to the lower priority units in order of priority

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except that overages existing in 1A units will only be used to fill shortages in other 1A units, and if no shortages exist in the particular fields in 1A units, that overage will remain assigned to the present 1A unit. This will not apply to base service and administrative SSN's in 1A units.

Continuing Personnel Assigned Policy.

a. Based on the foregoing discussion and reasoning, the personnel assignment flow chart will be followed.

b. Personnel assignment flow as indicated on the personnel assignment flow chart should be made by headquarters Strategic Air Command in order to effectively monitor and control this policy until the desired effective manning is made. This action is essential.

Discussed with and approved by Brig Gen A. W. Kissner on 24 November 1948.

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NOTES FOR CONFERENCE

Overages existing in the 43d Bombardment Wing will be used to fill shortages in the 2d Bombardment Wing.

Overages in the 509th Bombardment Wing will be used to fill any shortages existing in the 43d or 2d Bombardment Wings.

Any overages in the 43d Bombardment Wing, after shortages of the 2d Bombardment Wing have been filled, will be assigned to the 509th Bombardment Wing to fill any existing shortages.

Shortages in the 1st SSU such as Cooks, Drivers, etc, that are not required for their present operation will not be filled.

Shortages in all reconnaissance units will be filled insofaras possible by 311th Air Division units which are not on the priority list.

Overages in the 7th Bombardment Wing will be used where required in higher priority units. Those overages not required in higher priority units will be used to begin manning of the 11th Bombardment Wing. Consideration will be given to B-36 trained air crew, and maintenance personnel remaining with the 7th Bombardment Wing.

Overages in the 301st Bombardment Wing will be used to fill existing shortages in the 22d Bombardment Wing.

EXPLANATION OF COMPUTATION SHEET

Computation sheets are divided into four columns:

a. Authorized.

b. Assigned as of 1 January 1949.

c. Over or Short, as of 1 January 1949.

d. Retainable, as of 1 January 1950.

The authorized column includes T/O&E authorizations plus TDA as of 1 October 1948.

Second wings are figured on the basis of authorized T/O&E less the second wing headquarters.

The assigned column as of 1 January 1949 includes the

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assigned strength as of 31 October 1948, minus the number of personnel to be discharged by 1 January 1949.

The overage or shortage column for 1 January 1949 is based on the assigned strength computed for 1 January 1949 plus estimated re-enlistment gains, which are figured at a rate of 50%, and a gain of loss by OJT, which was computed on the basis of the net differential between the training in and training out as of 31 October 1948.

The retainable 1 January 1950 column was figured on the basis of 30 September 1948 EOS figures, plus all computed gains and losses since that date.

REASSIGNMENT SHEETS

The reassignment sheets are broken into four columns:

a. SSN.

b. Number.

c. From.

d. To.

These columns are self-explanatory and will be filled in during the conference in four copies. Copy number two of these reassignment sheets will be kept by this headquarters and the other three copies will be retained by the various sub-commands.

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CRITERIA

1. Personnel must be retainable beyond 31 Dec 49.

2. Personnel must be qualified in SSN and will not require reclassification upon reaching new station.

3. Single personnel will be selected first for reassignment. Married personnel will be selected thereafter.

4. Familite should not accompany personnel transferred nor join personnel transferred until adequate housing is obtained at new station. Families occupying govt housing at present station will continue to occupy that housing until adequate housing is obtained at new station.

5. Wherever possible, an equitable distribution of grades will be sent.

6. Personnel will be at new station NLT 20 Dec 48.

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48

HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
OMAHA, NEBRASKA DPL1

SAC 370 (8Feb 49) 8 February 1949

SUBJECT: Development Program Manning Policy

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

1. Transmitted herewith (Inclosure 1) are ten (10) copies of a letter to the Chief of Staff, United States Air Force, subject: "Strategic Air Command Development Program," dated 21 January 1949, together with its one inclosure.

2. The inclosed letter establishes objectives for the development of this Command based on the assumption that the necessary personnel and equipment will be provided by the dates indicated in the program.

3. The external sources of the personnel to man our planned expansion are not presently identified nor are they within the control of this Command. Further, it is now expected that the flow of personnel to this Command will not be at a rate which will permit our meeting all of the June manning objectives. For this reason, assignment of combat crew personnel toward June objectives will be effected in accordance with the schedule outlined in Inclosure 2.

4. The basic policy governing the formulation of the inclosed schedule is to maintain to the maximum extent practicable, without regard to priority, the degree of operational effectiveness already attained by units. Therefore, it is the intent of this Headquarters to man units projected for new activations and augmentation to war strength from external sources and to transfer personnel from Priority II to Priority I units only to the extent required to effect a reasonable spread of experience. Exceptions to this policy will be the subject if specific directives from this Headquarters.

5. Manning of other than the combat crews will be accomplished as closely as possible in consonance with the crew strengths indicated in Inclosure 2.

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DPL1
Subj: Development Program Manning Policy

6. Every effort will be made to accomplish this manning from external sources with the minimum transfer of personnel presently in place.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

s/ A. W. KISSNER

2 Incls.
1. Ltr to CSUSAF, subj: "SAC Development Program", dtd 21 Jan 49 w/1 Incl (10 Cys)
2. Manning Schedule for SAC Development Program

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

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John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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48A

HEADQUARTERS STRATEGIC AIR COMMAND DPL
Offutt Air Force Base
Fort Crook, Nebraska

21 January 1949

SUBJECT: Strategic Air Command Development Program

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

1. The requirement for the prompt development of an operational force within the Strategic Air Command has been indicated in letter this headquarters, same subject, dated 16 November 1948.

2. In developing this operational force, priorities for the manning, training, and equipping of units within the Strategic Air Command were established and stated in the inclosures to the referenced letter. That program has been revised as of 1 January 1949 and new objectives for 30 June 1949 and 31 October 1949 have been established as indicated in the inclosure to this letter. It will be noted that all units, combat and non-combat, assigned to the Strategic Air Command are listed in priority categories. This schedule is in accordance with the composition of the 48-group program tentatively established for Fiscal Year 1950. All units given a one (1) priority are to be capable of immediate combat, or support of combat operation, by the dates indicated.

3. To meet these objectives the following actions by your Headquarters are recommended:

a. Provide as promptly as possible the personnel required for manning the units in the proper SSN's.

b. Afford the maximum stability possible to those units listed as priority one (1) units.

c. Provide necessary equipment to units in order of their priority.

d. Grant authority at the earliest date possible to:

(1) Reorganize the 93d, 301st, and 97th Medium Bomb Wings under Column 6 (war strength) of the appropriate T/O&E's.

(2) Activate the following units:

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DPL
Subj: Strategic Air Command Development Program

Unit	T/O&E	Station	Date
93d Air Refueling Sq	Column 6 1-1114	Castle AFB	1 Feb 49
301st Air Refueling Sq.	Column 6 1-1114	Smoky Hill AFB	1 Apr 49
97th Air Refueling Sq.	Column 6 1-1114	Biggs AFB	1 May 49
323d Strategic Reconnaissance Sq	Advanced copy T/O&E 1-1453	McGuire AFB	15 Feb 49
9th Strategic Reconnaissance Sq (less 1st Strategic Reconnaissance Sq, presently active)			

4. It is requested that the program outlined through 30 June 1949 be approved and that the actions recommended in Paragraph 3 be taken.

FOR THE COMMANDING GENERAL:

/s/t/ Thomas S. Power
THOMAS S. POWER
Major General, USAF
Deputy Commander

1 Incl:
Chart - SAC Development Program

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48-B

MANNING SCHEDULE FOR STRATEGIC AIR COMMAND DEVELOPMENT PROGRAM

Unit	PHASE I Crews	PHASE II Crews	PHASE III Crews	PHASE IV Crews	PHASE V Crews
509 MBW	36	36 to 45		45 to 60	
509 ARS	20				20 to 30
43 MBW	36	36 to 45		45 to 60	
43 ARS	20				20 to 30
2 MBW	36	36 to 45		45 to 60	
93 MBW	36	36 to 45		45 to 60	
301 MBW	30	30 to 45		45 to 60	
97 MBW	30	30 to 45		45 to 60	
7 HBW	18				
11 MBW	18				
1 SSS	18				
2 SSS	18				
91 SRW	36				
16 PRS (Sp)	12				
9 SRW	36				
5 SRW (less 31 & 72 Sqs)	12				
27 Ftr Wg	75				
82 Ftr Wg	75				
22 MBW	30				
307 MBW	30				
28 MBW	30				
92 MBW	30				

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Unit	PHASE I Crews	PHASE II Crews	PHASE III Crews	PHASE IV Crews	PHASE V Crews
98 MBW	30				
2 ARS	12		12 to 20		20 to 30
93 ARS	12		12 to 20		20 to 30
301 ARS	12		12 to 20		20 to 30
97 ARS	12		12 to 20		20 to 30
306 MBW	30				
55 SRW	36				
7 Geod Sq	12				

1. This schedule, consisting of five (5) phases, for the manning of this Command will be accomplished as combat crew personnel are made available rather than on a time basis. As personnel are made available, each manning phase will be completed for active units before an attempt is made to accomplish the next phase. The schedule is designed to:

a. Man all units, in the order of priority listed, to peace strength with the exception of the 509th, 43rd, 2nd, and 93rd Medium Bombardment Wings, each of which will be provided the 36 bombardment crews necessary to man the modified aircraft scheduled for assignment in the next few months.

b. Insure that each partial expansion increases the capability of the Command in an orderly and progressive manner.

c. Insure that expansion to our stated objective is accomplished in a manner that will provide a maximum of personnel stability within units of lower priority.

2. This schedule should also be used as a guide to the assignment of other than combat crew personnel. It is estimated that other than combat crew personnel will be available in numbers and on a schedule which will permit some organization and training prior to the assignment of combat crew personnel of the successive phases of the Manning Schedule. Therefore, manning of other than combat crew personnel will be accomplished to insure effective support of assigned combat crews and aircraft and to anticipate the assignment of the additional crews indicated in the successive phases of the Manning Program.

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STRATEGIC AIR COMMAND DEVELOPMENT PROGRAM
(To be reviewed 30 June 49)

	JANUARY	JUNE	OCTOBER
1A	509 MBW PS	509 MBW PS	509 MBW PS
	43 MBW PS	509 ARS WS	509 ARS WS
	2 MBW PS	43 MBW PS	43 MBW PS
		43 ARS WS	43 ARS WS
1B	7 HBW PS	2 MBW PS	2 MBW PS
		93 MBW PS	93 MBW PS
1C	1 SSS		301 MBW PS
		1B 7 HBW PS	97 MBW PS
1D	91 Strat Recon Wg PS	11 HBW PS	
	(less 322,323,324 Sqs)		1B 7 HBW PS
	1 Strat Recon Sq PS	1C 1 SSS	11 HBW PS
	16 Photo Recon Sq (SP)	2 SSS	
	12 Photo Tech Sq PS		1C 1 SSS
		1D 91 Strat Recon Wg PS	2 SSS
1E	Hq & Hq Sq SAC (Advon)	(less 322 & 323 Sqs)	
	30 Comm Sq	1 Strat Recon Sq	1D 91 Strat Recon Wg PS
	Hq & Hq Sq 8AF (Advon)	16 Photo Recon Sq	9 Strat Recon Wg PS
	18 Comm Sq	12 Tech Sq	5 Strat Recon Wg PS
	Hq & Hq 311 Air Division (Advon)		(less 31 and 72 Sqs)
		1E Hq & Hq Sq (Advon)	12 Photo Tech Sq
IF	27 Ftr Wg PS	30 Comm Sq	11 Photo Tech Sq
	82 Ftr Wg PS	Hq & Hq 8AF (Advon)	
		18 Comm Sq	1E Hq & Hq Sq SAC (Advon)
1G	93 MBW PS	Hq & Hq 311 Air Div(Advon)	30 Comm Sq
	301 MBW PS		Hq & Hq Sq 8AF (Advon)
	97 MBW PS	1F 27 Ftr Wg PS	18 Comm Sq
	22 MBW PS	82 Ftr Wg PS	Hq & Hq Sq 311 Air Div
	307 MBW PS		(Advon)
		1G 301 MBW PS	1F 27 Ftr Wg PS
2A	Hq & Hq Sq SAC	97 MBW PS	82 Ftr Wg PS
	Hq & Hq Sq 8AF	22 MBW PS	
	Hq & Hq Sq 15AF	307 MBW PS	1G 22 MBW PS
	33 Comm Sq	28 MBW PS	307 MBW PS
	Hq & Hq 311 Air Division	92 MBW PS	28 MBW PS
	28 MBW PS	98 MBW PS	92 MBW PS
	92 MBW PS	2 ARS WS	98 MBW PS
	509 ARS WS	93 ARS WS	2 ARS WS
	43 ARS WS		93 ARS WS
	98 MBW PS	2A Hq & Hq Sq SAC	509 Augmentation to WS
	306 MBG PS	Hq & Hq Sq 8AF	43 Augmentation to WS
		Hq & Hq Sq 15 AF	301 ARS WS
2B	11 HBW PS	33 Communications Sq	2 Augmentation to WS
		Hq & Hq Sq 311 Air Division	97 ARS WS
2D	2 SSS		93 Augmentation to WS
		2B 5 Strat Recon Wg PS	301 Augmentation to WS
2D	324 Strat Recon Sq (ECM)	(less 31 and 72 Sqs.	97 Augmentation to WS

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	JANUARY		JUNE		OCTOBER
	11 Photo Tech Unit		322 Strat Recon Sq PS		
2E	55 Strat Recon Wg (Map) (Less 38 and 338 Sqs)		323 Strat Recon Sq PS	2A	Hq & Hq Sq SAC
			9 Strat Recon Wg PS (Less 1st Strat Recon Sq)		Hq & Hq Sq 8AF
					Hq & Hq Sq 15AF
	7 Geodetic Sq		11 Photo Tech Sq		33 Comm Sq
	4102 Base Ser Sq (Mt Home)				Hq & Hq Sq 311 Air Div
	6 Photo Tech Unit	2C	509 Augmentation to WS		
	3902 Air Base Group (Offutt)		43 Augmentation to WS	2B	55 Strat Recon WG(Map)
	4001 Base Ser Sq(Campbell)		301 ARS WS		7 Geodetic Sq PS
	4002 Base Ser Sq (Hood)		2 Augmentation to WS		4102 Base Ser Sq(Mt Home
	3903 Radar Bomb Scoring Sq		97 ARS WS		6 Photo Tech Sq
	Aero Chart Service		93 Augmentation to WS		3902 Air Base Gp(Offutt)
	1 Comp Tech Unit		301 Augmentation to WS		4001 Base Sv Sq(Campbell)
	4203 Photo Tech Unit		97 Augmentation to WS		4002 Base Service Sq (Hood
	4201 Motion Picture Sq		306 MBG PS		3903 Radar Bd Scoring Sq
					Aero Chart Service
2F	3 Armament Sq Chem	2D	55 Strat Recon Wg (Map)PS		1 Comp Tech Unit
	937 Eng Av Gp Hq		7 Geodetic Sq		4203 Photo Tech Unit
	812 Eng Av Bn		4102 Base Ser Sq (Mt Home)		4201 Motion Picture Sq
	621 Eng Av Bn		6 Photo Tech Sq		
	464 Sig H Cons Co		3902 Air Base Gp (Offutt)	2C	3 Armament Sq Chem
	838 Eng Av Bn		4001 Base Ser Sq (Campbell)		937 Eng Av Gp Hq
	1 Aviation Sq (MacDill)		4002 Base Ser Sq (Hood)		812 Eng Av Bn
	2 Aviation Sq (Carswell)		3903 Radar Bomb Scoring Sq		612 Eng Av Bn
	4000 Base Ser Sq (Clovis		Aero Chart Service		916 Eng Depot Co
	4100 Base Ser Sq (Wendover)		1 Comp Tech Unit		464 Sig H Cons Co
	4300 Base Ser Sq (Avon Park)		4203 Photo Tech Unit		838 Eng Av Bn
	3901 WAF Sq (Offutt)		4201 Motion Picture Sq		819 Eng Av Bn
	4101 Base Ser Sq (Casper)				809 Eng Av Bn
	468 Sig H Cons Co	2E	3 Armament Sq Chem		1 Aviation Sq(McDill)
			937 Eng Av Gp Hq		2 Aviation Sq(Chatham)
			812 Eng Av Bn		4000 Base Ser Sq(Clovis)
			621 Eng Av Bn		4100 Base Ser Sq(Wendover
			916 Eng Depot Co		4300 Base Ser Sq(Avon Pk
			464 Sig H Cons Co		3901 WAF Sq(Offutt)
			838 Eng Av Bn		4101 Base Ser Sq(Casper)
					468 Sig H Cons Co
			1 Aviation Sq (McDill)		
			2 Aviation Sq (Chatham)		
			4000 Base Ser Sq (Clovis)		
			4100 Base Ser Sq (Wendover)		
			4300 Base Ser Sq (Avon Park)		
			3901 WAF Sq (Offutt)		
			4101 Base Ser Sq (Casper)		
			468 Sig H Cons Co		

Priority I - Units comprising operational force req for initial combat operations.

Priority II-Units forming, manning or training for the operational force; or, units performing peacetime missions; or, units necessary in preparing or supporting the operational force.

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Summary of Interview with Lt Col Calvin W. Fite, Jr.
Asst. Director of Personnel, Eighth Air Force,
25 August 49.

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The SAC Development Plan provides a guide for the manning of all SAC Units and a subsequent means of achieving operational effectiveness in the various units. Manning of all units is to be accomplished on a priority basis as outlined in SAC Development Plan.

The program was initiated in the Eighth Air Force in January 1949 and when completed will result in War strength manning for four Medium Bombardment Wings and their Air Refueling Squadrons and the Peace strength manning of one Heavy Bombardment Wing containing two Heavy Groups, and one Fighter Wing. Due to the indefinite number of incoming personnel, no specific date was established for completion of the program, however, the plan is outlined to be accomplished in five phases. Each phase of the program will be completed before advancing to the next phase.

During the period 1 January through 30 April 1949, the Eighth Air Force was concerned with the initial phase of the program which called for full Peace strength manning in the 509th, 43d, 2d, 97th and 7th Bomb Wings and the 27th Fighter Wing in order of priority. In general, the Peace strength manning of these units was satisfactory. By numbers alone, sufficient personnel were assigned to the units, however, there were certain deficiencies in personnel qualifications. These deficiencies are being overcome by maximum utilization of OJT at base level and technical training schools.

C.W. Fite

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HEADQUARTERS EIGHTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
FORT WORTH, TEXAS

31 March 1949

Lieutenant General C. E. LeMay
Commanding General
Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska

Dear Curt,

The number of B-36 airplanes assigned to the 7th and the 11th Bomb Groups is considerably in excess of the maintenance and supply capabilities of these units. At the present time, there are almost enough B-36B's available to give both units their full complements of airplanes. In addition, the nineteen B-36A's must be maintained until their disposition date is determined. I understand that there is a good chance that the B-36A's will be turned back to the factory for modification in the near future. Even if this desirable measure should be taken, we will still have on our hands approximately 100 per cent authorized B-36B's for both groups.

I realize that extraordinary measures have been initiated to cure the deficiencies in supplies and ground handling equipment. I am confident that these particular difficulties will be rapidly overcome as the effect of these measures begins to be felt. Our maintenance problems, however, are also due in great part to shortages of qualified maintenance personnel. For example, in the 11th Group with 95 per cent of its authorized aircraft on hand, there is present for duty 23 per cent of the authorized maintenance personnel, actually only 16 per cent qualified by MOS.

When the SAC Development Program was established, the B-36 had not yet shown sufficient promise to justify a priority of B-36 units equal to line D-day forces. I believe you will agree with me that we can make the B-36 combat ready if we push it hard enough. I realize that the overall Strategic Air Command resources are limited, but I believe the emphasis which has been put on the B-36 supply problem should be matched by an equal emphasis on curing the serious personnel deficiencies which exist.

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The fact that a lot of B-36A's have been idle on the ground for some months is a source of considerable embarrassment to me and a condition that is potentially discrediting to the Air Force. Heretofore, and for a while yet to come, the shortage of parts has been an explanation for this condition. It occurs to me, however, that even if we had the parts, we would still not be getting proper utilization of the airplanes available for lack of qualified people. I believe we are improving the effectiveness of the people we have by On-the-Job training and by a technical school program that is being supported to the best of our ability. These efforts alone will not be enough.

I don't like to ask for help until I'm hurt, but I can forsee in the near future a situation that will be entirely unacceptable to you or to the Chief of Staff. I would like to recommend, therefore, that the priorities of manning within the Strategic Air Command be reviewed to determine what additional qualified people might be made available to these B-36 units through a revision of current SAC manning priorities. If, because of the overall scarcity within SAC, this action will not materially alleviate the situation, then I would recommend an appeal to Headquarters USAF for additional support.

The three elements which must be brought into balance in order to put the B-36 program on the road seem to me to be planes, parts, and people. We have got the planes, I believe we will soon begin to get the parts. The personnel problem is the most difficult of all.

Sincerely,

R. M. RAMEY
Major General, USAF
Commanding

" A TRUE COPY"
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE
FORT WORTH, TEXAS

PDA 340 3 May 1949

SUBJECT: Recruiting and Reenlistments

TO: Commanding Officer
27th Fighter Wing
Bergstrom Air Force Base
Austin, Texas

1. The downward trend in reenlistments in the Eighth Air Force indicates that there is a need for renewed effort in the solution of this problem. Something must be done to increase our reenlistment rates. There are many factors which hamper reenlistment, some of which are within our power to control and others which are not. It is believed that the following discussion of underlying causes will aid in increasing the rate of organizations of this command.

2. Although the problem of obtaining enlistments to meet authorized strength has been alleviated, the very great problem of retaining airmen presently in the service remains to be solved. It is readily agrred that a degree of efficiency in an organization depends on the experience level of the personnel within it. Where will always be a large number of "one-term" airmen who must be replaced. These "one-term" airmen usually comprise two extreme types of individuals --those who are constantly getting themselves into trouble due to lack of interest and those who feel as though civil life would be more advantageous. The intermediate class draws the largest portion of reenlistments, although a portion of this personnel are lost through lack of proper leadership. It must be realized that the civilian youth does not have sufficient knowledge of the military service. The information which he obtains is, in some cases, not the kind which would further the recruiting effort. Therefore, in many cases, the youth who is desired by the Air Force and has enlisted does not enter the service with an open mind. He has enlisted for some underlying causes some of which might be: (1) the lack of sufficient funds to continue school and (2) discontent with civilian occupation. With proper leadership, these people can be made a definite asset to the Air Force and be convinced that the Air Force today is a profession equal and superior to many in civilian life, this eliminating this prejudiced feeling.

3. Recruiting is not waiting for the airman to become eligible for discharge and then pouring on reenlistment salesmanship. One cannot sell an item to someone who is

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familiar with it and decides beforehand not to purchase it. The Air Force today has the highest educational level in its history. Therefore, the method of approach used in the training of these airmen should be one which is commensurate with their capabilities and accustomed standards of learning.

4. Conducting recruiting drives, making a wide distribution of recruiting literature, and publicizing the advantages of being a member of the United States Air Force are insufficient; recruiting must be practiced 365 days out of the year through military leadership. This military leadership is the art of influencing and directing airmen to an assigned goal in such a way as to command their obedience, confidence, respect and loyal cooperation. To assure the success of the recruiting mission, this leadership is necessary throughout all echelons of command.

5. The Air Force is constantly applying the use of existing regulations in disposing of undesirable and substandard airmen. In their place it is receiving personnel who naturally have little knowledge of the military service. The leadership these new airmen receive in their early military career will determine whether they will become good airmen and reenlist for their vacancy, or become airmen who will not reenlist or appear before a Board of Officers convened under provisions of AR 615-368. A personal interest in the work, achievements and welfare of the airman should be frequently shown by his superiors. They should instill into his mind the thought that he is an integral part of his organization. Too frequently, young airmen, instead of receiving this consideration, are bluntly told of the vast and numerous disciplinary measures at the disposal of the Air Force in dealing with people who do not follow accepted standards and regulations of the service. When this happens, the airman forms an opinion of the Air Force as an organization which he wants no part of, and inherits a hate for the service. The results -- he could but won't --.

6. A man's home is said to be his castle; likewise, the airman's castle is his organization. A good airman wants to be an integral part of his organization. He takes pride in ownership and is constantly trying to improve his domain. This is as it should be because dissatisfaction with oneself and surroundings breeds deterioration, which,

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in turn, causes loss of self-confidence and later, self-respect. An airman's job in the Air Force, whatever it may be, can be likened to a man's home. He will either reflect it or reflect on it. The man who reflects his job is the man who is never satisfied with the results obtained. He is forever trying to better his working conditions and ejecting new thoughts, which not only make his work more pleasant, but also help him achieve goals considerably beyond those assigned. Still more important, he creates esprit-de-corps within his organization. Such an attitude wards off complacency; in its place comes confidence in himself and respect for his fellowmen.

7. In order to instill this attitude into the minds of airmen, recruiting must be practiced continually by every officer and non-commissioned officer, primarily when the airman begins his enlistment contract, not when he is about to end it. When this is done, a far greater percent of desirable airmen will be retained not only in the Air Force but also in the organization they are presently assigned. The factors which will contribute toward a greater percentage of retnetions discussed herein are those which it is believed can be put into effect by organizations of this command. It is understood that other factors as serious exist which hinder reenlistments, such as station locations and housing which have not been discussed.

8. Keeping the airmen well informed of the overall operation of the Air Force is a necessity so that he may understand the duties which he is frequently called upon to perform. A job which must be done but which the airman cannot comprehend causes lowering of morale. The orientation system established at stations of this command is considered part of the answer in informing the airman of what is going on. It is felt that the benefits of orientation are in direct proportion to the effort put into the system. An orientation conducted improperly causes lowering of morale instead of bettering it. Interesting and current motion pictures are considered an excellent means of conveying the desired information to the airmen. In addition to this, lectures given by qualified personnel on military and economic trends of the world, together with the promotion of group lectures among the airmen, are considered advisable.

9. The above is written as a discussion of the tremendously large task which must be undertaken if the desired reenlistment rate is to be obtained and the high level of experience retained in organizations of this command. Your

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PDA
Subject: Recruiting and Reenlistments

comments on the subjects discussed are requested to be returned prior to 15 May 1949.

BY COMMAND OF MAJOR GENERAL RAMEY:

/s/t/ John A. Roberts
JOHN A. ROBERTS
Colonel, USAF
Chief of Staff

" A TRUE COPY"
John A. Hall.
JOHN A. HALL
Major, USAF
Adjutant General

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Summary of Interview with WOJG Vernon O. Mills,
Chief Officer Status Unit, Directorate of Personnel,
Headquarters Eighth Air Force - 25 August 1949.

- - - - - - - - - - - - -

1. Discussed the command program for the elimination of sub-standard officers and it was revealed that during the first four months of 1949, 27 such officers were identified. Board of fitness action was contemplated on these cases and during the period shown above, four board of fitness actions were forwarded to USAF. Final decision on these four cases was not received during this period. The four cases included one Major, one Lt Col, and two 1st Lieutenants.

In addition to the cases forwarded to USAF as a result of boards of fitness, three 1st Lieutenants resigned their commissions rather than face boards of fitness. (AFR 36-2)

2. During the same four months, eight officers in the command were placed on the deferred list. These officers were passed over for permanent promotions. A second pass over on permanent promotion automatically eliminates subject officers from the service.

3. Statistics on officers assigned to technical schools:
Entered school-------387
Graduated ----------294
Average no. attending schools by months -----184

School attendance by officers was spread over approximately 35 different technical schools.

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Vernon O. Mills WOJG
Approved

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

PDPIA 320.2 16 Apr 1949

SUBJECT: Unauthorized Personnel Commitments.

TO: See Distribution.

1. The following letter received from Headquarters United States Air Force is quoted for your information and compliance with request contained therein.

"1. The world-wide officer strength of the U. S. Air Force has reached the total officers authorized wunder our present program. As a result of this, the recall of additional officers to extended active duty has necessarily been severely restricted.

"2. The existence of position vacancies in the various commands does not modify the general picture. These vacancies exist for the following reasons:

"a. A portion of officer strength is always non-effective due to hospitalization, leave enroute between assignments, enroute to and from overseas or in process of training. Shortages of this type are normal and may be expected to continue to exist whenever assigned and authorized strength are closely in balance.

"b. Downward adjustment of strength in certain commands in accordance with troop program reductions is still in process. Until this action is accomplished certain other commands will continue to show shortages and position vacancies in addition to those due to the non-effectives.

"c. Cross training of officers and reassignment from military occupational specialties where overages exist into those where we are short is necessarily a time-consuming process. During this process, vacancies in many specialties will continue to exist despite our having full officer authorizations on hand.

"3. It is essential that all officers under your control bear in mind the over-all officer strength situation when engaging in conversation or correspondence with inactive officers seeking recall (or their representatives) or with active officers seeking transfers.

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"4. Certain individuals seeking transfer or recall are prone to "shop around" in the various commands and Staff Agencies for the purpose of locating an apparent vacancy and obtaining a sponsor. The present restrictions on recalls may be expected to increase this practice and to add to the number of individual appeals for exceptional treatment. Any downward trend in economic conditions can be expected to provide a further acceleration in these tendencies.

"5. Too often in the past these requests for special handling have resulted in unauthorized commitments being made to individuals by responsible officers in the major commands or at individual stations. In the current situation such commitments will invariably result in embarrassment to the U. S. Air Force since over-all strength and skill requirements will not permit their being honored.

"6. It should be understood that this Headquarters and specifically the Office of the Deputy Chief of Staff, Personnel is the only agency in a position to accurately appraise these situations in their relationship with the over-all Air Force position. Further, the Office of the Deputy Chief of Staff, Personnel, in this Headquarters, is the only agency authorized to commit the Air Force with respect to recalls or intra-command reassignments.

"7. Now, more than ever, this Headquarters must fully evaluate each personnel action with respect to over-all Air Force requirements.

"8. It is requested that you issue appropriate instructions to all officers under your jurisdiction in order to be certain that, with regard to recalls, no such officer:

"a. Makes any statement or dispatches correspondence which could possibly be interpreted as a personal commitment to an individual, or

"b. Engages in any transaction which could result in embarrassing or compromising U. S. Air Force personnel policies and decisions.

2. Desire that contents of this letter be widely disseminated within your command.

BY COMMAND OF MAJOR GENERAL RAMEY:

DIST: 10 Cy CO ea Wing
5 5 cy CO ea Base Ser Sq
3 cy ea Staff Agc this Hq

ELMER M. SWALLOW
WCJG, USAF
Asst Adj Gen

THIS IS A TRUE COPY:

John G. Hall

John G. Hall
Major, USAF
Adjutant General

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

8 Mar 1949

SUBJECT: Impending Visit By Members of the Cooper Committee

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

1. Attention is invited to the attached copy of Memorandum from Mr. Forrestal dated 1 March 1949.

2. In the near future a working group from the Cooper Committee will visit numerous Air Force Bases investigating the medical and dental workload and the utilization of medical and dental manpower. It is essential that the entire medical and dental workload be presented to this Committee and not merely the workload of the hospital or the dispensary.

3. It is requested that this information be brought to the attention of the Surgeons in your Command, in order that they may be prepared to receive and assist the working group upon arrival at the various Bases.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl:
Memo dtd 1 March 49
/s/ Mr. Forrestal

/s/ William H. Powell, Jr.
WILLIAM H. POWELL, JR.
Colonel, Medical Corps (USAF)
Acting Deputy The Air Surgeon

" A TRUE COPY"
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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55 A

MEMORANDUM FOR: THE SECRETARY OF THE ARMY
THE SECRETARY OF THE NAVY
THE SECRETARY OF THE AIR FORCE

Subject: Reduction in Medical Workload.

1. You are all thoroughly familiar with the critical shortages in medical and dental personnel with which the several Armed Services are now confronted. You are also generally familiar with the activities of the Armed Forces Medical Advisory Committee directed toward the alleviation of these shortages and with the campaign for the recruitment of additional physicians and dentists which is now underway.

2. These shortages, in my opinion, require the most careful reexamination of the medical workload now being carried by the Armed Services, so that wherever possible, we can reduce the requirements for skilled medical manpower. In connection with the recruitment campaign, I have repeatedly emphasized, both publicly and privately, the necessity for such re-examination. I have also given assurances that every possible step would be taken to reduce this workload and that the Armed Forces Medical Advisory Committee would thoroughly study the possibilities in this direction. For example, in my meeting with the press on 25 February 1949, I made the following statement:

> "I have asked my Deputy for Medical and Allied Professional Matters, Mr. Charles P. Cooper, through the Armed Forces Medical Advisory Committee, to conduct an active campaign for medical and dental personnel. I have requested him to make simulteneously an intensive study of the utilization of this medical manpower and of the workload in the Armed Forces in order to make certain that none of it is wasted and that, in so far as possible such of these volunteers serves in an assignment commensurate with his professional skill and ability."

3. In response to my request, Mr. Cooper has assured me that his Committee will undertake as rapidly as possible the necessary studies of utilization of medical manpower and of the medical workload in the Armed Forces. These studies will be military establishment-wide in character and will of course take some time to complete. Pending their completion, and as a matter of urgency, I request that you consider thoroughly and take all possible measures within your respective services to reduce the medical workload and improve the utilization of available medical manpower.

/s/ JAMES FORRESTAL
James Forrestal

cc: Mr. Cooper
Admiral Boone

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HEADQUARTERS STRATEGIC AIR COMMAND DP2A
Offutt Air Force Base
Omaha, Nebraska

SAC 352 (24 Mar 49) 24 March 1949

SUBJECT: Establishment of Record Maintenance Schools

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

1. Inspection reports, staff visits, and the processing of normal correspondence within Strategic Air Command provide ample indication that the maintenance of basic records and allied documents, particularly at squadron level, leaves much to be desired.

2. Certain outstanding general discripancies can be cited as a result of the failure of the responsible individuals to maintain records properly, and the subsequent neglect on the part of supervisory personnel to inquire into the state of record maintenance. Improper maintenance of records can and does have an immediate effect on the individual concerned and frequently works an aggravated nardship on a member of the United States Air Force. The fact that in many instances the government suffers financial loss is obvious. Specifically, recently completed surveys reveal a probable loss of $300,000. In partial payments in Strategic Air Command in six months as a result of neglect or ignorance on the part of individuals responsible for the upkeep of basic records. A survey now in process indicates a potential loss of $8,000. on statements of charges within one subcommand during a twelve-month period. The records involved in these happenings and in other instances are in frequent use and cover a vast field of information, all of which are essential at one time or another. Such records include among them the following partial list:

Service Records	Special Orders
Qualification Records	Sick Book
Classification and Audit Lists	Training Records
Morning Reports	Reports of Survey
	Statement of Charges

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3. The responsibility for the maintenance of such records is clearly fixed and has not changed. Frequent references have been made to the necessity for complete assumption of this responsibility.

4. In order to further the development of this sense of responsibility and diminish the possibility of failure through ignorance of established methods, it is desired that your headquarters require the establishment of base level administrative schools, designed to provide unit commanders, adjutants, personnel officers, and administrative and clerical personnel with a course of instruction in the maintenance of all records at squadron level.

5. In order to avoid unnecessary interference with similar schools which may be in operation, and to permit adoption of such solutions as are locally desired and feasible, no rigid requirements are set forth. The basic requirement has been presented and it is believed that such a school can be conducted at each base and the course of instruction completed by 30 June 1949.

6. Request this headquarters be furnished, Attention: Status Branch, a report of action taken by 15 July 1949, giving indication as to type of course conducted, hours of instruction completed, number and type of personnel attending, and comments. Reports Control Symbol SAC-PA-SP68 is assigned this report.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

RICHARD T. KING
Colonel, USAF
Director of Personnel

"THIS IS A TRUE COPY"

John E. Hall

JOHN E. HALL
Major, USAF
Adjutant General

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SAC 352
Subject: Establishment of Records Maintenance Schools

PDP3A 352 (24 Mar 49) 1st Ind

Headquarters Eighth Air Force, Fort Worth, Texas 8 Jul 1949

TO: Commanding General, Strategic Air Command, Offutt Air Force Base, Omaha, Nebraska, Attention: Status Branch, Report Control Symbol, SAC-PA-SP68

1. In compliance with paragraph 6, Strategic Air Command, Ltr 352, 24 March 1949, Subject: "Establishment of Record Maintenance School" and per Headquarters Eighth Air Force Letter 352, 27 April 1949, name subject, the following report is submitted:

a. An Eighth Air Force Personnel Indoctrination Team composed of six (6) specialist Instructors and an Officer-in-Charge was organized 27 April 1949 at Eighth Air Force Headquarters. This team underwent a period of instruction to point out the necessity and value of the program, to evaluate the errors and discripancies presently being committed and to prepare a 140 hour course (20 hours per subject) of instruction directed toward the education of responsible clerks and supervisors in each units' personnel records, allied documents, and proper reporting procedures.

b. The team followed a schedule of spending one (1) week at each operational base giving formal classroom instruction for 1/2 a day and on the job constructive suggestions at each unit for the remaining 1/2 day. Critiques were conducted with Wing Commanders, Group Commanders, Squadron Commanders, A-1s, S-1s, Personnel Officers, Classification Officers and Unit Adjutants, outlining the failures that have occurred in the past through apparent neglect of responsible individual maintaining records and similar neglect on the part of supervisory personnel.

c. Examinations were given at the beginning of each course and again given at the end of the course. The results listed are indicative to a certain degree of the value of the course taught:

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SAC 352
Subject: Establishment of Record Maintenance Schools

Overall Average Pre-Test Grade		Overall Average Final Test Grade	
2d Bomb Wing	62.9	2d Bomb Wing	92.1
7th Bomb Wing	56.8	7th Bomb Wing	82.1
27th Fighter Wing	61.5	27th Fighter Wing	92.5
43d Bomb Wing	62.0	43d Bomb Wing	96.5
97th Bomb Wing	58.7	97th Bomb Wing	92.7
509th Bomb Wing	57.4	509th Bomb Wing	91.3

d. A total of 785 persons were instructed for a total of 5,067 man hours.

e. Attached for informational purposes only are copies of the report of the Officer-In-Charge to this Headquarters and data used.

2. It is the opinion of this Headquarters that there is much to be gained through operation of an Indoctrination Team. Many favorable comments were received from the Wing concerning such activity and it is presently proposed that the Indoctrination Team will again begin activity at a date approximately six (6) months hence (o/a 1 January 1950). However, the need for this type of a project will be closely monitored to ascertain if it will be necessary to reactivate prior to January 1950.

FOR THE COMMANDING GENERAL:

JOHN B. McPHERSON
Colonel, USAF
Director of Personnel

5 Incls
1. Ltr fr 8AF, Sj: Special Rpt of 8AF Personnel Indoctrination Team, 30 Jan 49.
2. Manual (In Dupl)
3. Rpt of Man Hours
4. Average for 8AF
5. Wg Attendance and Averages ea subj

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John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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Summary of Interview with Lt Col Donald S. Williams, Chief, Supply Section, Directorate of Materiel, Eighth Air Force, 2 September 1949.

Supply and maintenance difficulties in the Eighth Air Force have been complicated by the delivery of four types of aircraft to the tactical organizations. These are the B-36, B-50, F-82 and C-97. The major reason for unusual supply and maintenance problems with these aircraft, particularly the B-36 and B-50, is attributed to the fact that the new aircraft were delivered almost directly to the tactical units. Ordinarily when new aircraft are introduced they are first delivered to Air Materiel Command for extensive study and testing before being turned over to tactical organizations. This process takes approximately two years, and when the aircraft actually reach the operating units most of the bugs have been ironed out. During this period supply consumption data is compiled, stocks of parts are built up, and maintenance problems are pretty well in hand. In the case of the B-36 and B-50, this was not true. Actually, the tactical units and their service organizations have had the job of shaking down these aircraft. With no stock piles of parts, securing needed items has been on a day to day basis, and AOCP rates mounted accordingly. With respect to the B-36, an entirely new airplane, ordinary supply procedures had to be disregarded. Parts were secured directly from the Consolidated-Vultee factory, and special maintenance equipment was borrowed from the same source.

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The deviation from normal supply procedures has resulted in a considerable increase in man hours required to requisition, receive and issue parts. As an example, where under normal supply conditions it would require ten man hours to requisition, receive, and issue 100 line items, under present B-36 supply difficulties this time could run as high as 100 man hours to procure 10 line items. This situation would occur only in rare instances, however it does serve to illustrate the complete reversal of supply procedures from the normal situation.

Supply and maintenance functions in this command were also increased due to the movement of units, opening of new bases, and closing of other bases.

Approved

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San Antonio Air Materiel Area

Supply and Maintenance

CONFERENCE MINUTES

13-14 April 1949

Kelly Air Force Base, Texas

NOTE: The following excerpts were taken from official Conference Minutes.

****

Bi-Zonal System: The Bi-Zonal system has been approved by Headquarters USAF, and the system is being implemented to include all classes of 01, 02, 05 by not later than 1 June 1949, with other classes in the plan to be implemented at a later date. Certain common classes such as 06-B, 21, 22, 23-A, 23-B, 24, 29 will not be set up under the Bi-Zonal System. These classes will be distributed from each AMA Depot as heretofore except that there will be a Western Zone and an Eastern Zone "Master" Depot. The Master Depots will stock approximately 40 per cent of property of the common classes and the remaining 60 per cent will be distributed between each of the AMA Depots for support of installations therein. Improved supply action on the Bi-Zonal classes and better service to service activities should be obtained as a result of the above.

Procurement Trends: Procurement, except for production type aircraft, such as the B-36, B-50 and F-82, is in much better condition than was the case at the time of the last conference six months ago. Lack of experience as to parts required, due to the limited use of these aircraft, has been the dominant factor in the lag in procurement on these type aircraft.

Improved Processing Time: The time required to process requests through this Depot has been reduced to approximately one half the time that was required to process the same type request last October. The time required to process AOCP requests has decreased from approximately four days to approximately two days, and the time required to process a routine request has been reduced to approximately three and one half days.

AOCP : The AOCP rate for the San Antonio Area has been consistently lower than 5% since the October 1948 Conference, until a few days ago. The recent rise in the AOCP rate has been due to the trouble that is being experienced in provisioning the type B-36, B-50 and F-82 Aircraft.

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Group Meetings

Strategic Air Command Group

Twenty representatives of this group met with representatives of Area Activities Branch, Supply, in the Supply Conference room, Bldg. 171. The following questions were brought up by the conference group.

Question: What supply priority is presently being accorded Bergstrom AFB since transfer of the 27th Fighter Wing?

Answer: So far as is presently known, no priority above S-3 is authorized for this activity; however it is entirely possible that a higher priority will be authorized in the future.

Question: Considerable Quartermaster furniture is presently on Memorandum receipt to using organizations at bases which is not authorized in existing tables of authorization such as T/A 1-1, etc. What disposition, if any, should be made of such property?

Answer: This condition exists at practically every AF Base. Paragraph 53, AFM 67-1 should be complied with if continued use of such furniture is desired; otherwise same should be turned in to the Base Accountable Officer.

Question: What can be done, or what arrangements made to improve the provision for picking up of Technical Service Supplies from the San Antonio General Distribution Depot, Fort Sam Houston?

Answer: Arrangements will be made to have space available on the Transportation Section Truck, SAAMA, to have such material delivered to MATS terminal, Kelly AFB, for pick-up. Transportation Section, Symbol SAST, this Headquarters, should be contacted to make such arrangements.

Question: Difficulty has been encountered in processing tool kits at our base. Is there any arrangement whereby component parts may be issued on Memorandum Receipt and turned in as individual components rather than issuance as Kits and Disassembled when turned in?

Answer: Section III, AFM 67-1, when operative at an AFB should virtually eliminate this problem since all items appearing on the AF Form 115, UMPRML, will be dropped from accountability of Base Accountable Officer. Issuance would then be determined as a matter of local policy of the Group or Wing Commander.

Question: Not being able to stock locally manufactured items which have re-occurring usage places a burden on our station in that immediate requirements must be manufactured each time as the need arises. Why couldn't we stock such items on which firm consumption experience rate is available?

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Answer: This practice is at present unauthorized by AFM 67-1; however, it is recommended that Hqs, AMC be contacted with recommendations that item be procured from the manufacturer.

Question: What is the status of procurement of furniture by the Air Force?

Answer: Representatives of Headquarters, AMC, attending conference, state that a large quantity of office furniture is on procurement, and deliveries should commence on or about 1 June 1949.

****

Representatives of bases of this command who attended the San Antonio Conference were as follows:

8th AF, Hq.	Major Folmer J. Sogaard
	Major Douglass Symington
	Major Lon P. Williams
	Capt. Leslie A. Smith
	1st Lt. Horace E. Wright
Bergstrom AFB	Lt. Col. L. Van Mullen
	Lt. Col. C. E. Schroeder
	Major R. S. Williams
	Capt. L. M. Jordan
	Capt. J. Peterson
	Capt. J. Hibbert
	Capt. E. W. Santala
	WOJG J. L. Merriel
	Major S. Andrews
	Lt. ~~B.~~ Hansen
Davis-Monthan AFB	Major Perry S. Cole
	Major John V. Langford
	Capt. Horace M. Laird
	1st Lt. R. L. Ward
Biggs AFB	Capt. Alfred E. Swinney
	1st Lt. Frank R. Burkett
Carswell AFB	Major Jay W. Stansbury
	CWO Lyle L. Youells
	Capt. R. E. Smith
Walker AFB	Colonel John P. Randolph
	Major P. A. Koenig
	Capt. John H. Owens
	Major L. R. Hopper

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5-9

HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date 15 April 1949

SUBJECT: Report of Supervisory Staff Visit:

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

The undersigned visited SAAMA, Kelly AFB, 12 - 14 April 1949 for the purpose of attending a Supply and Maintenance Conference, and the following reported is submitted:

1. Major Gen. McMullen stated that 5 1/2 working days required to process requests.

2. Col. Grenier stated that depot has 3.3 days backlog at present time.

3. a. Section XXIX, Requisition, reproduction, distribution and storage of forms and publications is being rewritten.

   b. Dept. of Army will continue to give AF publications for this year.

   c. Publications which are rescinded will be signed by Air AG is applicable to AF.

   d. P511 (printing) funds are exhausted.

   e. Only one point on each Air Base request forms.

/s/t/ FRANK G. JAMISON COL., USAF — LON P. WILLIAMS, MAJOR USAF

Director of Materiel — QM Supply Branch

Countersigner — Visiting Staff Officer

Incl #1
8AF Form 11-13M

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f. Dept. of Army Circulars will not be extended.

g. WD AGO Form 32 (Individual Clothing and Equipment Record) is being revised.

h. WD AGO Forms 34 and 35 is being printed.

i. Procurement of forms takes 5 months.

j. New index for forms will be in 310 series.

k. Requisitions for forms by bases have not been consistent.

4. a. QM wood furniture will be transferred to AF Class 48 sometime in the future.

b. All future furniture will be steel.

c. Most of furniture is on procurement and delivery is expected in June.

d. Request was made by undersigned that definite information be furnished all bases on how to requisition office furniture and T/A to be used.

5. All Technical Service classes will be absorbed in AF classes gradual process.

6. SAAMA will contact General Depot at Fort Sam Houston to arrange delivery of small shipments for AF Bases and deliver to Air Freight Terminal at Kelly.

7. One letter each month will be issued by SAAMA listing all amendments to AF Manual 67-1.

8. Area activities will advise all bases of changes regarding "Bizone" plan.

9. Separate section of 67-1 being prepared for disposal of excess.

10. a. New AF blue uniform to be distributed 1 July. 90% to AMA's, 10% to 831st Sp. Depot, Shelby.

b. Priority of issue is as follows:

(1) Middletown
Ogden
Oklahoma City

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c. Information regarding wearing of new uniform is to be issued from General Edmonds office USAF.

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HEADQUARTERS
27TH FIGHTER WING
KEARNEY AIR FORCE BASE
KEARNEY, NEBRASKA

DMS 452 7 Jan 1949

SUBJECT: Critical Items of Supply for F-82E Aircraft

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

1. The purpose of this letter is to inform Headquarters Eighth Air Force of the difficulties encountered in securing F-82 spare parts and allied supplies and is written in accordance with SAC Regulation 67-3 and 1st Indorsement your Headquarters, file MSA 300.8, dated 8 November 1948 to Headquarters Strategic Air Command letter subject: "SAC Regulation 67-3", file SAC 300, dated 1 November 1948. The fact that many spares for F-82 aircraft are critical or available only on first three priorities is causing an unsatisfactory supply condition. The results in a high AOCP rate and affects the mission of this unit. Requisitioning under a priority system is causing an additional work load on the Supply Squadron. Stocking flyaway kits will further deplete USAF stocks. The Maintenance Squadron is, of course, repairing and fabricating a large number of parts.

2. The information ir this paragraph regarding supply and procurement of critical F-82 spares are obtained by Lt Col. L. D. Van Mullem and Captain John D. Duncan, this headquarters, on a personal visit to Headquarters Air Materiel Command and is submitted for your information.

a. Parts Nos.0110-144-23080 and 0110-2380-50, Tabl Assemblies Vertical Stablizer. 30 each of the above items have been procured for direct shipment to Kearney AF Base on Open Call #49-2 dated 3 December 1948, Contract ac-22162. Quantities have also been placed on procurement to fulfill stock replenishment requirements.

b. Part No. 0110-144-46008, Fitting, engine coolant pump inlet flange. This part is on procurement, with latest shipping information furnished by North American indicates delivery will be effected approximately 15 February 1949.

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c. Part No. 4100-9540125M, Brake Assembly. This part is in extemely short supply. Quantities presently being processed for procurement are expected to be delivered beginning approximately 1 June 1949. As an interim measure, it will be necessary to maintain these brakes through the media of both base and depot overhaul. The supply of this item will continue to be critical for some time.

d. Part Nos. 4002-A542F-D1, 4002-AL542F-D1, Propellers, 4002-6500887, 4002-6500888, Regulators, and 4002-6500270 Accumulator Assemblies. A normal replacement percentage of spare assemblies were procured in support of F-82E aircraft. A major proportion of which has been shipped to Kearney AF Base. All of the above listed items are presently in short supply and will have to be maintained through the media of depot overhaul.

e. Part No. 4224-1760L3, Starters. Inventory of this item is very limited. This condition was primarily caused by the unanticipated high percentage of replacement. In order to obtain additional quantities it is necessary to furnish the vendor "Jack and Heintz" a quantity of right-hand rotating starters to be reworked into left-hand units. Negotiations are now underway whereby an additional quantity of right-hand starters will be returned to the vendor for rework. As an interim measure, it will be necessary to return all unserviceable starters to the depot immediately in order that they might be repaired and partially alleviate the shortage until such time as additional starters can be reworked. In this connection, it was mentioned during the above-mentioned visit that this rework could be performed at base level consuming only approximately 2-manhours work. This information is in error and under no circumstances should be attempted at base level.

f. Part No. 4259-CYLZ2365, Box Assembly. This item is in extreme short supply. A quantity of 150 each have recently been placed on procurement with delivery date expected to start approximately 1 February 1949. However, until such time as deliveries can be effected by the contractor it will be necessary to maintain these units through repair. In most instances, such repair can be accomplished at base level in that a high percentage of failures is attributable to excessive vibration which results in the loosening of wires and internal parts.

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g. Part No. 4259-AYLF2370, Element, thermistor, manifold. 190 each of this part is presently under procurement and is currently being delivered by the contractor in limited quantities. It is expected that these deliveries will increase sufficiently during the next 30 days to alleviate the present shortage.

h. Part No. 4202-AN3161P50, Circuit Breaker, National Stock. Balance available this Headquarters indicates approximately 700 of this item in USAF Stock. However, since this item is common to all aircraft it has become necessary to limit its issue to the first three priorities of supply only. Quantities presently being delivered by the contractor are expected to be adequate to fulfill all requirements within approximately 90 days.

i. Part No. 4639-TF30200-5, Pump. This item is also extreme short supply, even though a normal percentage of replacement pumps were procured. In order to alleviate this unsatisfactory situation, it will be necessary to return reparable pumps to the depot immediately. The initiation of additional procurements for this item is being studied.

3. Listed below are the fast-moving critical F-82 spares which are available on the first three priorities or for which supply action has been unsatisfactory.

a. 4832-1F349M, PUMP HYD MNG FR, Stk Con Level, 24, BALOH, O

b. 7500-140800, FLUID HYD PETROLEUM BASE SPEC AN-V1-O-366, Stk Con Level, 469, BALOH, O

c. WD AAF Form 1, Stk Con Level, 200, BALOH, O

d. WD AAF Form 5, Stk Con Level, 1000, BALOH, O

e. WD AAF Form 446, Stk Con Level, 25,000, BALOH, O

f. 6800-143580, ALUMINUM ALLOY SHEET .040, Stk Con Level, 48, BALOH, O - Work in the Sheet Metal Shop is constantly being held up due to the lack of material particularly this size sheet alluminum. There is a large amount of sheet metal work involved in F-82 maintenance and it

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must be made available in order to repair the skin surface of the aircraft. Substitute sizes have proven unsatisfactory. All bases in the Eighth Air Force were asked for any amount they could spare. All bases reported none available.

g. 4305-390801-3, SPEED DENSITY UNIT PUMP, Stk Con Level, 18, BALOH, O

h. 4220-3GTR72EAA, SWITCH ASSY- REV CURRENT RELAY, Stk Con Level, 15, BALOH, O

i. 4259-BYLC2362, ACTUATOR ASSY - CARB AIR RAM DOOR, Stk Con Level, 15, BALOH, O

FOR THE COMMANDING OFFICER:

/s/t/ L. D. Van Mullem
L. D. VAN MULLEM
Lt Colonel, USAF
Dir of Maint & Supply

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Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

CIG 333 22 April 1949

SUBJECT: Case Report No. 1, 43d Bomb Wing (Medium), Davis-Monthan Air Force Base, Tucson, Arizona - Critical Shortage of Type B-50 Aircraft Parts and Special Tools for Engine and Aircraft.

THRU: Command Channels

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTENTION: The Inspector General

1. This condition was noted during the Annual Air Inspection of this Base, presently being conducted by an Air Inspection team headed by Colonel W. B. Offutt, Headquarters Eighth Air Force.

2. Records in the AOCP Section of Base Supply revealed that for the past four months an average of one aircraft was placed in AOCP status every two days during this period. A check of Maintenance and Supply stock control records indicated that the following listed items are the most critical at the present time:

a. Supercharger Cruise Valve Actuators, Class 03C. Stock Number 4280-29106-12.

b. Pump Assembly, Water Injection, Class 03I, Stock Number 4839-RD8500G.

c. Regulator Assembly, Turbo Supercharger, Type C-11A, Class 03E, Stock Number 4400-3GPR10A3.

d. Valve Assembly, Nose Gear Steering, Class 03I, Stock Number 4842-600-80300.

e. Alternator Assembly, Engine driven, Type B-1, Class 03C, Stock Number 4246-A19A6153.

f. Nut, Cooling cap, Class 03E, Stock Number 4400-5596660.

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Subject: Case Rept No. 1, 43d Bomb Wing (M), Davis-Monthan AFB, Tucson, Ariz - Critical Shortage of Type B-50 Aircraft Parts and Special Tools for Engine and Aircraft.

g. Bolt, Bracket, General Electric, Class 03E, Stock Number 4400-S466588.

h. Bolt, Cooling cap, Class 03E, Stock Number 4400-8466689.

i. Exciter, Class 03C, Stock Number 4222-7RG.

j. Transmitter, Oil Pressure, Class 05D, Stock Number 6134-22003-2A1.

k. Extension, 1-inch Sq. Drive, Torque, Class 18, Stock Number 8011-F65735.

l. Adapter Assembly, 1¼-inch Hex., Internal Wrenching, Class 18, Stock Number 8011-F65738.

m. Adapter, Internal Wrenching, 1/2-inch Sq. Drive, Class 18, Stock Number 8011-F65820.

3. There are numerous other items of supplies and equipment considered critical, the majority of which are in Classes 03C and 03I, shortage of which contributes to the high AOCP rate and adds to the difficulty of performing the assigned mission.

4. It is recommended that immediate attention be given this situation and a high priority assigned for the procurement and distribution of parts and equipment peculiar to this type of aircraft.

5. Section VII, par. 39c, governs indorsing and forwarding of this Case Report.

W. B. OFFUTT
Colonel, USAF
Inspector General

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BASIC. Ltr, Hq 8AF, 22 Apr 49, subject, "Case Report No. 1. 43d Bomb Wing (Medium), Davis-Monthan Air Force Base, Tucson, Arizona - Critical Shortage of Type B-50 Aircraft Parts and Special Tools for Engine and Aircraft.

A-4TS 333 1st Ind

HQ 43RD BOMBARDMENT WING (M), Davis-Monthan Air Force Base, Tucson, Arizona

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

1. Reference paragraph 2 a through m, basic letter, information requested as follows:

a. Supercharger Cruise Valve Actuator, Class 03C. Stock Number 4280-29106-12

Reqn No	Date	Quantity	Ship Activity	Auth	Remarks
49-83	3-1-49	4 Ea	SAAMA	ASAOCP	Received 4-4-49
49-72	3-2-49	1 Ea	SAAMA	ASAOCP	Received 3-22-49
49-90	3-16-49	23 EA	SAAMA	Stock Repl.	Non-Avail in AF Stock Non Procure
49-91	3-23-49	4 Ea	SAAMA	AOCP	Received 4-28-49
49-93	3-26-49	2 EA	SAAMA	AOCP	Received 4-29-49
49-95	3-29-49	2 Ea	SAAMA	AOCP	Received 4-26-49
49-96	3-29-49	2 Ea	SAAMA	AOCP	Received 4-14-49
49-99	4-6-49	1 Ea	SAAMA	AOCP	No Action
49-105	4-16-49	2 Ea	SAAMA	AOCP	Received On 4-20-49
49-103	4-16-49	2 Ea	SAAMA	AOCP	Received On 4-20-49
49-107	4-18-49	2 Ea	SAAMA	AOCP	Received On 4-21-49
49-110	4-22-49	12 Ea	SAAMA	Spec Reqn	No Action

b. Pump Assembly, Water Injection, Class 03I, Stock Number 4839-RD8500G

49-65	2-12-49	2 Ea	SAAMA	AOCP	Received 3-17-49
49-68	2-23-49	13 Ea	SAAMA	ASAOCP	Cancelled Reorder 60 - 90 Days
49-91	3-30-49	2 Ea	SAAMA	AOCP	4-14-49 (Sub)
49-89	3-30-49	1 Ea	SAAMA	AOCP	Cancelled AMC TWX
49-95	4-7-49	4 Ea	SAAMA	Stock Repl.	No Action
49-98	4-14-49	2 Ea	SAAMA	AOCP	Received 4-28-49
49-99	4-14-49	3 Ea	SAAMA	AOCP	X-904 4-13-49
49-100	4-18-49	2 Ea	SAAMA	Special	No Action
49-103	4-27-49	3 Ea	SAAMA	Emerg	No Action

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Subject: Case Report No. 1, 43d Bomb Wing (Medium) Davis-Monthan Air Force Base, Tucson, Arizona - Critical Shortage of Type B-50 Aircraft Parts and Special Tools for Engine and Aircraft

c. Regulator Assembly, Turbo Supercharger, Type C-11A, Class 03E, Stock Number 4400-3GPR10A3.

Reqn No.	Date	Quantity	Ship Activity	Auth	Remarks
49-42	2-4-49	3 Ea	SAAMA	AOCP	4-6-49 Received
49-47	2-23-49	1 Ea	SAAMA	ASAOCP	4-6-49 Received
49-38	2-4-49	4 Ea	SAAMA	AOCP	3-18-49 Received
49-41	2-4-49	12 Ea	SAAMA	AOCP	3-23-49 Received
49-43	2-12-49	1 Ea	SAAMA	AOCP	3-2-49 Received
49-49	3-1-49	1 Ea	SAAMA	Stock Repl	4-6-49 Received
49-51	3-8-49	1 Ea	SAAMA	" "	3-16-49 Received
49-54	3-16-49	2 Ea	SAAMA	" "	4-6-49 Received
49-56	3-22-49	2 Ea	SAAMA	" "	Cancelled 3-21-49
49-72	4-26-49	8 Ea	SAAMA	AOCP	Insufficient Time
49-74	4-26-49	2 Ea	SAAMA	AOCP	" "
49-75	4-27-49	9 Ea	SAAMA	AOCP	" "

d. Valve Assembly, Nose Gear Steering, Class 03I, Stock Number 4842-600-80300

49-56	1-18-49	1 Ea	SAAMA	AOCP	3-2-49 Received
49-54	1-24-49	2 Ea	SAAMA	AOCP	4-15-49 (Sub) Rec'd
49-93	3-29-49	1 Ea	SAAMA	AOCP	3-20-49 Received
49-94	3-30-49	2 Ea	SAAMA	AOCP	4-5-49 Received
49-109	4-19-49	6 Ea	SAAMA	AOCP	4-25-49 Received

e. Alternator Assembly, Engine Driven, Type B-1 Class 03C, Stock Number 4246-A19A6153

49-94	3-26-49	5 Ea	AMC	AOCP	4 ea Received 4-5-49
49-98	4-6-49	2 Ea	AMC	AOCP	Received 4-15-49
49-100	4-6-49	1 Ea	AMC	Special	No Action
49-105	4-13-49	2 Ea	AMC	Special	Received 4-20-49
49-109	4-22-49	3 Ea	AMC	AOCP	Received 4-25-49
49-111	4-22-49	3 Ea	AMC	Special	No Action
49-112	4-27-49	5 Ea	AMC	SPECIAL	No Action

f. Nut, Cooling Cap, Class 03E, Stock Number 4400-5596660

49-66	4-6-49	100 Ea	SAAMA	AOCP	3 Ea Received 4-13-49 97 ea Received 4-19-49

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Subject: Case Report No. 1, 43d Bomb Wing (Medium), Davis-Monthan Air Force Base, Tucson, Arizona - Critical Shortage of Type B-50 Aircraft Parts and Special Tools for Engine and Aircraft

g. Bolt, Bracket, General Electric, Class 03E, Stock Number 4400-8466588

Reqn No	Date	Quantity	Ship Activity	Auth	Remarks
49-66	4-6-49	100 Ea	SAAMA	AOCP	B/O 904 4-20-49

h. Bolt, Cooling Cap, Class 03E, Stock Number 4400-846689

49-44	2-24-49	50 EA	SAAMA	AOCP	Received 4-4-49
49-48	2-24-49	50 Ea	SAAMA	AOCP	No Action
49-63	4-4-49	5000 Ea	SAAMA	AOCP	X-AMC 4-5-49
49-66	4-6-49	200 Ea	SAAMA	AOCP	B/O 904 4-20-49

i. Exciter, Class 03C, Stock Number 4222-7RG

49-59	3-26-49	4 Ea	SAAMA	AOCP	Received 4-11-49
49-71	4-2-49	4 Ea	SAAMA	AOCP	Received 4-14-49 (2 ea from AMC)
49-72	4-4-49	1 Ea	SAAMA	Stock Repl	No Action
49-73	4-8-49	2 Ea	SAAMA	" "	Received 4-25-49 (From AMC)

j. Transmitter, Oil Pressure, Class 05D, Stock Number 6134-22003-2A1

49-48	2-21-49	2 Ea	SAAMA	Stock Repl	Received 3-17-49
49-54	2-17-49	4 Ea	SAAMA	" "	No Action
49-51	2-18-49	4 Ea	SAAMA	" "	No Action
49-56	2-24-49	1 Ea	SAAMA	" "	No Action
49-69	3-11-49	12 Ea	SAAMA	" "	Cancelled 4-14-49
49-80	3-26-49	4 Ea	SAAMA	AOCP	Received 4-22-49
49-91	4-6-49	3 Ea	SAAMA	AOCP	V-906 4-18-49
49-92	4-14-49	2 Ea	SAAMA	AOCP	X-906 4-19-49
49-94	4-14-49	20 Ea	SAAMA	Stock Repl	No Action
49-98	4-22-49	5 Ea	SAAMA	AOCP	No Action

k. Extension, 1-inch Sq Drive, Torque, Class 18, Stock Number 8011-F65735

49-198	4-12-49	9 Ea	SAAMA	Stock Repl	No Action
49-178	3-15-49	2 Ea	SAAMA	" "	Received 4-25-49

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A-4TS 333
Subject: Case Report No. 1 43d Bomb Wing (Medium, Davis-Monthan Air Force Base, Tucson, Arizona - Critical Shortage of Type B-50 Aircraft Parts and Special Tools for Engine and Aircraft

1. Adapter Assembyl, 1¼-inch Hex, Internal Wrenching, Class 18, Stock Number 8011-F65738

Reqn No.	Date	Quantity	Ship Activity	Auth	Remarks
					All Requisitions cancelled for 120 days New Date 4-18-49

m. Adapter, Internal Wrenching, 1/2-inch Sq Drive, Class 18, Stock Number 8011-F65820

All Requisitions cancelled for 120 days New Date 4-18-49

2. This organization has experienced difficulty in obtaining an adequate stock of B-50 spare parts since the assignment of B-50 aircraft to Davis-Monthan Air Force Base. The items causing AOCP aircraft at this station are in most cases repeater items. A special study has been made in the form of the Brown Line Report which is forwarded to Headquarters, Air Materiel Command, San Antonio Air Materiel Area, and Headquarters, Strategic Air Command, giving all available data both as to parts consumed, parts required, and flying time of aircraft, and other pertinent data. The logistical data compiled has not as yet been of great benefit to this organization as the data compiled has not affected the Procurement Program.

3. It is recommended that this station be authorized to stock a minimum quantity of Headquarters controlled items in order to alleviate the AOCP condition. The mission of this organization is sich that lapse of time required to secure B-50 replacement parts adversely affects the Combat Readiness Potentiality of the 43rd Bombardment Wing (M). Only through cannibalization has this organization been able to meet commitments.

1 Incl
Master AOCP Rpt,
20 Apr 49 (in trip)

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CIG 333
Subject: Case Report No. 1, 43d Bomb Wing (Medium) Davis-Monthan Air Force Base, Tucson, Arizona - Critical Shortage of Type B-50 Aircraft Parts and Special Tools for Engine and Aircraft.

MDS1A 333 (22 Apr 49) 2nd Ind 13 May 1949

Headquarters Eighth Air Force, Fort Worth, Texas

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

1. Resupply of B-50 spare parts has been a major problem at Davis-Monthan Air Force Base since B-50 aircraft were first assigned over a year ago. Production requirements together with tactical requirements has caused a shortage of many items. The overall supply situation has not materially improved over the past six months. Due to production Limitations to date, quantities of many items have not been available for stock purposes at station level. This in turn necessitates supply of many items on first three supply priorities only. Inasmuch as Davis-Monthan Air Force Base is unable to maintain stock levels the B-50 AOCP rate will remain high.

2. The AOCP rate is further aggravated by the extended AOCP pipeline time as indicated in paragraph 1a, b and c. The Zi-Zonal Plan should improve pipe line time after the new procedure has been stabilized.

3. The monthly "Brown Line Report" being submitted to Strategic Air Command and Air Materiel Command furnished complete consumption date for all parts consumed for each month. This information should be of maximum benifit for procurement purposes. High consumption rate of certain spares can be used as a check against sufficient procurement or redesigning of faulty spares. Realistic Supply Tables should result from this information furnished to Air Materiel Command.

4. It is believed that Davis-Monthan Air Force Base is making maximum use of all existing channels of supply in order to support the B-50 program at that station. This headquarters concurs with recommendation in paragraph 3, 1st indorsement. It is strongly recommended that pipe lines of supply on production type aircraft be filled from station level up rather than in the reverse procedure. This is especially recommended when relatively few stations are assigned production type aircraft.

R. M. RAMEY
Major General USAF
Commanding

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Headquarters
AIR MATERIAL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

MCMSKEL/JSC/ad 11 March 1949

MEMORANDUM FOR: MCMSXC
Thru: MCMSXE

SUBJECT: Individual Report of Travel

1. DESTINATION: Carswell Air Force Base, Ft Worth, Texas

AUTHORITY: Letter Order Number 904243, dated 24 February 1949

PURPOSE: To assist in the review of Unsatisfactory Reports on the 0C-30 series Technical Orders submitted by Carswell AFB in connection with the maintenance of the B-36 airplane.

2. FACTUAL DATA

a. A conference was held, commencing 1 March 1949 at Carswell Air Force Base, Ft Worth, Texas with representatives from Hq, USAF, Hq AMC, SAC Hq and the 7th Bomb Wing in attendance. Detailed list of personnel present is included as Exhibit A.

b. A general review of the overall maintenance problems was briefly stated by the pertinent CAFB personnel. The related Unsatisfactory Reports were tables for consideration as well as several additional lists of equipment essentially required to augment present maintenance facilities.

c. It was emphatically stated that the B-36 airplane involves problems unlike that of any other single type aircraft regarding the line of demarcation between field and depot maintenance. This intangible line is constantly extended to maintain a minimum operational status for the entire Bombardment Wing. In turn, equipment requirements have "mushroomed" and in many phases will parallel depot facilities.

3. CONCLUSIONS:

The following agreements and understandings were consummated by the conference members:

a. The 7th Bomb Wing would be considered as a "test organization" insofar as equipage is concerned with an interim authorization accorded them for equipment in excess of normal T/O & E allowances.

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b. No official change to applicable T/O & E's will be effected until such time as adequate operational data is available on the sugmented facilities.

c. The additional equipment requirements have been resolved into three main categories:

(1) Equipment authorized but not available in AF stock.

(2) Equipment not authorized but available in AF stock.

(3) Equipment not authorized and not available in AF stock.

In the first two categories the Equipment Authorization Division will furnish an interim authorization where required and the Supply Division will effect supply to the extent of its available resources. The requirements of the third category will be accommodated by Supply upon recommendation of the Maintenance Div. indicating concurrence of the Engineering Division on the items involved. Completion of action by Supply on the latter phase will require supplemental funds for procurement of end items and/or materials for local improvisation of equipment deemed essential.

4. RECOMMENDATIONS:

a. The Maintenance Division, Maintenance Technical Section will recommend that Engineering Division Equipment Labratory personnel observe operations at CAFB relative to locally manufactured R-4360 engine build-up lines and other locally improvised equipment, to expedite standardization action. This action will also expedite any required procurement action and will be followed by inclusion in appropriate T/O & E's.

b. The Maintenance Technical Section will also recommend that Maintenance Planning (MCMMIP) furnish a clear cut definition as to the extent of aero and accessory repair to be accomplished by B-36 field maintenance organizations. The foregoing action is essential if maintenance equipment requirements are to be resolved.

5. ACTION TAKEN:

a. MCME (Equipment Allowance) will immediately forward an action copy for interim equipment authorization, in quantities agreed upon, to SAC with copies to 8th AF and 7th Bomb Wing.

b. Supply action will be expedited to CAFB on all available items. Reparable items will be accepted if reparable within CAFB scope of manpower and equipment. It is desirable to have all possible repair

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work done at depot level. Mr. Gordon, General Early's Representative will expedite supply and immediate local purchase of raw material required for interim local manufacture and aero repair.

c. Engineering action will be expedited by Maintenance Technical Section on all items requiring standarization or development.

d. Continuing action on 00-30 series Kits will be taken by MCME with a view toward reviewing the drafts with CAFB approximately 1 April 1949. Many items discussed are now included in --00-30-1A which has not been reviewed at CAFB.

e. The requirement for additional equipment not normally supplied for field maintenance facilities will be reviewed and supplied upon determinations made in connection with degree of maintenance responsibility to be established.

f. CAFB personnel will, in their continuing review of 00-30 series T.O's make periodic recommendations of items to be deleted as unsuitable for B-36 operation.

/s/ John S. Carrel
JOHN S. CARREL
Supply, Requirements and
Distribution Officer

A CERTIFIED TRUE COPY

John E. Hall

JOHN E. HALL
Major, USAF
Adjutant General

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PERSONNEL IN ATTENDANCE — EXHIBIT A

William E. Crowl	Hq AMC MCMMXT 44
Capt B.E. Stoskewitz	Supply, Hqs, SAC
WOJG C.A. Palmer	Maint (Dir/Mat) Hq SAC (DM4B)
C.W. McCoy	Maint Div MCMMXT-64
R. Ramos	AFMSS-1A, Hq USAF
Capt G.W. Wolfe, Jr	Organization Div, O/T&R, Hq USAF
L.H. Markham	Hq AMC MCMMXT45
WOJT T.R. Landers	7th Maintenance Sqdn.
CWO L.L. Youells	Hq 7th B.W
Capt R.E. Smith	Hq 7th M&S Group
CWO J.G. Peppers, Jr	7th Maintenance Sqdn
Capt R.D. Anske	7th Maintenance Sqdn
Milton L. Reiner	Hq AMC MCME
1st Lt. Char. D. Gray	Hq & Hq Sq 7th Bomb Gp
H.A. Johnson	Hq AMC MCME
T.M. Benson	Hq AMC MCMSXS
John S. Carrel	Hq. AMC MCMSXE
Major Fred C. Huffman	Hq USAF DCS/O DT&R
Colonel Henry Dittman	Hq USAF CSC/O DT&R
Capt C.F. Spencer	Hq USAF DCS/M D/MS&S Sup Div
Maj O.W. Ewing	Hq USAF DCS/M D/MS&S Sup Div
Joseph M. Connors	Hq USAF Mtn Div
Henry W. Holzworth	Hq AMC MCME
1st Lt H.T. Jannusch	OIC Inst Airn & Com 7th M&S Gp.

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MDG1A 400 11 May 1949

SUBJECT: B-36 Supply Difficulties

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

1. Reference Strategic Air Command teletype DM3A 5053 dated 3 May 1949, copy attached.

2. A conference was held at this headquarters on 5 May 1949 with supply representatives from Carswell Air Force Base. The subject of AOCP procedures was discussed at length. The AOCP problem at Carswell Air Force Base is much more difficult than meets the eye due to the existing methods of resupply of spare parts for B-36 aircraft.

3. Procedures as established by current directives are written on the assumption that for the most part stock levels can be maintained through normal stock replenishment requisitions. This condition is not true of Carswell Air Force supporting B-36 Aircraft. The Bi-Zonal Depot for class 01-B has furnished very little Class 01-B spares for stock due to non-availability. This condition overloads the AOCP, or "hand to mouth", method of supporting the B-36 program. The great majority of class 01-B is being requisitioned from CVAC on a first three priority basis. The inability of Carswell Air Force Base to build stocks of fast moving items of Class 01-B necessitates special handling of numerous items. This in turn prevents extra special handling of AOCP items in that the majority of the items consumed require special handling.

4. Until such time as Carswell Air Force Base is able to receive stock from depots through stock replenishment requisition the AOCP section in base supply will be overloaded.

5. The present procedure has caused considerable confusion and delay at CVAC. The factory is not set up to operate as a depot to supply B-36 parts to Carswell. Six months ago it was assumed that by this date depot stocks would be in condition to serve Carswell Air Force Base on 01-B Spares.

6. First three supply priority spares available at CVAC

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are obtained on a two day bases, the requisition being forwarded one day and the parts being received the following day by Base Supply. This is considered very good supply action on a comparable basis with Depot action.

7. It is believed that in many cases the consumption rate is equal to present delivery schedules which in turn prohibits building up depot stocks for support of stock replenishment requisitions. The following is a study made by Carswell Air Force Base pertaining to 235 AOCP items for month of April.

3.4% were returned for local manufacture.
.9% were cancelled and instructions issued to order component parts.
12 % were AOCP because of inadequate levels having been established at CAFB.
5.4% --failure to order established levels and errors in requisitioning such as part number or semi-improper identification.
26.3% were new items which had not previously been requisitioned.
6.2% not available in AF Stock.
42.7% -- Delay in receipt of items on requisitions which had been submitted for a period of over 30 days.
3.1% miscellaneous.

8. It is recommended that a new study be made by Air Materiel Command of the entire B-36 Supply situation. The present method of spare parts supply procedure is unsatisfactory in that Carswell Air Force Base is attempting to follow procedures as established in AF Manual 07-1 as well as procedures established in Air Materiel Command teletype MCMS-8-26 dated 12 August 1948 for re-supply of B-36 aircraft.

FOR THE COMMANDING GENERAL:

/s/t/ John A. Roberts
JOHN A. ROBERTS
Colonel, USAF
Chief of Staff

" A TRUE COPY"
John E. Hall

JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Fort Crook, Neb.

DMJA

SAC 400 (19 Jan 49) 19 January 1949

SUBJECT: Anticipation of Supply Requirements

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

1. Organizations alerted for an overseas movement which will require equipment peculiar to the area in which the unit is to operate and peculiar to the nature of the mission, such as gun cameras, bomb bay tanks, special bomb shackles, deicer equipment, special gun barrels, special ground handling equipment, RCM equipment, crystals of peculiar frequency, ground and/or airborne communications equipment, etc., (or equipment normally required but not on hand to critical stock position of the supplies or equipment) will take immediate action to insure that all equipment required for the mission is on hand well in advance of scheduled departure date.

2. It will be the wing commander's responsibility to insure, through the tactical group and squadron commanders, that consolidated requisitions for shortages are promptly submitted and that follow-up action is taken in time to fully equip the unit. It is necessary that requirements be requisitioned in consolidated form rather than by the piecemeal method employed by many units. This will allow greater ease in follow-up by both the organization and this Headquarters.

3. The requisitioning method will be determined by the time element involved and follow-up action will be based on the same criteria. If it appears that teletype or telephone action is advisable or required based on past experience and knowledge of Air Materiel Command ordering-shipping time, it should be used. If deemed advisable, Headquarters, Air Materiel Command should be requested to establish a special one-time supply project for a special supply requirement. All such special supply projects will be coordinated with and approved by this Headquarters.

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DMSA 400
Subj: Anticipation of Supply Requirements 19 Jan 49.

4. Last-minute supply action is costly, inefficient, impairs the organizations ability to move as directed, and places an extra burden on Air Materiel Command supply channels. Recent instances have come to the attention of this Headquarters wherein organizations have submitted emergency requisitions for material required and then requested this Headquarters 48 to 72 hours prior to departure time to expedite supply action on the requisitions. Requirements must be anticipated if organizations of this command are to achieve the degree of operational efficiency expected by this Headquarters.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

cc: CG AMC

/s/t/ K. E. Tibbetts
K. E. TIBBETTS
Colonel, USAF
Director of Materiel

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John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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MDS 400 21 Feb 1949

SUBJECT: Materiel Activities in Connection with Chatham Air Force Base

TO: Commanding Officer
2nd Air Base Group
Chatham Air Force Base
Savannah, Georgia

1. In connection with the activation and rehabilitation of Chatham Air Force Base, it is desired to emphasize the following Materiel Activities that must be pushed at your station in order to insure that the base is ready to receive the remaining elements of the 2nd Bomb Wing at the earliest possible date:

a. Requisitions should be submitted to WRAMA immediately for the following Air Force supplies and equipment:

(1) Aircraft Maintenance Equipment that will be required by the Medium Bombardment Squadrons, Maintenance Squadron and the Base Flight Section of Headquarters Squadron Air Base Group, under TA 1-1 to supplement Unit Essential Equipment.

(2) In addition to the Air Force Special Project which has been established at WRAMA to ship a B-50 Table II supply packup to your station, requisitions should be submitted to that activity immediately for the following Air Force supplies in the order named:

(a) Publications and blank forms required for all activities at your station.

(b) B-29 spare parts.

(c) B-50 spare parts required over and above the Table II level.

(d) C-47 spare parts.

(e) B-25 spare parts.

(f) Spare parts for Air Force special purpose vehicles.

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(g) Air Force supplies in other property classes required in general support of aircraft and associated equipment and for other activities and functions on your station consuming Air Force supplies.

b. Requisitions should be submitted immediately to the appropriate Technical Services Depots under TA 1-1 for all equipment required by the various units of the 2nd to supplement Unit Essential Equipment.

c. The movement of powered wood working equipment, lumber and nails from WRAMA should be expedited and made available to the various warehouses and shop sections in order to insure the early construction of bins, shelving, cupboards and work benches required by those activities. It may be desirable to secure additional powered wood working equipment from WRAMA on temporary loan so as to make sufficient equipment of this nature available to the maximum number of activities at your station.

d. Due to the lack of a firm decision on the joint occupancy of Chatham Air Force Base by the 2nd Bomb Wing and the Georgia Air National Guard Unit now stationed thereat, it is recommended that an informal joint usage agreement be accomplished with the latter unit so that definite progress can be started on assignment of warehouse space and location of shop facilities.

e. It is desired that at the earliest possible date, your station call on the 2nd Bomb Wing to send a party from the 2nd Maintenance Squadron to Chatham Air Force Base consisting of at least one (1) shop officer and one (1) or two (2) NCO's from each shop for the purpose of laying out their shops, designating location of shop equipment and initiating the necessary projects and/or work orders with Air Installations for permanent installation of this equipment. For initial operation it may be necessary to place shop equipment in temporary locations utilizing temporary electrical installations.

f. It is pointed out that elements of the 2nd Bomb Wing now stationed at Davis-Monthan Air Force Base will move to Chatham Air Force Base in the very near future. They will naturally expect that the approximately 700 individuals of the advance echelon will have prepared the base for their occupancy and continued operation. With the short remaining

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time to accomplish the projects enumerated above, maximum utilization must be made of all personnel at your disposal. Where personnel cannot be gainfully employed in their MOS due to the lack of equipment and/or facilities, they should be utilized in other phases of the activation and rehabilitation program.

g. This headquarters will continue to follow-up on Air Force special purpose vehicles and Ordnance general and special purpose vehicles required for your station.

h. Headquarters Strategic Air Command is monitoring the program on aviation gasoline storage facilities for your station. Current information on this program will be furnished your station as soon as such information is received in this headquarters.

2. It is desired that the respective sections in this headquarters be notified immediately of any problems now existing or anticipated which will retard early completion of the projects covered in this letter. In the event telephone communication with this headquarters is desired and a shortage of communication funds exists at your station, collect calls will be accepted by this headquarters if charged to Project No. 17.

BY COMMAND OF MAJOR GENERAL RAMEY:

/s/t/ Frank G. Jamison
FRANK G. JAMISON
Colonel, USAF
Director of Materiel

cc: CO 2d BW
CG WRAMA

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John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date 29 March 1949

SUBJECT: Report of Supervisory Staff Visit:

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

See attached pages.

FRANK G. JANISON, Col. USAF
Director of Materiel
Countersigner

LESLIE A. SMITH Capt
Asst Maintenance Officer
Visiting Staff Officer

Incl #1
SAF Form 11-13M

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Staff Visit to Boeing Airplane Company, Wichita, Kansas

1. A staff visit to Boeing Airplane Company, Wichita Division, Wichita, Kansas, was made by Capt L. A. Smith on 24 March 1949. The following personnel were contacted:

Col. B. W. Fieling	AF Representative
Capt J. H. Close	AF Representative
Capt Stoltz	AF Representative and Boeing Tanker andReceiver Test Pilot
Mr. Arrendale	Factory Representative

2. SAC Project 8SB-18 is the modification of 44 B-29's at Wichita to receiver type aircraft, and an additional 14 aircraft to be modified at OCAMA. The project was started in February and will be completed in June 1949.

3. SAC Project 8SB-10 is the modification of 59 B-29 aircraft to tankers. The project began April 1949 and will end September 1949. Flow of aircraft is as follows:

4	in April	18	in July
9	May	12	August
13	June	3	September

The first 40 tankers are to have the Wayne (sliding valve type) pumps, electrically operated. In event of pump failure, gravity fuel flow is possible at low altitude but will not function above 17,000 ft. The 41st to 59th tankers, inclusive, will be modified to include the model B-17 type booster pumps. Each tank contains 6 cells and each cell an internal B-17 pump. This type pump is functional at all altitudes with only minor reduction of flow at altitude. (250 gal/min at 20,000 ft) Kits are being made up to modify first 40 acft to B-17 pump type.

4. Wichita requests information on B-29 aircraft, Serial No. 44-83933, now at Wibac being modified to a ruralist. It was a saddletree aircraft but was delivered to Wibac with the main support frame removed and not entered on the 263, nor was any authority mentioned for removal. (Will get story on staff visit to Tucson, 29 March 49).

5. Wibac was very interested in a training program for maintenance personnel on receiver and tanker aircraft. Col Fieling, the AF Representative, and Boeing representatives recommended as the best method for training new personnel, the following:

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Staff Visit to Boeing Airplane Company, Wichita, Kansas

a. Borrow a tanker aircraft from, possibly, the 509th Bomb Wing with one highly qualified air crew to teach the operating technique.

b. Boeing, with permission from AMC, will supply Capt Stoltz and Mr. Arrendale to develop a course of instruction including drawings, small mockups and documentary matter for training purposes.

c. Boeing, with permission from AMC, will send qualified technical representatives as instructors with the air crew to a new refueling squadron so as to arrive at the station approximately 3 days prior to delivery of the first tanker. They will remain from 2 to 3 weeks and instruct key personnel in operating techniques and use of special tools, evaluation of damage and maintenance.

d. Evaluation of damage was stressed as a major factor and reasons for the 95 per cent of the spare parts for the entire program being utilized by the 43d Bomb Wing. (Proper training and indoctrination would eliminate this waste by teaching proper maintenance.) An example of such was cited - what appears to be minor cuts and bruises on the nose is actually major damage and use of this nose results in loss of nose and other parts of system during actual operation.

e. Col Fieling suggested selling a like mentioned program to SAC; have them request AMC to authorize technical representatives as instructors for the initial period. Statement by Col Fieling: "You can quote me as saying, Boeing is completely behind the program and definitely urges it."

f. Each airplane which has been modified at Wibac to incorporate inflight refueling equipment has been delivered with a set of temporary pink page revisions to both the Pilot's Handbook, AN01-20EJA-1 and the E&M Manual, AN-20EJA-2.

g. Wibac has been preparing permanent revisions to the basic technical orders, availability of which is as follows:

AN0-20EJA-1 including inflight refueling information applicable to B-29 receivers only will be forwarded to AMC for approval not later than 15 April 1949.

AN01-20EJAA-1 incorporating inflight refueling information for B-29s (tankers) will be forwarded to AMC not later than 30 March 1949. This is a

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preliminary manual in accordance with an experimental handbook specification. This handbook contains only the differences between a standard B-29 and a B-29S (tanker). For your information, AMC has requested a quotation on cost involved for preparation of a new hand book of flight operation instructions for B-29S (tanker) airplanes. This handbook would include all basic information in the present Pilot's Handbook and inflight refueling information applicable to tanker airplanes only. They do not have a firm request for this handbook yet, which, incidentally, will be identified as AN01-20EJAA-1.

AN01-20EJ-2 Erection and Maintenance Manual, will be forwarded to AMC 1 April 1949.

AN01-20EJ-4 has been approved and was forwarded to AMC 11 February 1949. This is known as the Parts Catalog.

/s/t/ LESLIE A. SMITH
Captain, USAF
Asst Maint Officer

" A TRUE COPY"
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date April 14, 1949

SUBJECT: Report of Supervisory Staff Visit:

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

The undersigned visited Offutt AFB, Omaha, Nebr, 11 through 13 April 1949, for the purpose of attending a Food Service Conference and the following Food Service Supervisors were present:

Lt. Col. Low, Air Quartermaster, Hq SAC
Capt. Hanson, Food Service Supervisor, Hq SAC
Capt. Forsyth, Food Service Supervisor, Hq 15AF
Capt. Slone, Food Service Supervisor, 311th Air Division, Topeka AFB, Topeka, Kansas
Capt. Duck, Food Service Supervisor, Offutt AFB, Omaha, Nebraska

The conference embodied such subjects as Hotel Training for Mess Personnel, In-Flight feeding, current and future supply plans, and personnel shortages existent in the Food Service Program throughout the command.

Since in-flight feeding is of such immediate importance to the 8th Air Force, Col. Low was asked about the progress in procuring the Maxson Ovens for B-36 acft. Col. Low stated in substance that indications from Hq USAF for the procurement of Maxson Ovens

/s/t/ FRANK G. JAMISON, Col USAF — CARL S. LOOKER, MAJOR USAF

Director of Materiel — Countersigner

Food Service Supervisor — Visiting Staff Officer

Incl #1
8AF Form 11-13M

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for B-36 acft were favorrble and that he would make a visit to Hq USAF 13 April 1949 to gain further information on their procurement, as of this date plans are to furnish an oven of the Maxson Type for B-36 type acft (difficulty in the procurement of Maxson Ovens rests primarily with the seemingly unwarranted cost of approximately $800 per oven whereas cost of production only accounts for approximately $400) Col Low further stated that he would forward any information regarding final or contemplated action on the procurement of the Maxson oven to this headquarters.

An oven for the B-50 type aircraft has been approved by the Aero Medical Laboratory, Wright Field, Dayton Ohio. This oven is of tray type specifically designed to heat the IF-2 or IF-3 ration at the rate of forty-eight (48) cans per hour to a temperature of 180°. Other canned type rations can be heated by removing every other tray to allow for the taller cans. Procurement of this oven known as the Mapsco Oven" is contemplated within the next few months. The Mapsco Ovens heating capacity would not allow for practical use of frozen plate dinners and for that reason is presently thought to be inadequate for B-36 type aircraft.

It was stated by Col. Low that General LeMay desired the Hotel Training Program be further enlarged in length of training period and scope of instruction.

It is contemplated by the undersigned to hold a conference of 8AF food service supervisors in the near future for the purpose of discussing the hotel training program and any other problems within the Food Service Program.

Col. Low stated that approximately six hundred ($600) will be used by Hq SAC to purchase Hot Can rations for B-36 use in the immediate future. Althoughthis will be a small supply, additional funds are not available for purchase in large quantity.

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HEADQUARTERS
MOBILE AIR MATERIEL AREA
BROOKLEY AIR FORCE BASE
Brookley Field, Alabama

8 March 1949

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

Dear Roger:

In accordance with the Air Materiel Command so-called Two Zone Plan of supply and maintenance, this depot has been designated as the supply and maintenance point for the B-36 airplane in the Eastern Zone. Furthermore, this station is a designated permanent establishment in future Air Force planning and it is an established aerial port of embarkation. All Air Force C-74 cargo ships are assigned here and have been operating here for the past year.

In consideration of these things, there is little doubt but that occasion will arise some time in the future for B-36 airplanes to operate from this establishment. My purpose in writing is to ask that you dispatch down here at your convenience a B-36 airplane on one of its training missions with, of course, the provision that our flying field meets your minimum requirements. Our flying people are anxious to have the comments of some of your experts concerning the suitability of this airdrome and, in addition, our depot maintenance people are interested in the suitability of our repair hangars for the airplane. Everything considered, I think a short trip here would be very profitable to us.

The Airmen's Guide contains essential information. You will find that our longest and best runway is 8852 feet, and another one of our frequently used runways is 7000 feet in length. All four runways are 150 feet wide. Our taxiways, however, are only 50 feet in width. I have tried to get some worthwhile information on load capacity from my Air Installations Officer but, as usual, I got nothing but evasive and confusing answers. I can, however, tell you that the concrete runways are not reinforced and the concrete varies in depth from 10 to 19 inches. All are in good condition.

If some time in the next few weeks you can get an airplane down here I would like to have as much advanced notice as you can give us, and it would be well if the airplane could remain

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here approximately one-half day. If you have any questions I shall be happy to provide you with the answers.

From all I can gather from my limited source of information, everything seems to be going well in the Eighth Air Force, and we down here are proud of your fine work.

Sincerely yours,

/s/ R.K.T.
R. K. TAYLOR
Brigadier General, USAF
Commanding

" A THUE COPY"
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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ODO 686 30 Mar 1949

SUBJECT: Bi-zonal Supply and Maintenance Plan at Brookley Air Force Base

TO: Commanding Officer
7th Bombardment Wing, Heavy
Carswell Air Force Base
Fort Worth, Texas

1. In accordance with the Air Materiel Command bi-zonal plan of supply and maintenance, Mobile Air Materiel Area at Brookley Air Force Base has been designated as the supply and maintenance point for the B-36 type aircraft in the Eastern Zone. Furthermore, Brookley Air Force Base is an established Aerial port of embarkation. In consideration of the above it is assumed that the occasion will arise in the future for B-36 type aircraft to operate from Brookley Air Force Base.

2. It is the desire of this headquarters that a B-36 be despatched, at your convenience and in conjunction with a training mission, to Brookley Air Force Base for the purpose outlined in the inclosed letter from Headquarters Mobile Air Materiel Area, 8 March 1949. Qualified materiel representatives will accompany the aircraft and be prepared to discuss in detail maintenance, supply, field facilities and any other maintenance or operational problems peculiar to the B-36 type aircraft.

3. A copy of the comments and/or recommendations regarding the suitability of facilities at Brookley Air Force Base will be submitted to this headquarters.

BY COMMAND OF MAJOR GENERAL RAMEY:

1 Incl
Ltr Hq Mobile AMA,
8 Mar 49

W. H. BLANCHARD
Colonel, USAF
Director of Operations

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John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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26TH BOMBARDMENT SQUADRON (H)
11TH BOMBARDMENT GROUP (H)
OFFICE OF THE ENGINEERING OFFICER
CARSWELL AIR FORCE BASE
Fort Worth, Texas

686 1 April 1949

SUBJECT: Mission to Brookley AFB, Mobile, Alabama.

TO : Commanding Officer
11th Bombardment Group (H)
Carswell Air Force Base
Fort Worth, Texas

1. In accordance with verbal request of Lieutenant Colonel GOLDSWORTHY the following report upon the mission of B-36B 44-92049 to Brookley AFB, Mobile, Alabama, 29 - 30 March 1949, is submitted.

2. The flight to Brookley Field with -049 was carried out under instrument flight rules and was uneventful. The A/C arrived at Mobile and a standard low approach was made on the Mobile range. The flight broke out beneath the overcast at an altitude of 1200'. Runway 14 was sighted directly in line of flight but the tower advised that a landing be made on 18 because of a weak spot in 14. However, it was later learned that there was only a cracked spot which would not have been affected.

3. Landing was affected on Runway 18 using slightly more than one-half its 8850 feet with the aid of propeller reversing.

4. The A/C was required to taxi to an intersection of the runways before a turn-around could be made, inasmuch as all runways are only 150 feet wide while the minimum radius of turn is 84 feet and minimum runway width recommended for 180° turn is 200 feet according to AN 01-5EUA-1, figure 2-5.

5. A party from the Office of the Air Installation Officer was present to observe the landing and its effect on the runways.

6. After landing the Crew was allowed to go to lunch after which a meeting was scheduled with the Deputy Commander, Colonel KIRKENDALL. The Chief of Maintenance and the Air Installations Officer were present together with the Crew to discuss the feasibility of the use of Brookley AFB and MOAMA as a specialized depot for the supply of B-36 parts in the event this type A/C was stationed east of the Mississippi River.

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subj: Mission to Brookley AFB, Mobile, Alabama, 1 April 1949.

7. Discussion was made in view of the results of observations made by Air Installations and the experience of the Crew as a result of the landing and subsequent taxiing of the aircraft. Information was disseminated by the Crew as to ground handling and maintenance equipment. Supply problems encountered on this base were discussed by Major STANSBURY.

8. The people at Brookley and MOAMA were favorably impressed by the aircraft and seemed anxious to take active part in the B-36 program.

9. It was the opinion of all present that with slight modification of turn-around spots at each runway intersection and with the addition of peculiar ground handling equipment the base could handle moderate B-36 transient traffic. Parking space is limited and hangar space for five (5) or six (6) A/C at once is available according to the Chief of Maintenance.

10. The aircraft remained over night and returned to base at Carswell on 30 March 1949.

11. The hospitality tendered the Crew by Colonel KIRKENDALL and all the people of Brookley AFB will long be pleasently remembered and a desire to revisit was expressed by all crew members.

EDWARD L. WARNER
Captain, USAF
Aircraft Commander

S3 1st Ind

Hq 11th Bomb Group (H), Carswell AF Base, Fort Worth, Texas
1 April 1949

TO: CO, 7th Bomb Wing (H), Carswell AF Base, Fort Worth, Texas

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(26th BSq)
Subject: Mission to Brookley AFB, Mobile, Alabama (1 Apr 49)

A3 2d Ind EAL/NWM

Hq 7th Bomb Wing (H), Carswell Air Force Base, Ft Worth, Tex, 6 Apr 49

TO: Commanding General, Eighth Air Force, Ft Worth, Tex

Forwarded in accordance with Par 3, letter your Headquarters, ODO 686, subject: "Bi-zonal Supply and Maintenance Plan at Brookley Air Force Base", 30 Mar 49.

FOR THE COMMANDING OFFICER:

FREDERICK C. THAYER, JR.
1st Lt., USAF
Asst Adj

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John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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MDA 400 22 Apr 1949

SUBJECT: Streamlining Maintenance and Supply Procedures.

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

1. Reference your teletype IM2A 828, subject as above, the following comments are submitted as a result of a study conducted in this headquarters:

a. A squadron organized under present Tables of Organization and Equipment is organically capable of performing organizational maintenance on its aircraft. In order that a better utilization of personnel may be effected, it is recommended that certain functions be consolidated within the combat group.

b. All specialists such as sheet metal workers, welders, hydraulic mechanics, airplane electrical mechanics, airplane instrument mechanics, airplane propellor mechanics, dope and fabric mechanics would be organized in a group shops section. This section would be headed by a maintenance officer presently assigned to a squadron who would be the group shops officer and would be under the operational control of the group maintenance officer through the group maintenance control. This section would be responsible for all organizational maintenance of the group as presently performed within the squadron by similar specialists.

c. All Armament and Ordnance personnel would be grouped in a similar manner in the group armament section and would be responsible for organizational armament-ordnance maintenance within the group through the group maintenance control.

d. All electronics personnel would be grouped in a similar manner in the group electronics section and would be responsible for all radar and RCM organizational maintenance within the group through the group maintenance control.

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e. All communications personnel would be grouped in a similar manner and would be responsible for all communications organizational maintenance within the group through the group maintenance control.

f. There would be organized within the group maintenance set-up a section known as the engine change section. This section would be responsible for all engine changes within the group, would receive from the maintenance squadron built-up engines, remove reparable engines and install serviceable engines.

g. There would be organized within the group maintenance set-up a section known as the scheduled inspection section. This section would be responsible for assisting the assigned aircraft maintenance crews in performing scheduled major inspections (50- and 100- hour). This section would consist of several teams capable of efficiently performing the maintenance required on such inspections and would be detailed through the group maintenance control.

h. The flight line maintenance section would consist of a crew chief and a limited number of airplane and engine mechanics capable of performing daily, preflight, 25-hour inspections and routine maintenance between major inspections. These crews would be permanently assigned to individual aircraft.

i. Technical supplies would be consolidated to the extent necessary to pool all maintenance tools and equipment necessary for the operation of the group maintenance set-up. Such tools and equipment required would be issued on M/R to the group technical supply officer. Organizational tools and equipment carried in the squadron property book would retain individual identity by being marked in such a manner that quick withdrawal could be made in the event a single squadron within the group were moved.

j. It is believed that a saving in personnel could be made by adopting such a system as proposed, or that a greater number of aircraft could be maintained with the same total number of personnel with slight changes in SSN's. As an example the total number of propeller mechanics or electrical mechanics, etc, assigned to all squadrons of the combat group could possibly be reduced by such a consolidation.

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k. All airplane inspectors now assigned in each squadron would be organized in a group inspection section and would be responsible for all inspections presently performed by the combat group and combat squadrons.

l. There has been no attempt to recommend any change in the responsibilities for the various echelons of maintenance as it is believed that the determining factor should continue to be the capability of authorized personnel, and the equipment to perform the work, and that no total savings of personnel would be caused by changing the present system. The only result would be in relieving the maintenance squadron from certain functions and allow it to concentrate more on direct support of the combat group. This however, would place more work on the already overburdened depots.

m. The present general supply system is the result of years of study and may attempt at local streamlining and consolidation of supply activities should not be attempted; however, it is believed that decentralization of stock control functions (to warehouses and/or by classes rather than central office) and increase in scope and greater utilization of service stocks would result in better service to maintenance activities without any overall change in the present system. Elimination of numerous reports would permit assigned personnel to perform their primary function of supplying the using activity. Also the system is predicated on the fact that supplies are available and that station supply is responsible only for requisitioning, storage, issue, returning reparables and computing requirements.

2. Recommendations for consolidation of certain functions within the combat group are not intended to alter the present squadron structure but are intended only as a temporary measure in order to maintain an increased number of aircraft with a limited number of qualified personnel. It is believed that the present system of squadron maintenance provides a greater degree of individual training and is satisfactory when a squadron is fully manned and equipped only with T/E aircraft.

FOR THE COMMANDING GENERAL:

/s/t/ Cecil E. Combs
CECIL E. COMBS
Colonel, USAF
Deputy Commander

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John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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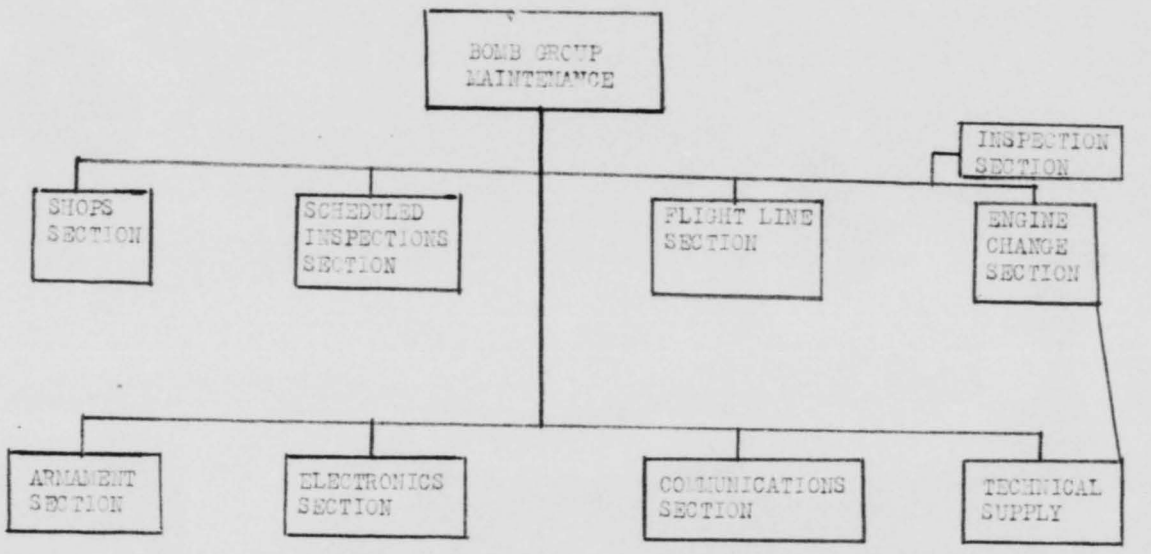

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SPECIAL MEETING
on
PROPOSED FAMILY HOUSING FOR 1949

1. The following is an outline of a meeting called for the purpose of determining the Commanding Officer's desires in proposed new family housing authorized for Carswell Air Force Base. This meeting was requested by Lt. Colonel Schmidt, Corps of Engineers, Air Force Liaison Officer, and Mr. E. B. Krohn, Galveston District Engineer. The meeting was called at 1300 hours, 27 January 1949.

2. Personnel attending are as follows:

BRYAN B. HARPER, Colonel, Deputy Commander
FRANK G. JAMISON, Colonel, A-4 Officer, Eighth Air Force
RALPH F. SCHMIDT, Lt. Colonel, AF Liaison Officer
E. B. KROHN, Civilian, Galveston District Engineer
WILLIAM A. DELAHAY, Lt. Colonel, A-4 Officer, 7th Bomb Wing
ROSCOE G. RECTOR, Major, Air Installations Officer, Eighth Air Force
GEORGE W. COIN, Major, Wing Air Instl Officer, 7th Bomb Wing

3. The following points were discussed.

1. Style of structure

2. Style of roof

3. Floor plan

4. Exterior walls

5. Type of roofing

6. Heating

1. STYLE OF STRUCTURE

Mr. Krohn presented three (3) building structure designs- Spanish, Colonial, and Modern. A short discussion revealed everyone was unanimously in favor of the Spanish type, Eng Dwg #25-01-55.

2. ROOF STYLE

It was decided, after a short discussion, to request what is known as the Hip Roof. It was felt this style of roof would have a tendency to lend more of an individual appearance to the buildings.

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Special Meeting on Proposed Family Housing for 1949

3. FLOOR PLAN

Mr. Krohn submitted three (3) floor plans. The plan selected, after some discussion, was 25-01-55 which includes full basement. The subject of basement was discussed pro and con but the final decision was to ask for plan 25-01-55 and accept as an alternate plan 25-01-59, if higher headquarters disapproved basements for this area. Due to the high water table in this area approval is questionable.

4. EXTERIOR WALLS

Due to selecting the Spanish style structure, it was decided to select cement block masonry with stucco finish. As an alternate, brick (buff) veneer on wooden frame structure would be acceptable.

5. TYPE OF ROOF

Due to the design of structure selected, red tile was recommended. Price being prohibitive, an alternate of red asbestos shingles was recommended.

6. HEATING

Three (3) methods of heating were suggested - (1) hot water central heating, (2) unit forced air, and (3) floor heaters downstairs and wall heaters upstairs. The latter method was selected because of (1) flexibility and (2) maintenance.

4. The meeting adjourned at 1530.

/s/ George W. Coin
GEORGE W. COIN
Major, USAF
Wing Air Inst Officer

CERTIFIED A TRUE COPY:

John E. Hall.

JOHN E. HALL
Major, USAF
Adjutant General

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DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON

Carswell AFB A-93

ENGMG

15 February 1949

SUBJECT: Authorization - Carswell Air Force Base - Design, Family Type

TO: The Division Engineer
Southwestern Division
Corps of Engineers
Dallas 2, Texas

1. a. Job location: Carswell Air Force Base, Texas.
b. Supervision by: District Engineer, Galveston, Texas.
c. Completion date: To be established by the Division Engineer.

2. Description of work authorized: Design only for the construction of 88 NCO type family quarters consisting of eleven 8-row units. Design will include the following:

a. Selection of architectural style and wall sections.
b. Preparation of site plans.
c. Preparation of project drawings and specifications for related outside utilities.
d. Site adaptation of standard plans and specifications.

3. Fuel: Gas is the authorized fuel for heating, cooking and domestic hot water.

4. Engineering instructions:

a. The District Engineer has informed OCE that the Base Commander, Carswell Air Force Base, has selected plan No. 25-01-55 with the understanding that if, upon completion of site investigations the provision of a basement is found not feasible, plan No. 25-01-59 (without basement, but with storage space on first floor) may be used with the approval of the Base Commander. These selections are approved subject to the written concurrence of the Commanding General, Strategic Air Command.

b. Plans No. 25-01-55 and 25-01-59 are being modified as approved by the Chief of Staff, U. S. Air Force and are now identified as:
(1) Plan No. 25-01-55:
Plan No. 25-01-91, Spanish style, with basement, stucco on 8" masonry wall section, gable roof.

Plan No. 25-01-92, Spanish style, 4" light-colored brick veneer wall section, gable roof.

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(2) Plan No. 25-01-59:
Plan No. 25-01-89, Spanish style, without basement, stucco on 8" masonry wall section, gable roof.

c. These plans provide heating facilities based on the use of floor furnaces and/or panel-type heating for 20 zone.

d. Since all the above plans provide for gable roofs only, if hip roofs are desired the necessary modifications, including structual revisions, will be made by the District Engineer.

e. Compliance with the inclosed Engineering and Miscellaneous Instructions is a requirement of this directive.

f. Project specifications will be reproduced by the Division or District Engineer based upon the applicable technical specifications furnished by OCE as identified in the title block of drawings, Such specifications shall be carefully edited to delete all inapplicable material, including mechanical and heating sections.

g. Off-street parking will be included in the base bid with an alternate for its deduction.

5. Special instructions:

a. Funds in the amount of $2,135,370 are available for housing, utilities, ranges, refrigerators, telephone installation and all Government costs.

b. Ranges and refrigerators will be furnished by the contractor.

c. The estimated cost of telephone installation for the 88 units is approvimately $370 per unit. The District Engineer will arrange with the Base Communications Officer for the installation of telephones and transfer of necessary funds.

d. Construction directive will be issued upon approval by OCE of ontrol estimate.

6. Funds:

a. Source: Project 210, MCA.

b. Authorized expenditure (01): $57,600
Authorized expenditure (99): 6,400
$64,000

BY ORDER OF THE CHIEF OF ENGINEERS:

1 Incl: (trip)
Engr & Misc Instructions

/s/ E. C. ITSCHNER
Colonel, Corps of Engineers
Chief, Construction Operations Division
Military Construction

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9 February 1949

ENGINEERING & MISCELLANEOUS INSTRUCTIONS

8-FAMILY N. C. O. ROW HOUSING - U. S. AIR FORCE FY 1949

1. Miscellaneous Instructions:

a. Pursuant to limitations provided in the Appropriation Act, size of quarters for all grades will be limited to 1,080 square feet.

b. For siting instructions, refer to O.C.E. multiple letter ENGEP No. 624, Subject: "Site Planning Considerations - Family Housing, Row House Type", dated 6 July 1948.

c. The number of units that will be authorized for invitations of construction bids will be determined when the control estimate is submitted, based on the number of 8-family units that it is estimated can be build within the funds stated as being available. Bidding documents will provide for submission of alternate bids for increasing and decreasing by 8-family increments the number of units authorized.

d. The Base Commander, subject to the approval of the Major Air Force Commander as designated in the directive, will select architectural style and wall sections.

e. It is desired to advertise wall or roof sections other than those included in the standards being furnished it will be necessary for the District Engineer to prepare the necessary alternate plans and specifications. This is not recommended because of the delay involved.

f. Siting will be in conformance with the Master Plans previously approved, or, where a location not in conformance with Master Plans is considered, full justification will be submitted with the site plans which must carry approval of the Base Commander. Site plans as approved will be submitted for review and approval of OCE and Air Force prior to the preparation of final working drawings for utilities. Letter of transmission of site plan will make reference to any existing structure which must be removed and action taken by Base Commander to effect removal.

g. Careful study should be made of proposed locations in order to avoid difficult foundation conditions, excessive grading costs and long runs of outside utilities lines, roads and walks. Top soil, fertilizing and seeding will be reduced to a minimum. Site and utility plans should be flexible to permit a reasonable reduction or increase in the number of buildings included in the Base Bid.

h. Where oil or gas is the authorized fuel the provisions of OCE multiple letter ENGEU 620, 14 January 1949 will apply.

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i. Plastering direct on masonry is authorized under certain conditions as prescribed in OCE multiple letter ENGME 620, 18 January 1949.

j. Termite shields will be provided only if, in the opinion of the contracting officer, local practice and experience justifies their use.

2. Special Instructions:

a. In all cases where the estimated cost of outside utilities is in excess of $2,500 per family unit, preliminary utility plans will be forwarded for OCE approval, regardless of total cost of the utilities.

b. Standards of construction will not exceed those indicated in the standard plans and specifications.

c. Provisions of paragraph 5, OCE multiple letter ENGME 620, 31 August 1948, with reference to submission of bids based on non-conventional methods of construction are applicable and will be complied with.

d. In those cases in which the provisions of OCE multiple letters, ENGME 620, 31 August 1948, ENGME 620, 22 September 1948, and ENGME 620, 14 October 1948 are inconsistent with this directive, the provisions of this directive, will govern.

e. There will be separate bid items for (1) Housing and (2) Utilities outside of a line 5 feet from the house.

f. Award of contract will be made to the bidder submitting the lowest combined bid.

g. Bidding documents will provide that no bids will be considered which exceed $16,000 contract cost per family unit exclusive of outside utilities, range and refrigerator.

h. Control estimates will be submitted upon completion of preliminary plans.

CERTIFIED A TRUE COPY:

John E. Hall.

JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE

TALLY NO

FILE NO

ROUTING AND RECORD SHEET

SUBJECT: Report of Supervisory Staff Visit.

TO: Commanding General DATE 28 February 1949

THru: CORDINATION & COMPLIANCE OFFICER COMMANT NO

1. Station visited: Hq, Strategic Air Command, Offutt Air Force Base, Omaha, Nebraska, 21 - 24 February 1949.

2. Findings: See attached.

3. Action taken: See attached.

4. Recommendations: See attached.

5. Remarks: Contemplated follow-up date of above listed items by this division is:

/s/t/ Frank G. Jamison
FRANK G. JAMISON
Colonel, USAF
Director of Materiel

Roscoe G. Rector
ROSCOE G. RECTOR
Major, USAF
Air Installations Officer

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1. The undersigned visited Headquarters, Strategic Air Command 21 - 24 February 1949 primarily to attend a conference on the SAC Housing plan and secondary to coordinate on Air Installations activities. The conference on housing was held 22 February and was conducted by Maj. Gen. Powers, Deputy CG, SAC and Lt. Col. A. J. Beck, SAC Legal Officer.

2. Eighth Air Force Personnel Attending Housing Conference.

Headquarters, Eighth Air Force

Lt. Col. Donald Dundas
Major R. G. Rector

7th BW (Carswell)

Capt. Smith

509th BW (Walker)

Col. W. H. Williams
Col. J. P. Randolph

43rd BW (Davis-Monthan)

Major Howard J. Gibbs (2nd BW Legal Officer)
Capt. George Talbot
Lt. Porter L. Winningham

2nd AB Group (Chatham)

Capt. Edward M. Costello
Capt. Charles F. Ferrelle
Lt. T. S. Whitney

27th FW (Kearney - Bergstrom)

Lt. Col. Kra E. Hassler

97th BW (Biggs)

Lt. Col. Robert E. Mills

4000th BSS (Clovis)

Major W. M. Thompson

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3. Purpose. The primary purpose of the conference was to discuss, review, answer questions in regard to, and sell the SAC Housing Plan to representatives of the stations in order that they could in turn sell it to the officers and airmen of the bases. Another purpose was to obtain an exploratory committment from each base as to the number of people.not interested in housing who are interested in loaning money to the association, in order that the probable working capital may be determined.

4. Conclusions: A folder containing an outline of the information desired by SAC, together with pictures and floor plans of several different types of portable houses was distributed to each representative. This information is to be submitted to Headquarters, Strategic Air Command by 9 March 1949. The success of the plan is dependent on how thoroughly the plan is sold to base personnel. The initiation of the plan is dependent upon securing four million dollars R&U funds for the purpose of building roads, running utility lines, etc.

5. Recommendations: That an Eighth Air Force Porject Officer be immediately appointed who can spend practically full time on the job. It is envisioned the general duties of such a project officer would be:

a. Become immediately familiar with all phases of the proposed housing plan.

b. Assist bases in forming associations, answers queries from bases, and monitars all planning and work at various bases.

c. Coordinates with the keep in constant touch with SAC Project Officer.

d. Keep C.G. and C.S. constantly informed as to status and progress of the housing project.

/s/ Roscoe G. Rector
ROSCOE G RECTOR
Major USAF
Air Installations Officer

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John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE

Tally No._____

File No._____

Date 21 February 1949

SUBJECT: Report of Supervisory Staff Visit

THRU: Coordination & Compliance Officer

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

Station Visited: Bergstrom Air Force Base, Austin, Texas

Date: 11 February 1949

By: Major Heinzel and Major Walter

1. The Special Services Officer, Bergstrom Air Force Base conducted a tour of the Services facilities of the above base, accompanied by Major Heinzel and Major Walter, Services Section, this headquarters.

2. This tour was conducted with a view to serving the facilities and equipment presently existing on this base, and to obtain an idea as to what the Eighth Air Force had to do to bring these facilities up to Eighth Air Force standards.

3. The Service Club is in fair condition but somewhat small. However, it will take care of a Fighter Wing. The furnishings are in poor condition but can be satisfactorily refinished.

4. There is a Photo Hobby Shop and a Working Hobby Shop in the Service Club. These are in fair condition and approximately 75 percent equipped.

_____ _____

Countersigner Visiting Staff Officer

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Joan E. Hall

JOHN E. HALL

Major, USAF

Adjutant General

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5. The gymnasium is in average condition and at present contains approximately $8,000 worth of new Quartermaster issue sports equipment. Part of this has been damaged by water from a broken water pipe. Most of this, however, is salvageable. There is an airmen's band shell located next to the gymasium, and appears to be in good condition.

6. The Non-Commissioned Officers' Club is in poor condition and has very little equipment. Maximum capacity of this club is approximately 250 people. There is a snack bar in the club and it is equipped for limited operation. There is no overstuffed lounge furniture in the club but there are a number of tables and chairs of cafeteria type (4 persons per table) in fair to poor condition. The financial status of the club at the time of this tour was approximately $400 in the bank, but it is expected to be out of cash within thirty days. There was no type of air conditioning in this club.

7. The Officers' Club is in good condition and fully equipped and operating at present. The equipment is in good condition; loung chairs and furnishings have been recently refinished. The financial status of the club at present is $14,000 cash in the bank. The Officers' Mess is only partially in operation, but is approximately 80 percent equipped. Some of the equipment in the kitchen will need replacing. The club is cooled by both evaporative and condenser type coolers. There is a patio adjoining the club with a small bank shell and stage, and appears to be in excellent condition.

8. The Post Exchange and its cafeteria appeared to be in fair condition. However, it had been consolidated for the reduced number of troops now on the station. It appears that some remodeling and re-equipping, in addition to some enlarging will be necessary to adequately take care of the needs of the Fighter Wing.

9. There is one night lighted softball diamond and one day baseball diamond, with sufficient additional areas for several other ball diamonds. There is one excellent football field which is very centrally located.

10. There is no evidence of any action being taken to transfer any of the above mentioned equipment from this base. The Adjutant of the Bergstrom Air Force Base, Major Hodges stated that a representative of the Special Services Section, United States Air Force Headquarters recently stated that if any Officers' Club equipment was needed to let him know. It is very possible that this United States Air Force representative also meant Special Services equipment.

11. At the time of this tour there was just slightly less than 300 men at Bergstrom Air Force Base.

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Subject: Report of Supervisory Staff Visit, contd

12. Close coordination will be maintained with the 27th Fighter Wing to determine what equipment presently at Bergstrom is surplus to the needs of the 27th Fighter Wing, in order that it may be transferred to Chatham.

/s/t/ John B. McPherson, Colonel USAF
JOHN B. McPHERSON
Director of Personnel
Countersigner

Jack H. Heinzel, Major USAF
JACK H. HEINZEL
Chief, Pers Serv Section
Visiting Staff Officer

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ROUTING AND RECORD SHEET
HEADQUARTERS EIGHTH AIR FORCE

FORWARD ORIGINAL ONLY - LIST INCLOSURE - NUMBER EACH NOTE - SEE STAFF MEMO 15-2

NOTE #	FROM	TO	DATE	SUBJECT
				Report of Visit to Chatham Air Force Base on 20 January 1949.
1	PSG	CCS thru: PDA	31Jan49	Colonel Sager 247

This base during wartime had a dispensary and never operated as a hospital. The patients were hospitalized at Hunter Field in Savannah. The present survey shows the dispensary is in good condition and reparable. This building will be repaired and used as a 25 bed hospital or dispensary. Two other buildings one used as the Flight Surgeons' Office and for Sick Call, are in good repair and will be used again as Flight Curgeon's Office and for Sick Call. The Dental Clinic is a concrete tile building and can easily be repaired to accomodate any dentists stationed at Chatham. The old altitude chamber unit will be used for Medical Supply and should be sufficient for a 25 bed hospital. The other buildings are of sectional construction; the floors are weak, and it is believed that it is not worthwhile to convert these buildings into hospital wards. The engineers had an estimate of $130,000 to make a runway connecting all of the buildings and to place diet kitchens in all the wards. There was an estimated cost of $62,00 to provide floor covering for all of these buildings. I advised the engineers that this was a waste of money and that I would not approve it. Since then I have notified Colonel Bergquist, the Surgeon of Strategic Air Command and the Air Surgeon and have received notification that plans would be submitted for a permament type hospital to be built at Chatham and that repairs on the present buildings would be kept to a minimum.

Colonel Arnoldi and I contacted Dr. Watkins in charge of the Public Health Hospital in Savannah, and he agreed to take a maximum of forty patients until we could construct a hospital. Arrangements have also been made to procure ambulances for the base, as the general hospitalization will be at Oliver General Hospital, a distance of approximately 130 miles. The local Public Health Service during the war took care of the problem of mosquiot control off the base; this should not be a problem.

There are at present 24 Enlisted Men, three Medical Officers, and one Medical Service Corps Officer assigned. One more Medical Officer, one Dental Officer, and one more Medical Service Corps Officer should report in within two weeks. It was decided that we would not request nurses until the dispensary was actually in operation.

/s/ E. M. Sager
E. M. SAGER
Colonel, MC (USAF)
Staff Surgeon

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ROUTING AND RECORD SHEET
HEADQUARTERS EIGHTH AIR FORCE

FORWARD ORIGINAL ONLY - LIST INCLOSURE - NUMBER EACH NOTE - SEE STAFF MEMO 15-2

NOTE #	FROM	TO	DATE	SUBJECT
				Report of Visit to Chatham Air Force Base on 20 January 1949.
1 contd.				
2	PDA	CS thru C&C	1 Feb	Concur /s/t/ JB McPherson JB MCPHERSON Col USAF Director of Personnel
3	PLD	CS	1 Feb	Noted /s/t/ W. C. Kingsbury W. C. KINGSBURY Col. U.S.A.F.

" A TRUE COPY"

John E. Hall

JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE

ROUTING AND RECORD SHEET

TALLY NO

FILE NO

SUBJECT: Report of Supervisory Staff Visit.

TO: Commanding General DATE 7 February 1949
THRU: CORDINATION & COMPLIANCE OFFICER COMMENT NO 1

1. Station visited: Warner Robins General Depot, Macon Ga, 1 Feb and Chatham AFB, Savannah, Ga 2 & 3 Feb 49.

2. Findings: See attached.

3. Action taken: See attached.

4. Recommendations: See attached.

5. Remarks: Contemplated follow-up date of above listed items by this division is:

/s/t/ Frank G. Jamison
FRANK G. JAMISON
Colonel, USAF
Director of Materiel

Roscoe G. Rector
ROSCOE G. RECTOR
Major, USAF
Air Installations Officer

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John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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1. The undersigned visited Warner Robins General Depot, Macon, Ga, 1 February and Chatham Air Force Base 2 and 3 February for the purpose of coordinating R&U activities and checking on the rehabilitation of Chatham Air Force Base.

2. Persons contacted at Warner Robins Depot:

Col Peck, Supply Officer
Major M J Hoban, Deputy Supply Officer
Mr A H Cotton, Civilian Assistant
Captain I M Kay, SAC Project Officer

It was determined that Warner Robins Depot can supply but very few R & U expendable items. They did indicate that sufficient quantities or lumber and nails can be supplied. Other matters discussed will be covered by other representatives of the Materiel Division.

3. Persons contacted at Chatham Air Force Base:

Lt Col Lawrence, Air Base Group Commander
Capt Thomas H Maass, Air Installation Officer and his staff

It was found that the Air Installation Office was not properly organized in that duties and responsibilities of the officers were not clearly defined. This matter was brought to the attention of Col Lawrence, with recommendations, who said the situation would be remedied immediately.

4. Gasoline Storage: The 2 - 25,000 gallon tanks located at Chatham are in use by the National Guard for storage of JP-1 fuel. The 1 - 126,000 gallon tank is not considered repairable by local concerns and the technical representative from Headquarters, Strategic Air Command, Therefore, at the present time no fuel facilities are available at Chatham. There are 2 - 300,000 gallon tanks located at Hunter Air Force Base approximately 14 miles from Chatham. Contact with the City indicated that Chatham may use either or both of these tanks and that the City will give one of the 300,000 gallon tanks to the Air Forces if desired. All of the above information has been given to Headquarters, Strategic Air Command by Mr. Robbins, their representative. It appears that until the tank farm can be erected at Chatham, gasoline will have to be stored at Hunter as a temporary measure.

5. Advised the Air Installations Officer not to spend funds or accomplish the work necessary to put Well #3 in operation. This was done in view of the fact that SAC has submitted project for this work and requested funds from USAF.

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6. Fire Equipment: Present fire equipment consists of 1 - 500 gallon pumper borrowed from U S Engineers, 1 - 500 gallon pumper which has been assigned to Chatham and 1 - 155 and 1 - 135 which belong to the National Guard. Advice has been received from SAC that 1 - 150 truck and 1 - 155 will be shipped from Rapids City to Chatham.

7. Funds:

Allotted under 310-99 by Carswell B & F Officer
$30,000.00
Expended under 310-99
$16,935.97

Allotted under 310-01 by Carswell B & F Officer
$18,700.00
Expended under 310-01
$9,678.44

In addition to the above $100,000 has been allotted directly from SAC, broken down into $60,000 -99 and $40,000 in -01.

8. Rehabilitation of Chatham seems to be progressing; however, much remains to be accomplished. Lack of shop equipment is one main item retarding the work. Efforts have been made and will continue to be made to secure this equipment at the earliest possible date.(All requisitions were sent to AMC by SAC. Items not available thru AMC are being procured thru various sources including WAA. Funds can be allotted for this by Chatham but must come from funds available to them which should be used for other rehabilitation purposes.)
Extrand

/s/t/ Roscoe G. Rector
ROSCOE G. RECTOR
Major, USAF
Air Installations Officer

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John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date 21 February 1949

SUBJECT: Report of Supervisory Staff Visit:

THRU: Coordination & Compliance Officer

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

Station visited: Chatham Air Force Base, Savannah, Georgia.

Date: 1300, 15 February 1949 to 1200, 16 February 1949

SERVICE CLUB:

1. A suitable building has been designated as the Service Club. However, the location of the building is unusually close to an active runway and is not desirable from that standpoint.

2. The progress being made in this activity is considered exceptional and can be contributed largely to the wholehearted support of civilian organizations, and the initiative and effort of the officers, airmen, and club hostess charged with the responsibility of establishing the Service Club.

3. A number of airmens' parties have been sponsored by local civilian organizations. The American Legion has donated a console radio. The Council of Veterans' Organizations is donating pool tables. Stubbs Hardware has donated games, such as checkers, chess, cards, etc. These and other organizations have made possible a Service Club program which otherwise could not have been provided to the airmen at Chatham.

Countersigner Visiting Staff Officer

Incl #1
8AF Form 11-13M

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4. The Service Club hostess is at present volunteering her service to the club until such time as funds are available from the Central Post Fund to pay her salary. She has had considerable experience as a Service Club hostess and is believed to be thoroughly qualified.

5. A temporary snack bar has been established in the club until arrangements are made for establishing a Post Exchange sub-branch. This is a very definite asset to the club and the only source where "must items" (cigarettes, toothpaste, shaving equipment, other toilet articles, and sundry items) can be purchased by the personnel in the Air Base Group area.

6. Several items of lounge furniture have been obtained through an agreement with a local civilian concern, and in addition paint and window drapes have been ordered. Arrangements have been made to paint the interior of the club using voluntary airmen labir. A request for grant is being prepared and will be submitted to the Strategic Air Command Welfare Fund through channels on about 25 February 1949.

7. In view of the excellent progress being made in this activity, the only recommendation made was: when submitting drawings and plans with the grant request, include sufficient information to cover an alternate plan in the event the entire amount of request is not approved, thereby making an alternate plan available for consideration, and preventing delays in the return and resubmission of grant requests.

LIBRARY:

1. No action has been taken to establish a library. However, two-thousand (2000) books have been made available by Davis-Monthan Air Force Base, and will be transferred when the accountability is accepted by Chatham.

2. As there are no funds available to pay the salary of a civilian librarian, a recommendation was made to assign a qualified non-commissioned officer, preferably with previous library or orderly room experience, to the library.

3. Recommend that steel shelving authorized by Table of Organization and Equipment for technical books in libraries be requisitioned at the proper time. The Special Services Officer was informed that all applications for librarian positions would be sent to him for his consideration.

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POST EXCHANGE.

1. A building has been assigned and arrangements have been completed to establish a temporary Branch Post Exchange under the Fort Bragg Post Exchange. This branch will be placed in operation on 17 February 1949. Upon the opening of this branch, the present Snack Bar operation in the Service Club will be considered to be in competition to the Post Exchange, and an effort will be made to continue this activity as a Post Exchange sub-branch under direct control of the Post Exchange Officer.

2. Preparations are being made to submit a request for grant to establish a Chatham Air Force Base Post Exchange which will operate under the Army and Air Force Exchange Service Regional Office in Atlanta, Georgia.

SPECIAL SERVICES:

1. No athletic or hobby shop equipment is available and therefore no activities of this nature have been established. Information has been received by this headquarters that the Strategic Air Command has placed a requisition for WEM property for all Eighth Air Force Bases, and has increased the requisition for Chatham about two percent over other bases of this command.

2. A request has been sent to all bases for surplus WEM, Non-appropriated Fund and Sundry Fund property which will be sent to Chatham as it becomes available. An information copy of the TWX was sent to Chatham. Combining these sources it is believed that sifficient athletic equipment will be made available to Chatham by 15 March 1949. In addition to athletic equipment, it is anticipated that other property will be made available for use in the Officers' and Non-Commissioned Officers' Clubs.

3. A recommendation was made to the Special Services Officer to submit a request for grant to the Strategic Air Command Welfare Fund after the Post Trust Fund and Central Post Fund is established, and it could be determined that funds were not available from the Central Post Fund to support the needs of the Special Services Program.

OFFICERS' CLUB:

1. Repairs are now being made to the club, and the Officers' Mess is now serving coffee and sandwiches during the

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lunch hour. A few items of equipment have been received by the mess, such as coffee urns, steam tables, stoves, etc.

2. No lounge or bar equipment is available and an activation grant for an Officers' Club has not been prepared for submission to the Air Force Club and Mess fund.

3. The problem of establishing a club was discussed with Major Mills, Personnel Services Officer, and he was advised that every effort would be made by this headquarters to secure surplus equipment from other bases of this command.

4. A recommendation was made to Major Mills to take action in preparing and submitting an activation grant, and that we would prepare a folder containing pertinent information on the establishing of all Services activities, including the Officers' and Non-Commissioned Officers' Clubs, immediately upon my return to this headquarters.

THEATER:

1. No action has been taken to establish a theater other than the assignment of a building for this purpose. The building chosen as a theater is in very poor condition, and it is believed that considerable time will be required to make the necessary repairs. Of the two theater type buildings, Colonel Eubanks has chosen the better of the two for a briefing room.

2. Major Mills was informed that this headquarters would possibly discuss the subject with Colonel Eubanks in an attempt to get his approval and redesignation of the better building as a theater.

3. At the present, 16 millimeter pictures are being shown on a small screen in the Service Club, and the cost of the film is being paid for from a fifteen cent (.15¢) admission charge. Pertinent information on the establishment of a theater was included in the folder prepared for Major Mills.

AIRMEN INFORMATION AND EDUCATION:

1. The Airman Information and Education Officer is located in a private room in the Service Club. Satisfactory progress is being made in this activity.

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2. A requisition for USAFI material and supplies was submitted and they are expected to arrive about 22 February 1949.

3. A request for QSA 501 funds was submitted in the amount of $1,000.00 to cover a three (3) months requirement for Off-Duty educational purposes. A building will be assigned for the Airmen Information and Education activities as a later date.

4. Captain Kenny is assigned as Special Services Officer, with additional duty as Airmen Information and Education Officer. He is an exceptionally well qualified Airmen Information and Education Officer, and is taking the necessary action to fully establish this activity. No recommendations were considered necessary.

PERSONAL AFFAIRS:

1. No Personal Affairs program has been established and Personal Affairs Forms have not been processed on the personnel presently assigned to the base.

2. The Personal Affairs Officer is assigned as Assistant Special Services Officer, and is diverting his efforts to the establishment of Special Services activities until such time as an airman (typist), and the necessary equipment is available to begin Personal Affairs Forms processing.

3. A recommendation was made to Major Mills to assign an airman (typist preferably with orderly room experience) to Personal Affairs.

4. A recommendation was made to the Personal Affairs Officer that immediate action should be taken to process Personal Affairs Forms on all personnel presently assigned, to place the Personal Affairs Office on the clearance form and process all incoming personnel as they arrive.

NON-COMMISSIONED OFFICERS' CLUB:

1. A building has been designated as the Non-Commissioned Officers' Club and a Non-Commissioned Officers' Club Council has been appointed. The building is in poor condition, and a recommendation was made that in view of the size and condition of the building consideration should be given to using a large part of the space as storage room and gradually expand the club facilities as funds become available.

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2. No equipment is available to the club. However, some equipment is expected to be made available by other bases of this command and will be sent to Chatham as it becomes available. Major Mills was informed of this.

3. A recommendation was made to Major Mills to initiate action necessary in submitting a request for an activation grant for the Non-Commissioned Officers' Club, and that pertinent information would be provided in the folder covering this activity.

OTHER:

1. The shortage of Air Force issue property in the Services activities has contributed to the delay in establishing these activities. The apparent reason for the delay in receiving desks, chairs, typewriters, etc., has been due to a rationing policy by the Atlanta Depot. It is understood that through a conference between personnel from the A-4 Division of this headquarters, and the Atlanta Depot personnel, Chatham has recently been exempted from this ration policy and will receive additional equipment in approximately thirty (30) days.

2. During a general discussion of the Services activities with Major Mills other recommendations were made as follows:

a. That a base clearance form be initiated for all incoming personnel, and that Personal Affairs, Airmen Information and Education, and the Special Services Offices be placed on the clearance form.

b. That Personal Affairs form be completed on all presently assigned personnel, and on each incoming person upon his arrival.

c. That Captain Kenney be assigned Airmen Information and Education Officer as primary duty and Special Services Officer as additional duty instead of his present primary duty assignment as Special Services Officer. This recommendation was made in view of the desire of other Air Force Commands to obtain him as an Airmen Information and Education Officer. Captain Kenney is an exceptionally qualified Airmen Information and Education Officer, and it was believed that if he was not utilized in that position there would be a possibility of loosing him from the command.

3. Prior to my departure from Chatham a short discussion was held with Colonel Breckenridge. He was informed of the activities covered during the staff visit and that

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recommendations had been made to Major Mills and other officers assigned to the Services activities. Colonel Breckenridge was mainly concerned over the possible procedure to follow in submitting requests for activation grants for non-appropriated fund activities, and requested that he be advised on the procedure to follow considering the present status of Chatham. Upon my return to this headquarters a TWX was sent to Colonel Breckenridge stating that the information he desired was contained in the folder prepared for Major Mills.

4. The folder mentioned herein was prepared for Major Mills, who stated that he would pick it up Sunday, 19 February, enroute from Tucson to Chathem. However, he did not stop at Carswell, therefore the folder will be mailed airmail to Chatham on 21 February 1949.

5. The contemplated followup date of this supervisory staff visit is approximately 15 March 1949.

John B. McPherson, Colonel, USAF
JOHN B. McPHERSON
Director of Personnel
Countersigner

Jack H. Heinzel, Major USAF
JACK H. HEINZEL
Chief, Personnel Serv Sec.
Visiting Staff Officer

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John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS UNITED STATES AIR FORCE
OFFICE OF THE LIAISON OFFICER
OLD POST OFFICE BUILDING
ATLANTA, GEORGIA

4 April 1949

AIR MAIL

MEMORANDUM FOR: Director of Air Installations
Office, Deputy Chief of Staff, Materiel
Headquarters United States Air Force
Washington 25, D. C.

Attn: Major John T. Trotter
Liaison Office

SUBJECT: Report on Visit to Chatham Air Force Base

1. In compliance with telegraphic instructions from AF Headquarters of 29 March, the undersigned attended a conference at Chatham AFB on 1 April, called for the purpose of discussing the feasibility of expanding Chatham AFB.

2. Following is a list of persons attending the conference and field inspection:

Major W. J. Small	AF Headquarters
Major T. B. DeRamus	A.I.O., Chatham AFB
Capt. C. E. Lesher	8th Air Force
Capt. J. H. Maloney	Asst. AIO, Chatham AFB
Civilian Engineer	AIO Organization, Chatham AFB

3. Major Small was to make a report directly to AF Headquarters. Most, if not all, of the points covered in this report have probably been dwelt upon by Major Small. Major Small stated that what AF Headquarters desired in particular was information on the possibility of lengthening one of the 7,000-feet runways 1500 feet.

4. There is no doubt that three of the runways can be lengthened this amount.

a. NE-SW Runway - The northeasterly end of this runway is approximately 1,000 feet from a main line railroad. It is not feasible to lengthen this runway in the northeasterly direction any distance whatsoever unless all or part of the standard 1,000'

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end zone is eliminated. The terrain drops off rather rapidly beyond the southwesterly end of the runway and it would require considerable filling to establish a maximum grade if this end were extended. The area has the appearance of being marshy. Since AF Headquarters probably realized these conditions, Major Small's instructions only covered investigation of the N-S and E-W runways, and the group did not make a reconnaissance of the area at the S.W. end of this runway.

b. N-S Runway - This runway can be lengthened on either or both ends. The terrain drops off to the south to marshy land. This marshy condition begins about 1,200 or 1,300 feet from the present end of the runway. The runway can be lengthened in this direction 300 or 400 feet and sufficient area remain to secure a 1,000-feet end zone on fairly stable soil apparently. It can be lengthened 500 feet, which would possibly require removal of mucky soil and replacement with satisfactory soil in the southerly 200 or 300 feet of the 1,000-feet end zone, if it is desired that the entire end zone support a plane in an emergency. Fill to a maximum depth of possibly four feet (average 2-1/2 or 3 feet) would probably be required in extending this runway and safety zone. This could be accomplished without securing additional real estate. The N-S runway can be extended to the north 1,000 feet or more. This can be accomplished with possibly an average fill or 3 feet above the existing ground for the entire distance. However, the terrain, beginning 500 feet from the present north end of the runway, is low and the soil is seemingly "spongy." Only a soil analysis profile would determine whether the existing soil would have to be replaced and to what depth. No real estate would be required to extend this runway 1,000 feet. A 50:1 glide angle could be secured with some tree topping. No heavy timber is involved in clearing and grubbing.

c. E-W Runway - Due to a main line railroad some 1,000 feet from the east end of this runway, consideration can only be given to lengthening the runway in a westerly direction. This is practicable from an engineering standpoint. The terrain drops off rather rapidly from the end of the runway for a distance of 1,100 feet where a drainage ditch (approximately 6' wide and 4' deep) crosses the runway, extended at close to right angles. The terrain beyond this point is flat and low for what appeared to be more than the necessary

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additional 1,400 feet required for a 1,500-feet extension and the 1,000-feet end zone. The fill required above existing ground would possibly average 3 or 4 feet. Without a soil analysis it is impossible to determine whether it would be necessary to remove existing soil and backfill in this area. At the time of the inspection the drainage ditch was dry-there has been comparatively little rain in the Savannah area recently. The length of the inspection did not permit time to inquire of persons having knowledge of the amount of water carred by this ditch during rainy seasons. Some of the field's drainage lines empty into the ditch above the point of crossing. Apparently it would be more advisable to install a bos culvert under the runway, then relocate the ditch. This would only be determined after a study of the drainage ditch system in the area. The ground in this area would probably be very muchy, even at this time, if the ditch were not located as it is. Investigation would probably indicate that even a 48-inch pipe would be inadequate and that a 4x6 box culvert would be required. It would be necessary to secure additional real estate to extend this runway. The drainage ditch is the present property line, L believe. It is estimated that a minimum of 20 acres would be required for the runway extension only. If the taxiways are extended on both sides to connect with the end of the proposed runway, 50 acres would probably be required. The clearing and grubbing in the 1,800 feet beyond the end of present end zone would be very small but dense timber--mostly bush and saplings under ten feet in height. A 50:1 glide angle could be secured by topping timber beyond the property which would be acquired for the runway extension. There is fairly large timber beyond the point where the end zone would extend.

5. Considered from an engineering standpoint it would probably be some cheaper to lengthen the N-S runway 1,500 feet than to lengthen the E-W runway the same distance. The cost of clearing would be about equal. Apparently lengthening the N-S runway would require less earth moving but this can only be determined by a profile. It is doubtful that either extension can be made without removal and replacement of some soil to secure the necessary subgrade strength. The amount of this required could easily make a considerable difference in the earth work necessary for one or the other runway extensions. The extension on the N-S runway does not involve crossing an existing drainage ditch; however the extension to the north might develop a situation requiring the installation of a pipe line under the runway to prevent ponding on one side

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of the raised extension. This can only be determined by a more extensive reconnaissance or probably a topographic survey of the area involved.

6. It is not known whether it is desired to extend the taxi system to the extreme of the extension. If this is done, I believe it will require more earth yardage to serve the end of the E-W runway than to reach the north and south extensions of the N-S runway. Cross-sections might prove that this is an error, however. Should it not be desired to encompass the end of the extension in the taxi perimeter, attention is invited to the fact that this would mean that one end of the N-S runway would be approximately 500 feet from the taxi intersection and the other end 1,000 feet. The end of the E-W runway would be 1,500 feet from the Taxi intersection, while the taxi would intersect the east end of this runway.

7. After the reconnaissance the group talked to Col. F. B. Glantzberg, who is scheduled to assume command at Chatham within a few days; and Col. Breckenridge, the present C.O. Colonel Glantzberg was not sufficiently familiar with the field to express any preference over the E-W and N-S runway. Col. Breckenridge stated that the E-W runway was used more often than the N-S runway and pointed to the fact that the wind rose on the map in his office indicates that the E-W runway better fits the wind conditions at Chatham. The wind rose on map in this office indicated prevailing winds on N-S slightly greater than E-W. The report by Strategic Air Command on Chatham gives the E-W runway use as 98 per cent against 94 per cent for the N-S runway. It was also brought out in the conference that the extension of the N-S runway southerly was in the direction of Hunter Field. On the other hand the extension easterly of the E-W runway is over the industrial section, northwest of Savannah, known as Port Wentworth. It is recommended that early action be taken to secure an avigation easement in this direction. While in Savannah I learned that it was anticipated that a large industry would soon locate in the Port Wentworth area. I do not know whether the site would be in line with the E-W runway extension and I could not find out what height smoke stacks were proposed.

8. Following is some information on Chatham AFB which may be of interest in this report. The base is located on the highest point in Chatham County. The higher land is generally a sandy silt with some clay deposits; the lower land is sandy

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much or silty muck. The soil found on the base generally can be mixed in place with cold asphalt with a Barber-Green or similiar equipment, spread and rolled, forming a road capable of supporting vehicular traffic. During the construction of the runways, some areas of muck were encountered. It was necessary to remove and backfill these areas. On one runway this was not accomplished as thoroughly as it should have been and the runway failed in that area. requiring considerable repairs. This emphasized the need of accurate soil analysis and good inspection on any work at the Base involving securing a load-carrying subgrade and base. There is no stone or gravel in the area. Limestone is generally used as the coarse aggregate for concrete work around Savannah. It is shipped from the vicinity of Augusta, Georgia, a distance of about 130 miles. The Savannah River is the principal local source of snad. In 1942 this sand failed to meet Federal specifications. I believe that specified concrete strength can be secured using this material as an aggregate; however, Federal specifications have to be waived; otherwise it is necessary to secure the sand at a distance of 100 miles from Savannah. At the time the Base was closed down there was an approved project to strengthen the runways to carry B-29 loads by applying a 4" bituminous top to the runways. I believe consideration should be given to this item when estimating the cost involved in preparing a runway for B-29 or heavier traffic. The present runways are 9-6-9 concrete construction or flexible pavement designed to carry a corresponding load. The extension will be most likely 8" or 9" concrete and it would seem advisable to strengthen the 6" concrete on the existing 7,000 feet.

9. Estimated Cost:

a. Either rigid or flexible pavement sufficient to carry the load requirement will cost about $4.00 per square yard.

b. It is assumed that the runway will be constructed 150 feet wide with a 100-feet stabilized area on each side capable of sustaining an occasional load. This 100-foot area may be of 4" bituminous asphalt concrete estimated to cost about $1.60 per square yard.

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SUBJECT: Report on visit to Chatham AFB (Memo 4 Apr 49 to Hq USAF, Washington D. C., Continued)

c. It is estimated that the earth moving will cost 50 cents per cubic yard. This is based upon the assumption that suitable material can be found on the Base for borrow and that there will be very little overhaul involved.

d. Reinformced concrete for the box culvert will cost about $40.00 per cubic yard. A 4x6 box culvert would have an end area of approximately 16 square feet--estimate length 500 feet.

e. I do not know what clearing and grubbing will cost but I believe Major Hall secured an estimate from the Savannah District Engineer. It will probably amount to about $200.00 per acre.

f. Land should be acquired for about $100.00 per acre.

			E-W		N-S	
P.C.C. Pavement	@ $ 4.00	s.y.	25,000 s.y.	-$100,000	25,000 s.y.	$100,000
	@ 1.60	s.y.	33,300 s.y.	53,000	33,300 s.y.	53,000
Excav. & Borrow	@ .50	c.y.	80,000 c.y.	40,000	80,000 c.y.	40,000
Structural Conc.	@ 40.00	c.y.	300 c.y.	12,000	- - - - - - - - - -	
Clearing & Grubbing	200.00	acre	18 acres	3,600	18 acres	3,600
Real Estate	@ 100.00	acre	20 "	2,000	None	

The above estimate is based upon the runway extension only and does not include constructing taxiways to the ends of the extension.

C. C. CLEMENT
Lt. Col., USAF
OIC, USAF Liaison Office
South Atlantic Division

" A TRUE COPY"
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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DESCRIPTION OF MATAGORDA ISLAND BOMBING AND GUNNERY RANGE

NOTE: This information was taken from the February 1949 History, 7th Bombardment Wing (H).

The Matagorda Range consists of a total of 61,465.7 acres, comprising all of Matagorda Island and a part of adjacent St. Joseph's Island, as follows:

35,575.7 acres - Government owned, extending from the east (or northeast) near Port O'Connor, Texas, on down over about three-fourths of the island (16,579) of this is still under condemnation proceedings in Civil Action No. 41, against the state of Texas (some oil exploration has been under way).

11,280 acres - on southwest portion of the Island, owned by and leased to the government by Mr. Clint Murchison (American Liberty Oil Co., Dallas, Texas), for a token considerationn of $1.00 per year for the entire tract, but retaining fishing, hunting, and grazing, and revokable by either party.

3,980 acres - on the most southwesternly part of the island, owned by and leased to the government by Preston Paul for token consideration of $1.00 per year for the entire tract under similar provisions.

10,630 acres - on the adjacent part of St. Joseph's Island, owned by and leased to the government by Sid W. Richardson, Fort Worth oil man, for token consideration of $1.00 per year, for the entire tract, under like conditions.

61,465.7 acres - Total

The government has in turn leased out, on revokable basis, all of the government owned land, except about 2500 acres embracing the airfield itself, to ranchers for grazing for a total consideration of $5,000 per year, with safe-harmless agreements executed by the ranchers to relieve the government from liability for any damage or injury to property or persons. This is an ideal OQ gunnery range as inhabitants of the island are few and sparce.

The base itself, constructed in 1941 or 1942, consists of 79 temporary type buildings and miscellaneous structures, quite similar to those at Carswell Air Force Base, which are in rahter bad state of repair, but could be put into good state for full occupancy much sooner and cheaper than building a new base. The only access to the base from the mainland of Texas, except by plane, is by boat or ferry from Port O'Connor, about 15 miles northeast. The concrete flying field itself is in good condition; the apron consists of 172,000 square yards of concrete and the two runways of equal or near equal length, total 431,000 square yards of concrete. The record cards do not show the length of width of the pavements, but this can be scaled with a rule on the drawings. The elevation of the base is very low, about five feet. The weather is very mild in winter but rather hot in the summer.

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HEADQUARTERS EIGHTH AIR FORCE

ROUTING AND RECORD SHEET

TALLY NO

FILE NO

SUBJECT: Report of Supervisory Staff Visit.

TO: Commanding General DATE 18 February 1949
THRU: CORDINATION & COMPLIANCE OFFICER COMMENT NO ____

1. Station visited: See attached

2. Findings: See attached

3. Action taken: See attached

4. Recommendation:

5. Remarks: Contemplated follow-up date of above listed items by this division is:

/s/t/ Frank G. Jamison, Col
FRANK G. JAMISON
USAF, Director of Materiel

Fred Burkett
FRED BURKETT
Civil Engineer

" A TRUE COPY"
John G. Hall
JOHN G. HALL
Major, USAF
Adjutant General

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1. The undersigned visited the Bombing and Gunnery range at Matagorda Island, Texas with staff officers and a team under Captain B. L. Bell, AIO at Carswell Air Force Base for the purpose of checking the real property on the station. The undersigned made a special inspection of the gasoline fueling system as requested by Col. Jamison, and the airfield and cantonment pavements as requested by Capt. Bell.

2. The fueling system consists of a barge slip for gasoline and a ferry slip for oil bath adjacent to the cantonment area. A 5000 bbl. gasoline storage tank is located just opposite the barge slip with a 4" intake line running to the slip. The 4" outlet line from the tank connects to a nearby pump house from which a 4" line runs approximately one half mile to two batteries of tanks located at each end of the airplane parking apron. Each battery of tanks consists of four 10,000 gallon earth covered steel tanks with pump house and two truck loading stands at each battery.

3. The oil system consists of four 10,000 gallon steel tanks mounted above ground on concrete basts. The tanks have an adjacent pump house which is connected to an intake box at the ferry slip by four 3" pipe lines. Trucks are loaded at the pump house by two loading hoses with shut off nozzles.

4. Because of the damp salt air on the island, any exposed metal has deteriorated rapidly and is coated with a thick layer of rust. The roof of the 5,000 bbl storage tank is entirely gone and the tank is rusted and corroded. However, it could be put into service by a thorough cleaning, painting and the installation of a new roof. Pumps and connections are intact, but considerable repair and cleaning up would be required before putting into service. The tank batteries on the line appear to be in good condition. The 4 oil tanks need to be cleaned and given a heavy coat of paint.

5. The airfield consists of six 4,000' x 150' asphalt runways and connecting taxiways and an extensive concrete parking apron. The airfield pavements are in good condition and will stand unlimited use by light planes. However, the application of a seal coat to the asphalt pavements would be a good preventative maintenance measure to retard oxidation of the surface. The concrete apron is in excellent condition. One taxiway has been damaged by waves, but could be repaired by station personnel if the base is activated.

6. Streets in the cantonment area are surfaced with a light asphalt application and are in a generally good condition.

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However, the application of a seal coat should be considered to retard oxidation.

/s/t/ Fred Burkett
FRED BURKETT
Civil Engineer

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JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS
AIR MATERIEL COMMAND

April 19, 1949

SUBJECT: Joint Operation at Davis-Monthan AF Base.

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

1. Reference is made to the current agreement on the subject matter and revisions thereto. As a result of this agreement, the Air Materiel Command is currently maintaining a total of 683 aircraft in storage at Davis-Monthan Air Force Base. Although the overall total number of storage aircraft at Davis-Monthan Air Force Base has been decreasing, a requirement for placing additional aircraft into storage now exists. This requirement involves the temporary storage of new production aircraft and the storage of aircraft turned over to AMC in exchange for other aircraft. Insofar as possible new aircraft will be stored at Air Depots as a matter of policy; however, AMC storage facilities at Air Depots are presently filled to near capacity.

2. AMC outlying storage sites include only two storage fields, namely, Pyote and Davis-Monthan. Of these two, the latter is much preferred. Aircraft at Pyote have been subject to storm damage, whereas no such damage has been experienced at Davis-Monthan. Further, the living conditions and availability of more skilled civilian personnel in the Tucson area, together with lower operating costs, make the retention of the storage capacity previously assigned this Command at Davis-Monthan Air Force Base highly desirable.

3. In view of the necessity for economy and in order to provide aircraft storage which will result in a minimum of deterioration from natural causes, it is believed necessary that the Davis-Monthan operating agreement and revisions thereto, with particular reference to AMC storage areas, reflect a permanent arrangement which will allow this Command to place additional aircraft in storage at that point at will within the space limitations of the area previously declared available. Pending your concurrence in this matter, no additional aircraft are being ordered into the Davis-Monthan Air Force Base for AMC storage.

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Ltr to CG, SAC, Subj: Joint Operation at Davis-Monthan AF Base.

4. Your early confirmation of the storage area available to the AMC at the Davis-Monthan Air Force Base and that the storage areas is the sole limiting factor as to numbers of aircraft stored by the AMC at that site is requested in order that any misunderstanding in this matter may be avoided.

FOR THE COMMANDING GENERAL:

GEORGE W. MUNDY
Brigadier General, USAF
Deputy Director, Supply & Maintenance

SAC 686 (19 Apr 49) 1st Ind 6 May 49 AIC2B

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Omaha, Nebraska

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

1. The comments and recommendations of the Commanding Officer, 43d Bombardment Wing, M, Davis-Monthan Air Force Base and of your headquarters are desired in connection with the request of Air Materiel Command to place additional aircraft in storage at Davis-Monthan Air Force Base.

2. In view of the date of basic letter, it is desired that the reply hereto be expedited.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

cc: CG, AMC, Dayton, Ohio

EARL C. MILLER
Major, USAF
Asst. Adj Gen

" A TRUE COPY"

John E. Hall

JOHN E. HALL
Major, USAF
Adjutant General

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Subject: Joint Operation at Davis-Monthan AF Base

MAI 686 (19 Apr 49) 2d Ind

Headquarters, Eighth Air Force, Fort Worth, Texas 13 May 1949

TO: Commanding Officer, 43rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona.

1. Reference is made to telephone conversation with Lt. Col. Netcher, your station, regarding this subject on 11 May 1949. SAC headquarters was advised on that date that there will be no objection to storage of additional AMC aircraft up to the total number stored at the base by previous agreement.

2. In view of the excellent climatic conditions generally prevalent in the area, this headquarters interposes no objection to the proposal in basic letter that the outlying storage of aircraft be limited only by the space allotted for the purpose. This arrangement being mutually agreeable, it is understood that the numerical limitation of aircraft in storage will hereafter be at the discretion of Air Materiel Command.

3. Reference paragraph 2, 1st indorsement, reply direct to Headquarters Strategic Air Command, with information copy to this headquarters.

BY COMMAND OF MAJOR GENERAL RAMEY:

LEXIE FRYE
Capt, USAF
Asst Adj Gen

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WOO 686 (19 Apr 49) 3rd Ind May 27 1949
Subject: Joint Operation at Davis-Monthan AF Base

HEADQUARTERS 43RD BOMBARDMENT WING (M), Davis-Monthan Air Force Base, Tucson, Arizona

TO: Commanding general, Strategic Air Command, Offutt Air Force Base, Omaha, Nebraska.

1. In consideration of the request of basic communication, a detailed study of the areas allocated to AMC and the joint agreements concerning these areas was made, and the following information is submitted:

a. Davis-Monthan Air Force Base is currently involved in Post War Planning, as it is considered a "permament base."

b. All expansion must, of necessity, be to the east and southeast.

c. To accomplish any construction toward the completion of the Post War Plan involves encroachment on the area now utilized by AMC, and subsequent movement of part or all of the stored aircraft.

d. Copy of teletype, dated 18 July 1947, signed by General Kauch, which directs AMC to remove the stored aircraft, is attached as inclosure no. 1.

2. In view of the above facts and taking into consideration the desirability of this area for storage, recommendation is made that the Air Materiel Command purchase one section (640 acres) of low cost land to the east of the Post War Boundary and north of Poorman Range for storage of aircraft. Thus, aircraft could be stored under favorable climatic conditions, and future expansion of Davis-Monthan Air Force Base would be unrestricted.

1 Incl
Cy TWX, Hq AAF AFACD,
18 Jul 47 (trip)

JAMES C. SELSER, Jr.
Colonel, USAF
Commanding

Info cy
CG, 8AF, Ft Worth, Texas

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John E. Hall

JOHN E. HALL
Major, USAF
Adjutant General

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HQ AAF AFACD

COMGENAMC
WRIGHT FLD DAYTON OHIO UNCLASSIFIED

ROUTINE

FROM AFACD SIGNED SPAATE

DAVIS MONTHAN AAFLD CMA TUCSON CMA ARIZONA WILL CONTINUE TO BE ACTIVELY USED BY STRATEGIC AIR COMMAND UNITS WITH THE ADDITION OF A SECOND GROUP WITHIN THE VERY NEAR FUTURE PD IT IS THEREFORE IMPERATIVE THAT NO REPEAT NO ADDITIONAL AIRCRAFT BE STORED AT DAVIS MONTHAN AND THAT STORAGE AIRCRAFT NOW LOCATED THERE BE REMOVED BY ATTRITION AS RAPIDLY AS CAN BE RECONOMICALLY ACCOMPLISHED PD IT IS ALSO DESIRED THAT FOR PLANNING PURPOSE YOUR COMMAND UTILIZE PYOTE AAFLD CMA TEXAS AND HOBBS AAFLD CMA NEW MEXICO FOR LONG TERM STORAGE AND SCHEDULE THESE TWO STATIONS AS THE LAST TWO STORAGE FIELDS TO BE CLEARED

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AFDIN-2/2 18 July 1947 /s/ GENERAL KAUCH

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John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE

ROUTING AND RECORD SHEET

TALLY NO

FILE NO

SUBJECT: Report of Supervisory Staff Visit.

TO: Commanding General DATE 14 March 1949
THRU: CORDINATION & COMPLIANCE OFFICER COMMENT NO 1

1. Station visited: Hq, SAC, Offutt AFB, Omaha, Nebraska 10 - 11 March 1949

2. Findings: See attached.

3. Action taken: See attached.

4. Recommendations: See attached.

5. Remarks: Comtemplated follow-up date of above listed items by this division is:

/s/t/ Frank G. Jamison
FRANK G. JAMISON
Col, USAF
Director of Materiel

C E Lesher
C E LESHER
Captain, USAF
Asst Air Installations Officer

/s/t/ Fred Burkett
FRED BURKETT
Civ Engineer
Air Installations Section

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1. The undersigned and Mr. Burkett visited Headquarters, Strategic Air Command on 10-11 March 1949 for the purpose of coordinating R & U matters pertaining to this command. The following subjects and items were taken up.

2. A proposal was made to the Air Installations Section to change the design in the Carswell B-36 apron project from 24" to 36" by increasing the base course from 15" to 27" gravel, all to be accomplished within the funds allotted for the project. An attempt was made to show wherein savings in funds could be effected by a lower quoted cost of materials than were estimated in the project, thereby taking advantage of the lower cost in materials and effecting a stronger base course. At the time the time the project was drawn up and the approval contained in 4th Indorsement from USAF, the overall money approved was $500,000, of which $400,000 was made available this fiscal year. Partial breakdown of materials is as follows:

a. Gravel sub-base, 100,000 yd @ Royalty - $25,000.00

b. Stone base, 35,000 ye @ #3.50 - 122,500.00

c. Hot mix surface 32,500 tons @ $6.50 - 211,250.00

Unofficial quotes for the above materials were:

a. No Royalty charges. Saving 25,000.00

b. $2.00 per cu yd. Saving - 52,500.00

c. $5.50 per ton Saving - 32,500.00

Total saving -110,000.00

However, the undersigned were unable to convince personnel concerned that the base course could be increased to 27" with the proposed savings, nor would SAC take it upon themselves to change the design without approval of USAF. In view of the attitude and reception given the proposal, it is recommended that the request for a change through channels be dropped, and any savings effected on the present design be turned back upon completion of the project.

3. A meeting was held between Col Lehnbard, Captain Maass, Chatham Air Force Base, technical personnel of SAC and the undersigned with regards to minor modification projects required at Chatham Air Force Base. Full and complete sympathy was received and the needs and requirements were

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generally agreed upon, but- in the absence of R & U funds at SAC level it was requested that Chatham Air Force Base submit their requirements through channels, stating their requirements and a request for funds. It was concluded that the immediate needs are approximately $55,000.00 over and above the 4th quarter budget.

4. Chatham's request for the overhaul of the runway lights was submitted and were advised that they are 5th on the list of Air Force bases for revision of the runway lights.

5. Was advised that 2 - 42,000 gallon gasoline tanks had arrived at Chatham Air Force Base and Mr. Winslow, SAC fuel engineer had hand carried the project to USAF to get approval.

6. Was advised that AMC was shipping a 200,000 gallon bolted gasoline tank to Carswell Air Force Base and that same had to be erected by troop labor.

7. Received the plans for septic tanks at Hood Air Force Base.

8. Was advised to have Carswell Air Force Base submit a project to bring to standard all housing erected in the FY 47 - 48 housing program.

9. No official statement was received as to the amount of funds to become available for the deferred maintenance program this FY, but indications are that this command will receive sufficient funds to work off high priority projects for all bases.

/s/t/ C E Lesher
C E LESHER
Captain, USAF
Asst Air Installations Officer

/s/t/ Fred Burkett (Civilian)
FRED BURKETT
Engineer, AIO

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John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
Fort Crook, Nebraska

SAC 121 (5 Jan 49) 5 January 1949

SUBJECT: Maintenance of Essential Facilities

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

1. A review of cost data for this command during fiscal year 1948 relative to maintenance of pavements and railroad trackage reveals the following:

Base	Costing Auth. Granted for Normal Maint.	Actual Costs Incurred	Costs Incurred for Abnormal Maint.
Avon Park	$13,410.00	$5,522.69	$26,585.76
Carswell	39,626.00	24,651.93	37,125.18
Casper	4,399.00	1,527.78	70,464.56
Castle	16,309.00	12,452.55	22,546.26
Clovis	2,819.00	730.71	[illegible]
Davis-Monthan	27,468.00	16,868.23	40,746.05
Ft Geo Wright	5,084.00	1,743.60	---
Gadsden Park Home	92.00	---	---
15th Air Force	1,125.00	2,442.83	---
Grenier	34,956.00	15,541.34	17,256.00
Kearney	23,892.00	14,702.48	8,208.90
MacDill	20,413.00	19,228.36	131,564.95
McGuire	1,261.00	---	---
Mountain Home	6,247.00	6,333.44	5,739.91
Smoky Hill	42,198.00	20,810.14	5,971.81
Camp Phillips	5,974.00	5,652.32	---
Spokane	17,782.00	26,960.75	63,466.62
Walker	17,776.00	10,950.31	3,413.48
Rapid City	59,092.00	14,280.43	76,194.43
Wendover	6,811.00	1,444.74	---
SAC Totals	$347,234.00	$203,414.63	$509,283.91

2. The above tabulation shows that at many SAC stations normal maintenance funds were not fully utilized, although these funds were barely adequate in their entirety. Conversely, because of insufficient performance of normal maintenance during this, as well as past, fiscal years, it was necessary to incur costs for abnormal maintenance during FY 1948 in an amount equal to 146 per cent of the normal funds allocated and over and above the normal maintenance costs actually incurred.

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3. Airfield pavements usually represent the most costly single facility of an air force base. They must be adequately maintained not only to protect the initial investment, but also to insure operational capability. Roads and railroads serving a base also constitute prime factors directly effecting overall efficiency. Major replacement costs are usually prohibitive and cannot be provided for with normally available funds, particularly in view of the constant necessity for expansion of existing facilities to provide for operational and dimensional characteristic of new types of aircraft.

4. Operating policies will be established and practiced in accordance with unalterable necessity for expenditure of authorized maintenance funds for "most essential" rather than "merely desirable" work. Any appreciable diversion of maintenance effort and maintenance funds to work other than that for which the local organization is geared must of necessity be made at the expense of normal maintenance. Future efforts will be directed toward the maintenance and protection of existing facilities so as to preclude the necessity for excessive expenditures for abnormal maintenance or for major replacement.

5. The trend toward incomplete utilization of normal maintenance funds as evidenced in paragraph 1 above also holds true for other types of R&U primary maintenance accounts. Dependence will not be made upon the future availability of deferred and abnormal maintenance funds to accomplish work which can and should be performed with regular quarterly R&U funds. A continuation of extensive improper application and resultant partial utilization of regular maintenance funds can only result in more stringent fund control, and the imposition of further limitations upon the flexibility of R&U funds at base level.

6. It is contemplated that similar analyses of other primary R&U accounts will be made at an early date to provide a continuous indicator of the items or fixtures upon which limited R&U funds could be more profitably expended.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

/s/ A.W. Kissner
/t/ A.W.KISSNER
Brigadier General, USAF
Chief of Staff

THIS IS A TRUE COPY:

John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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84-A

SAC 121
Subject: Maintenance of Essential Facilities

MAI 121 (5 Jan 49) 1st Ind

Headquarters, Eighth Air Force, Fort Worth, Texas 4 Feb 1949

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

1. Examination of the figures presented in basic communication reveals that essential projects approved for (1) rehabilitation, (2) enlargement or (3) adaptation of facilities to a respective station's assignment mission have been placed under the heading "Abnormal Maintenance."

For example, the $37,125.18 shown opposite Carswell and under "Abnormal Maintenance" is the sum of two rehabilitation projects as follows:

To reseal runway shoulders and taxiways	$31,202.81
To clean, reseal joints, airfield pavements	5,922.37
	$37,125.18

2. Stations under this command are confronted with this condition: Real estate facilities, from buildings to roads, runways and utilities, have never been thoroughly rehabilitated since the prolonged period of deferred maintenance which marked the war years and also the readjustment years immediately following. For this reason, with reference to paragraph 4 of basic communication, the "most essential" work has not fallen in the category of normal preventive, or everyday maintenance. On the contrary, it has been a case of rehabilitating many facilities before "normal maintenance" would be applicable at all.

3. It is noted that the figures identified as "Abnormal Maintenance" are in fact the aggregate of approved projects which were in the main necessitated by (a) the condition to which existing facilities had deteriorated and/or (b) the changes of mission which have resulted in overcrowding of facilities, as in the case of Carswell, Davis-Monthan and Walker Air Force Bases, where the original one-group manning and equipping has been succeeded by a two-group assignment on each base.

4. Where projects have accordingly been submitted and approved in order to modify and render serviceable the facilities, and where past deterioration and non-adaptability have had to be overcome in order to cope with overcrowding and in order to carry out the assigned mission, it is believed that the resulting

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project expenditures cannot properly be termed as "Abnormal Maintenance" of a "merely desirable" nature.

5. The foregoing comments are not confined to the cost figures relating to pavements and railroad trackage in view of the parallel conditions pertaining to practically all R and U accounts. There appears to be a fundamental misunderstanding of the latitude actually existing at station level with respect to the expenditure of R & U funds, and in this connection, a net cost analysis for Carswell Air Force Base for FY 1948 is presented as follows:

Fixed overhead cost:
Fire Department
Purchased Utilities
Administration and Supply
$397,024.11 or 43%

Fixed operating cost:
Utilities Plants and Custodial
Services $ 67,480.70 or 7%

New work, examplified by:
Conversion of blk to Service Club (colored)
Air cooling of Eighth Air Force buildings
Addition to Officer's Club
Construction of Trailer Camp
(Such projects being the enlargement and adaptation of facilities as required by station's mission) $127,838.66 or 14%

Major Rehabilitation Projects:
Examplified by pavements resealing and exterior painting contracts. Required to recondition facilities, these steps are more properly termed "major preventive" maintenance rather than "abnormal" maintenance $122,213.67 or 13%

Available and utilized for daily routine maintenance, including both repairs and preventive maintenance work $218,854.99 or 23%

(Total cost expended, FY 1948 $933,412.13)

It will be seen, therefore, that the normal maintenance planning left to the Air Installation Officer was confined at most to the utilization of 23% of R and U funds available in all operating accounts. In practice, of course, the figure 23% was further reduced by all repair work arising from day to day and demanding immediate attention.

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6. No analysis of cost utilization can be realistic without examining the factor of personnel ceiling which is a factor equally as limiting as funding authority. An evaluation of the personnel factor in Carswell Air Installation activities reveals the following breakdown of personnel available for all assignments:

a. Civilian personnel: 80 employed in Air Installation activities.

16 Office personnel, Base AIO
4 Fire department
4 Boiler firemen
2 Water department
2 Garbage disposal

28 total in stationary positions

52 remaining employees are available for all emergency, routine or preventive maintenance and repair, and in addition must be utilized for all types of modification and new work required.

b. Military personnel: 206 assigned to Air Installations

8 Office personnel, Base AIO
96 Fire department
30 Custodial and garbage disposal
6 Boiler firemen
4 Water department

144 total in stationary assignments

62 remaining personnel are available for all types of maintenance repair and new work assignments.

It can be seen from the above that only 114 out of 286, or 40% of total personnel, can be considered for constructive assignments.

7. It would appear superficially, therefore, that the solution to proceeding with both "normal maintenance" and "rehabilitation projects" simulataneously must lie securing "purchase and hire" employees and/or temporary employees as required for the various major projects from time to time. Inquiry into the governing circumstances at Carswell Air Force Base has firmly established the following facts, which are more or less common to all stations under this command:

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a. It is not feasible to go into the open labor market and hire either semi-skilled or skilled labor at prevailing union wages, regardless of the availability of funds, when labor so procured must be assigned to work with permanent Federal employees who are drawing substantially lower wages for precisely the same work and degree of skill. For example the Civil Service wage seale for carpenters here at Carswell ranges between $1.10 and $1.34 per hour as compared with a seale of $1.87½ per hour (recently raised to $2.05) union carpenter wages prevailing in the Fort Worth area during the period under discussion. In the face of this comparison, it can readily be seen that the serious dissatisfaction engendered among permanent employees by the presence of union seale employees is not unfounded. Such a condition is in fact prohibitive of the use of purchase-hire labor, regardless alike of the availability of funds and personnel authorization.

b. The normal unwillingness of otherwise available labor to accept temporary civil service employment at a drastically lower wage (thus inviting expulsion from the union, and loss of opportunity to return to union scale work) leaves a higher ceiling for permanent employment of civilian labor as the only practical expedient to be recommended.

8. Until effective steps are taken to alleviate the limitations described in the two preceding paragraphs, stations which are forced to accomplish all functions with only permanent civilian and military personnel are proceeding under these circumstances: Higher headquarters is (a) granting costing authority for normal maintenance, (b) approving necessary projects and authorizing funds for some of them, and (c) is authorizing a personnel ceiling inadequate to carry on normal maintenance functions while also proceeding on schedule with new work. This forces a theoretical choice between maintenance and projects, and of course there is no choice because the projects being essential to the station's assigned mission always come first.

9. It is the opinion of this headquarters that an effort to discuss simultaneously such divergent factors as (1) everyday maintenance and (2) rehabilitation (or major modification) cannot avail a satisfactory conclusion applicable to both. Likewise, an effort to analyze simultaneously the expenditures for both purposes tends to confuse the real nature of the two problems; namely, major engineering steps which must come first to establish a basis for operations, and then normal maintenance, which applies only when a facility has already been made

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serviceable pr adapted to the mission it serves.

10. In line with the foregoing it would be considered desirable that major projects (of either a rehabilitation or new work nature) be removed from the budgeting and cost accounting of Repairs and Utilities funds as such. Under the present system, major projects (1) are required to be included in R and U budget estimate operating accounts (2) are then required to be deducted before arriving at net funds requested (3) are absent from the approved R and U quarterly budget received from your headquarters but (4) are included in monthly cost reports as project work progresses. This is confusion further compounded when an effort is made to analyze the utilization of quarterly funds. The foregoing recommendation is therefore made so that routine maintenance costs may be compared with the routine maintenance budget on the basis of each monthly cost report.

11. It is also believed that personnel authorizations for major new work projects should be given consideration in addition to the personnel ceiling contemplated for routine activities, and further that authorization be granted in such a manner that it will bear application to existing labor conditions in the field. The present existing employment authority results in major new work constantly borrowing on labor which has been budgeted to normal and preventive maintenance. In other words, the permanent employee man-hours which would normally be devoted to preventive work have to be diverted to new work, due to the lack of any other actual source of labor, and this is the condition actually reflected in the over-all cost figures under consideration.

12. The recommendation made in paragraph 11 above is also applicable in principle to the funding of supplies and material. Due to the drain on normal R and U 99 funds for the purpose of materials for required new work projects, and the fact that the majority of items secured through supply channels (including lumber) require reimbursement, there is hardly sufficient 99 funds remaining to purchase materials for normal maintenance.

13. The above should not be in any way construed as not being in full accord with the policies prescribed in the basic communication. This headquarters will take every action possible to bring maintenance costs more in line with the budgeted limitation. However, an attempt has been made to present some of the problems encountered in the field. And until

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such time as personnel authorizations and materials funding are more in line with operational requirements, the condition described will continue to exist to a certain extent in all accounts. A base commander forced to draw on his normal maintenance resources in order to construct, alter or improve the essential operating and housekeeping facilities necessary to perform his mission cannot at the same time perform the required preventive maintenance.

FOR THE COMMANDING GENERAL:

JOHN A. ROBERTS
Colonel, USAF
Actg Chief of Staff

" A TRUE COPY"
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS 7TH BOMBARDMENT WING, HEAVY
Carswell Air Force Base
Fort Worth, Texas

A3SCH 8 February 1949

SUBJECT: In-Flight Courses of Instruction

TO: Commanding General
Eighth Air Force
Fort Worth, Texas

1. It is recommended that action be taken to reinstate the in-flight course of instruction formerly authorized to be taught by the B36-1 Mobile Training Unit. In June 1948 subject courses were deleted by the Air Training Command and have not been taught since that time.

2. The teaching of such courses would be of particular benefit to this organization; and, at the same time, the knowledge of the MTU instructors would be increased. Subsequent courses taught would increase in quality, and all future classes would benefit. At this time the instructors are unable to give in-flight (normal and emergency) procedures to crew members, except to the extent allowable with the mock-ups and trainers possessed by the MTU. Flight crew students have expressed a desire for a practical in-flight demonstration by the instructor.

3. The B-36 aircraft is a very complicated piece of equipment. Each flight may encounter troubles that have never been catalogued and are, therefore, unforeseen by the flight crew. If qualified instructors were aboard the trouble might be diagnosed and corrected in the air.

4. It is believed that if the Mobile Training Unit instructors were required to participate in transition flights of B-36 air crews assigned to this Wing the monetary renumeration they would receive would be far less than the direct savings their instructions would insure for such items as damaged parts, in-commission time of aircraft, and length of time necessary for transition

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training. Every system of the aircraft will require in-flight instruction for one or more members of the air crew. All of the Mobile Training Unit instructors are thoroughly familiar with the system they teach on the ground and should be able to do a competent job in the air.

5. The requirement for in-flight instruction will continue beyond the time when all flight crews have completed transition training to the date when all troubles have been identified and proper corrective procedures have been published.

FOR THE COMMANDING OFFICER:

FREDERICK C. THAYER, JR.
1st Lt, USAF
Asst Adj.

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John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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A3SCH
Subject, In-Flight Courses of Instruction

ODT 353 (8 Feb 49) 1st Ind

Headquarters Eighth Air Force, Fort Worth, Texas, 24 February 1949

TO: Commanding Officer, 7th Bombardment Wing, Heavy, Carswell Air Force Base, Fort Worth, Texas

This headquarters is in accordance with recommendations stated in basic communication. It is requested that the following information be provided:

a. Names, AFSN, and organization.

b. Justification for placing men-rated personnel on flying status. Specific duties to be performed will be indicated.

c. A statement that no rated personnel are available to do the work or can be trained to do the job.

d. An estimate of the number of flying hours that will be required to carry out the assignment.

e. A specific period necessary to accomplish the mission or project will be given.

BY COMMAND OF MAJOR GENERAL RAMEY:

W. H. BLANCHARD
Colonel, USAF
Director of Operations

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A3SCH (Hq 7th BW)
Subject: In-Flight Courses of Instruction (8 Feb 49)

A3SCH 2d Ind HAB/nwm

Hq 7th Bomb Wing (H), Carcwell Air Force Base, Ft Worth, Tex, 4 Mar 49.

TO: Commanding General, Eighth Air Force, Ft Worth, Tex

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

a. Personnel of the B-36 Mobile Training Unit are assigned to the 3499th Mobile Training Group, Chanute Air Force Base, Illinois, and are under the jurisdiction of the Air Training Command. All of the personnel assigned to this unit are instructors and specialists in the various systems of the B-36 aircraft. Due to the physical organization of a Mobile Training Unit instructor personnel may be added to or removed from a unit by the parent organization at Chanute Air Force Base without advance to this headquarters. In view of this fact it would be impractical to list names of personnel who are subject to transfer without prior notice. The following MOS's will remain constant in this unit and are given as a substitute for names.

2 Airmen	.750 FK
2 Airmen	.684 AK
3 Airmen	.685 K
2 Airmen	.686 K
1 Airmen	.687 K
1 Airmen	.528 K
1 Airmen	.683 K
1 Airmen	.647 K
1 Airmen	.575 K
1 Airmen	.960 K
3 Airmen	.955 K

b. As outlined in the basic communication, Mobile Training Unit personnel were all formerly on flying status and were conducting in-flight training on various types of aircraft. This in-flight training is presently incorporated in the syllabus of instruction for the B-36 Mobile Training Unit, but the instructor personnel were removed from flying status by the Air Training Command when the value of such in-flight courses became doubtful. With further reference to basic communication, this headquarters has endeavored to outline the value to that Command of such courses. The specific duties of instructor personnel conducting in-flight training will necessarily vary greatly with the specialty being taught. The scope of instruction would include

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in-flight trouble shooting, proper corrective maintenance procedures where possible, and normal and emergency procedures, as well as methods of recognition and logging of in-flight troubles. Due to the complex nature and number of systems of the B-36 aircraft, it would be impractical to list specific duties for all instructors who would be conducting in-flight instruction. An example of such duties would be that of the E-6 Automatic Pilot instructor, MOS 683. A common malfunction write-up for the E-6 Automatic Pilot is that it would not maintain an accurate course. An interview with the Mobile Training Unit instructor reveals that there are many possible reasons for this, most of which are simply improper adjustment. There are three different and distinct types of rudder hunt which are caused by improper adjustment. In addition, there are at least three types which are caused by improper operation. Against these six or more types of rudder hunt there is only one which might properly be classified as a malfunction. There is so much similarity in the symptoms of these troubles that only actual demonstration in flight can distinguish between them and the proper corrective measures pointed out.

c. The rated personnel presently assigned to the flight crews could do the work and can be trained to do the job if they were to receive an intensive course of in-flight instruction. This is the basis for the original request to place Mobile Training Unit instructors on flying status to conduct in-flight courses of instruction.

d. It would be necessary for these personnel to fly any special missions to accomplish this training, as the Mobile Training Unit instructors would be available to fly on any or all transition or operational flights. The in-flight instruction could take place at those times.

e. The mission could be considered accomplished at such time when all in-flight troubles were properly logged and corrective measures listed, when all flight crews became thoroughly familiar with diagnosing in-flight troubles, proficient in accomplishing normal and emergency procedures, and had become thoroughly acquainted with all the various systems of the aircraft.

FOR THE COMMANDING OFFICER:

FREDERICK C. THAYER, JR.
1st Lt, USAF
Asst Adj.

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John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date 20-22 March 1949

SUBJECT: Report of Supervisory Staff Visit:

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

Walker Air Force Base, New Mexico - Lt. Col. E.A. Perry, A-3, 509th BW Reference B-50 MTU, Ground Training and OJT Program.

Captain Thompson, OIC Reserve Mobilization Training. Reference assignment orders and training of Reservists and possible increase in "M" Day assignees.

Biggs Air Force Base, Texas - Major J. Brown, Acting A-3, 97th BW
Lt Col. P. K. Blair, Deputy CO, 97th BG
Major J. A. Ryan, S-3, 97th BG
Reference B-29 MTU, synthetic Trainers, Ground Training, OJT Program Captain Remaklus, OIC Reserve Mobilization Training, Reference assignment orders and training of Reservist.

/s/t/ J. H. THOMPSON F. E. WILSTROM

Lt Col, USAF Major, USAF

Countersigner Visiting Staff Officer

Incl #1
8AF Form 11-13M

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Davis-Monthan Air Force Base, Tucson, Arizona 43rd Bomb Wing

Lt. Colonel Kunkel, A-3, 43rd BW. Reference B-50 Mobile Training Unit, Ground Training and OJT Program.

2d Bomb Wing

Colonel Eubank, CO, 2d Bomb Wing, Reference B-50 Mobile Training Unit and Ground Training

WALKER AIR FORCE BASE

The following information was obtained from a staff visit to Walker Air Force Base, New Mexico on 21 March 49. Colonel Irvine was away so could not confer with him.

1. Lt. Colonel Perry, A-3, 509th BW stated in reference to the B-50 Mobile Training Unit that they desired a B-50 Mobile Training Unit be assigned 15 May 49 providing the following plan reference the 509th Bomb Group mission to U.K. be approved: (Letter covering this plan is forthcoming). They desire to send 30 crews and aircraft to U.K. composed of 21 bombardment crews and 9 air refueling crews. The remaining 9 bombardment crews to retate with 9 other bombardment crews in England after six (6) weeks. This will provide 99 crew members, 45 bomb groups mechanics, 10 Bomb Group maintenance, inspectors and 50 M&S group maintenance personnel (total of 204 persons) available at Roswell for transitional training through the B-50 Mobile Training Unit.

2. Reference the Reserve Mobilization Training Program no orders have yet been received on requested trainees. The training Program is being conducted satisfactorily with the full quota of 18 persons participating. In reply to a question as to the additional personnel they could adequately train, a statement was made by Captain Thompson that approximately 20 more reservist in that area are interested. Colonel Irvine was away so could not ascertain the training problem this would impose.
(Have since received "M" Day orders) FEW

BIGGS AIR FORCE BASE

The following information was obtained at Biggs Air Force Base on 2[illegible]March 49. General Hutchison was away so I could not confer with him.

A B-29 Mobile Training Unit is vitally necessary to train the influx of personnel expected. The training program both air and ground is hampered at present because of the lack of personnel both crew members and maintenance.

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All school training being conducted is as additional duty of the few skilled personnel available.

Regarding the OJT Program an increase in the trainees and a tightening down on administrative controls has been effected since the return of the bomb group from England and is progressing satisfactorily.

Regarding the Reserve Mobilization Training Program, no orders have been received on requested assignments. Of their quota of 122 "M" Day assignees 92 have requested assignment. Of the 92 only 60% are actively training at the present. The main reason for this lack of interest is because no orders insuring pay credit has been received.

Davis-Monthan Air Force Base

The following information was obtained at Davis-Monthan on 22 March from the 43d and 2d Bomb Wings. Colonel Selzer was busy so I could not confer with him, however, Colonel Eubanks was contacted for the 2d Bomb Wing.

43d Bomb Wing

Colonel Kunkel stated that the B-50-1 should remain at Tucson for completing the requirements of the 43d which he further stated will take the rest of 1949. The reason is that other than training commitments has interfered with accomplishing their training requirements. He also stated that he felt they should have preference over the 2d Bomb Wing and the 509th Bomb Wing to bring themselves up to the necessary proficiency rather than leave them in a state of being only half trained.

Regarding the Reserve Mobilization Training Program, orders on 15 of their 18 have been received and the program is progressing satisfactorily with 12 of the 15 actively participating. When questioned as to the feasibility of increasing their quota, Captain Lerman stated that a quota of 20 more could be filled from the stand point of personnel available. However, Colonel Selzer could not be contacted to determine the difficulties this would impose.

2d Bomb Wing

C Colonel Eubanks stated that they were badly in need of a B-50 MTU especially from the stand point of maintenance personnel. He felt that as far as aircrews were concerned they were approximately 60% completed but that the maintenance personnel were in dire need for formal MTU schooling.

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He was desirous of obtaining some information on the following:

a. Bombing ranges near Chatham (A letter was sent to Tucson by Lt. Colonel English 22 March 49 on this).

b. Possibility of retaining the RBS at Birmingham instead of allowing it to move. (Major Templeton was notified and he stated that subject RBS would remain at Bermingham primarily for use by the 2d Bomb Wing. Colonel Eubank will be notified.)

c. Possibility of getting Mr. Peeler the Radar Tech Representative from Chatham to Tucson. (Lt. Col. Hascall was contacted and he said he would call Colonel Eubank).

d. Date they can expect Q24s in aircraft and Q-24 mock-ups so that their training may be planned. (Lt. Colonel Hascall was contacted and said that he would call Col Eubank on this).

e. Possibility of getting a GCA team into Chatham.

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HEADQUARTERS EIGHTH AIR FORCE
FORT WORTH, TEXAS

ODT 452.3 28 Mar 1949

SUBJECT: Curtis Wright Flight Simulator

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

1. The Curtis Wright flight simulator which is outlined in the attached pamphlet fills a definite and urgent need for the B-36 and B-50 type aircraft. Past experience has shown that if such a trainer were made available many of the current problems now being solved by 7th Bomb Wing by excessive expense and effort would be non-existent. Future planning for the use of these aircraft and new type aircraft both in this command and others could be greatly simplified. The problems now arising in the Fifteenth Air Force are prime examples of the need.

2. Some of the benefits to be derived from the flight simulator are as follows:

a. It will allow units to start check-out of flight crews prior to delivery date of new aircraft, thus providing a back log of semi-trained crews ready for their air training. In the 7th Bomb Group after seven (7) months there are still more aircraft assigned than qualified crews.

b. The air training time normally required in familiarization and indoctrination will be greatly reduced (possibly 60 or 70 percent) thus allowing the aircraft to be available for its primary mission at an earlier date. In the 7th Bomb Wing the existing commitments prohibit transition flying. One (1) crew has 500 hours and only 15 landings.

c. The flight simulator can establish and sustain standardization of combat crew procedures.

d. During war time, crews are required to operate an aircraft under conditions of gross weight, C.G. and weather conditions that are considered too hazardous for peace time practice. With the use of the flight simulator, crews will be able to practice under conditions that would not normally be imposed.

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e. The main difference between an experienced crew member and a young but proficient crew member is that experience of the older member was gained by having been through the many actual emergencies whereas the younger member though skillful has not accumulated the assurance gained only by experience. With the Flight Simulator, the young crew member can be exposed to several hundred hours of mechanical and weather emergencies in relatively short time.

f. Instrument practice and instrument flight checks consume a considerable amount of time that should be utilized by a primary mission. Though this air practice and air check are necessary, less time will be required if the person concerned has been through practice in a trainer.

3. It is the recommendation of this command that the trainer should be utilized as a Mobile Training Unit rather than an installed device. A change in mission or type of aircraft assignment would necessitate moving the trainers or placing personnel to be trained on a temporary duty status. For this reason the operation and maintenance of the Mobile Training Unit should be under the Air Training Command. At the time the simulator is being produced personnel of the Air Training Command should be assigned soo as the trainer is available, this reducing the time between the delivery of the aircraft and the assignment of a Mobile Training Unit. The trainer should not be allowed to remain at one station for an extended period but should circulate to organizations throughout the entire command, thereby making a fewer number of trainers necessary and ensuring maximum utilization of the Mobile Unit.

4. The procurement of such a trainer should be keyed to the production of the aircraft so that the delivery and installation will precede the delivery of the new aircraft by ninety (90) days. Means of modifying the trainers should be provided to keep it up to date with the model of the aircraft being delivered. The simulators should be allocated to major commands by the number of aircraft delivered not to exceed one (1) trainer for every two (2) groups. The trainer should be mounted on a tractor trailer or railroad flat car for complete mobility.

5. It is requested that this trainer be seriously considered for use in this command for the B-36, B-50 and future new type aircraft. The advantages of the trainer as indicated above would so simplify the initial indoctrination and continued

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flying proficiency that the original cost of the trainer would be nominal compared to the total monetary saving.

FOR THE COMMANDING GENERAL:

1 Incl
Curtis Wright
Flight Simulator

/s/t/ W. H. Blanchard
W. H. BLANCHARD
Colonel, USAF
Director of Operations

" A TRUE COPY"
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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Basic ltr fr Hq 8th AF, dtd 28 Mar 49, subj: "Curtiss Wright Flight Simulator".

SAC 452.3 (28 Mar 49) 1st Ind D04B2

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Omaha, Nebraska 27 Apr 49

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

1. This headquarters evaluated the Curtiss Wright Flight Simulator when it was first introduced and realized, at that time, the value of this form of instruction.

2. On the basis of this command's evaluation, Headquarters USAF has contracted for two (2) trainers to be mocked-up for the B-50D type aircraft. However, it is not believed that these trainers will become available for at least one (1) year. It is tentatively planned to assign both of these trainers to MacDill Air Force Base, Florida, for use in combat crew training and to assure adequate supply of parts and the highest quality of maintenance. Your comments are requested relative to this plan.

3. This headquarters is submitting an additional requirement for one (1) trainer to be mocked-up for the B-36 type aircraft and a further study will be made of your mobility plan.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

1 Incl
n/c

/s/t/ A. W. Kissner
A. W. KISSNER
Brigadier General, USAF
Chief of Staff

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ODT 452.3
Subject, Curtis Wright Flight Simulator

ODT 452.3 (28 Mar 49) 2d Ind

Headquarters Eighth Air Force, Fort Worth, Texas 16 May 1949

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

1. The plan presented in the preceding indorsement for the two (2) B-50 trainers is considered by this headquarters as being sound. The problems arising in the check out of B-50 crews have been minimized by the similarity of the B-50 and B-29 and further the late delivery date of the trainer precludes its use for tactical organizations of Eighth Air Force.

2. The greatest training potential of the flight simulator is its use in checking out crews in a new type aircraft. The B-36 and B-50, though larger, are fundamentally similar to other familiar USAF aircraft and present comparatively few new problems. However, within two (2) years considerably more complex problems will arise with the B-47 and B-52 type aircraft. These aircraft present unprecidented difficulties for bomber crews in that there will be jet type power plants and smaller and more separated crew positions involving new and unfamiliar operating procedures and crew coordination procedures. It is therefore recommended that consideration be given training equipment for these new aircraft now so that delivery date of the equipment will more nearly coincide with the delivery date of the aircraft. It is suggested that the equipment be produced in ratio to the production schedule of the aircraft and not in numbers unrelated to an entire program.

FOR THE COMMANDING GENERAL:

1 Incl
n/c

/s/t/ J. H. Thompson Lt Col USAF
for
W. H. BLANCHARD
Colonel, USAF
Director of Operations

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Basic ltr, dtd 28 Mar 49, fr Hq 8th AF, subj: "Curtis Wright Flight Simulators

SAC 452.3 (28 Mar 49) 3d Ind D04B

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Omaha, Nebraska 27 May 49

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

1. No more than the two (2) Curtis Wright Flight Simulators presently in production, as indicated in paragraph 2, 1st Indorsement, will be procured.

2. At the present time, due to the extreme cost of this device, it is not considered feasible to procure any additional trainers unless the evaluation of the service test warrants the expenditure.

BY COMMAND LIEUTENANT GENERAL LeMAY:

1 Incl
n/c

/s/ Edward T. Lipford
EDWARD T. LIPFORD
2d Lt, USAF
Asst Adj Gen

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HEADQUARTERS EIGHTH AIR FORCE
FORT WORTH, TEXAS

CL-24 21 December 1948

Colonel Clarence S. Irvine
Commanding Officer
509th Bombardment Wing, Medium
Walker Air Force Base
Roswell, New Mexico

Dear Bill:

I have asked my major staff section to jointly prepare a letter for me to General LeMay, outlining our over-all status as of 1 January 1949 and our position regarding the 1 January readiness date. You are aware of the objective. Your own preparation of such a survey will facilitate any queries made to you by our staff divisions, as also would a letter to me prior to 1 January on the same subject.

I have instructed the staff in forthcoming visits to be especially critical of transient facilities; intelligence activities; standardization of air crews and flying techniques; qualification in primary air crew MOS's; utilization of mobile training units, mockup equipment and classrooms for primary duty training; all phases of personal equipment; and air and ground discipline, not only as exemplified by personal appearance and conduct but also the spirit of directive compliance and precision performance in accordance with presently approved standard operating procedures.

With regard to the air to air refueling program, I am aware of the problems connected with obtaining table of organization, equipment and personnel. We are working with Strategic Air Command to clear up the priority location of your refueling squadron. It is essential, however, that the training in the air to air refueling techniques proceed immediately regardless of the TO & E problems, even at a small expense to your bombardment capability. If it is necessary to utilize bombardment crews and bombardment squadron maintenance personnel to proceed with the air to air refueling indoctrination, you will have to do so. The degree of your compromise in this direction I shall have to leave up to you. Needless to say, any surplus personnel that you have available should be assigned to the tanker squadron. As you know, our results in air to air refueling are being observed daily by higher headquarters and in spite of our troubles, positive results are expected.

Sincerely,

R. M. RAMEY
Major General, USAF
Commanding

"A TRUE COPY"
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS STRATEGIC AIR COMMAND IDCX
OFFUTT AIR FORCE BASE
FORT CROOK, NEBRASKA

SAC 322 ( ) 22 October 1948

SUBJECT: Evasion and Escape

TO: See Distribution

(Corrected 15 Dec 49)

1. GENERAL. An Evasion and Escape Branch has been activated within the Intelligence Division of this Headquarters. Similarly, an Evasion and Escape Unit or Branch will be organized within each subordinate Air Force, Air Division, Combat Group, and Combat Squadron of this command.

II. PERSONNEL. Graduates of the Russian Language Course of the Army Language School are being assigned to the Command on the basis of one or more to a combat group. These officers have been thoroughly oriented in the languages and customs of the Soviet peoples, and in the terrain of the Soviet Union. Their mission is to instruct combat crewmen in the use of Russian language phrases. The sole purpose of this training is Evasion and Escape. With few exceptions, all available graduates of this course will be assigned to Intelligence with the primary duty of supervising the Evasion and Escape Program.

III. MISSION. Consistent with the mission of the unit, Evasion and Escape personnel will be charged with the responsibility of:

1. Providing constant instruction to combat crew members in the use of Russian language phrases.

2. Training combat crew members in Evasion and Escape technique.

3. Coordinating; collecting, and disseminating Evasion and Escape information and material, and briefing combat crew members in the latest Evasion and Escape information prior to each flight over hostile and neutral territory. This information will include:

a. Safe landing areas within enemy territory.

b. Techniques of escape

c. General information pertaining to clandstine organizations and helpers within enemy and enemy-occupied territory.

d. Routes of escape

e. Conduct when forcelanded in neutral territory.

f. Conduct after capture.

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4. Developing clandstine organizations with a view toward expansion.

5. Issuing of escape kits and special equipment.

6. Recommending changes in design and contents of escape kits and special equipment.

7. Arranging for the procurement of special equipment.

8. Alerting clandestine and rescue organizations when aircraft are missing over enemy territory.

9. Studying available materials to determine the most likely areas where our aircraft may be downed.

10. Constantly reviewing and revising plans for Evasion and Escape.

11. De-briefing and interrogating escapees and preparing reports for higher headquarters.

12. Recommending disposition of escapees, i.e., transfer to ZI, rejoin organization, etc.

13. Accummulating from interrogators and other sources, information of such a nature as will assist in Evasion and Escape.

14. Safeguarding and secrecy of the Evasion and Escape program with particular emphasis on the identity of helpers and clandstine organizations.

IV. SOURCES. In the initial stages of conflict, it is anticipated that Evasion and Escape information will be scarce, however, as war progresses, information as to both escape routes and safe areas, as well as organizations rendering assistance, will be developed and will increase at a pronounced rate. Initially, the following organizations are sources of Evasion and Escape techniques and information:

	ORGANIZATION	METHOD
(1)	Central Intelligence Agency	Summaries, Reports and Bulletins
(2)	Evasion & Escape Section, DI, USAF	Evasion and Escape bulletins, letters etc.
(3)	Air Ministry or War Office, British Government	Reports, letters and personal liaison.

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(4)	U.S. Air, Military and Naval Attaches to neutral countries	Reports and personal liaison.
(5)	Deputy Chief of Staff, Intelligence Strategic Air Command	Evasion and Escape bulletins, messages, and personal contact.
(6)	ID, GSUSA	Bulletins and reports.
(7)	G-2, Theater	Bulletins, reports and frequent liaison.
(8)	Theater air commands	Bulletins, reports and daily liaison.
(9)	Interrogation teams	Interrogation reports of all escapees, prisoners-of-war, and displaced persons.
(10)	Evasion and Escape Interrogators	Personal contact with escapees.

V. DISSEMINATION OF INFORMATION. Evasion and Escape Bulletins will be periodically pbulished by this Headquarters. Each Bulletin will bear a notation of the distribution it is to receive. Normally, Top Secret information will not be disseminated lower than the appropriate numbered air forces or air divisions until required for pre-flight briefing for actual combat missions. Materials of classification lower than Top Secret will normally be indicated for dissemination to combat squadron level. It is the primary duty of each Evasion and Escape Unit to insure that complete files of these publications are available for immediate use at any time.

VI. SUPPLIES AND EQUIPMENT. A list of available supplies and equipment is appended as Inclosure 1. Current stocks at combat group level will be inventories and immediate action for replenishment will be taken through regular channels of distribution or supply. The recommended basis of stocking Evasion and Escape kits is one per combat crew member, with ten percent reserve.

VII. REPORTS. Upon receipt of this directive, each major subordinate command will submit a report to this Headquarters, containing the names of Evasion and Escape officers through combat squadron level, with a brief outline of each Intelligence section organization to reflect the establishment of the Evasion and Escape program. Upon changes of assignment, the names of newly designated Evasion and Escape officers will be promptly submitted to this Headquarters. Reports control exemption: Paragraph 8e, AF Regulation 11-5.

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Subj: Evasion and Escape

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

/s/ William A. Adams
/t/ WILLIAM A. ADAMS
Colonel, USAF
Director of Intelligence

1 Incl:
List of Equipment

DISTRIBUTION:

8AF-30
15AF-30
311th Air Div-20
307th Bomb Wg-12
56th Ftr Wg-5
4th Ftr Wg-5
SAC-25

A CERTIFIED TRUE COPY:

John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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EVASION & ESCAPE EQUIPMENT & MATERIALS

I. EQUIPMENT.

Evasion and Escape Kits, Type E 17.

II. MAPS & CHARTS.

Union of Spvet Socialist Republics
National Geographic Magazine
(Availability of Special Escape Maps will be announced as production is completed.)

III. MATERIALS.

TM 30-276 Moroccan Phrase Book.

TM 30-303 Italian Language Guide.

TM 30-306 German Language Guide.

TM 30-307 Dutch Language Guide.

TM 30-310 Norweigian Language Guide.

TM 30-311 Danish Language Guide.

TM 30-312 Swedish Language Guide.

TM 30-313 Icelandic Language Guide.

TM 30-316 Hungarian Language Guide.

TM 30-318 Turkish Language Guide.

TM-30-321 North Africian Arabic Language Guide.

TM 30-326 Persian Language Guide.

TM 30-327 Hindustani Language Guide.

TM 30-331 Thai (Siamese) Language Guide.

TM 30-333 Chinese Language Guide.

TM 30-334 Cantonese Language Guide.

TM 30-344 Russian Language Guide.

TM 30-345 Bulgarian Language Guide.

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MATERIALS - continued.

TM 30-346 Serbo-Creatian Language Guide.

TM 30-349 Rumanian Language Guide.

TM 30-352 Albanian Language Guide.

TM 30-603 Italian Phrase Book.

TM 30-606 German Phrase Book.

TM 30-607 Dutch Phrase Book.

TM 30-610 Norweigian Phrase Book.

TM 30-611 Danish Phrase Book.

TM 30-612 Swedish Phrase Book.

TM 30-616 Hungarian Phrase Book.

TM 30-618 Turkish Phrase Book.

TM 30-626 Persian Phrase Book.

TM 30-631 Siamese Phrase Book.

TM 30-642 Korean Phrase Book.

TM 30-644 Russian Phrase Book.

TM 30-645 Bulgarian Phrase Book.

TM 30-646 Serbo-Croatian Phrase Book.

TM 30-649 Rumanian Phrase Book.

TM 30-650 Greek Phrase Book.

TM 30-652 Albanian Phrase Book

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SAR/jh

HEADQUARTERS 7TH BOMBARDMENT WING, (H)
Office of the Commanding Officer
Carswell Air Force Base
Fort Worth, Texas

A2

10 January 1949

SUBJECT: Evasion and Escape Program

TO: Commanding Officer, 7th Bombardment Group, H, Carswell Air Force Base, Fort Worth, Texas
Commanding Officer, 11th Bombardment Group, H, Carswell Air Force Base, Fort Worth, Texas

1. Inclosed are two copies of letter directive, Headquarters Strategic Air Command, 22 October 1948, subject: "Evasion and Escape", forward for your compliance. For your information, distribution of this directive dated 22 October was held up on verbal instructions of Strategic Air Command. Manning ceiling restrictions in effect at the time would, in certain cases, have required replacing qualified Intelligence officers with Russian Language Instructors.

2. Reference paragraph IV, Sources, of subject directive, no material will be requisitioned direct by subordinate units. Headquarters Eighth Air Force has made arrangements for distribution of all Evasion and Escape material either directly from the issuing agency or through Strategic Air Command. As indicated in paragraph V, Dissemination of Information, most information for subordinate units will be distributed through Strategic Air Command Evasion and Escape bulletins or those issued at Headquarters USAF, of which one copy each of Nos. 1 and 2 are inclosed (See Inclosures 4 and 5).

3. Reference paragraph VI, Supplies and Equipment, certain difficulties have been encountered with regard to procurement of Evasion and Escape Kits. This has apparently been due to misrouting of correspondence, or misundering between Headquarters USAF and Headquarters AMC. Headquarters USAF is cognizant of the situation and Headquarters Eighth Air Force Has been directed to forward requisition numbers directly to USAF of any unfilled Evasion and Escape Kit requisitions. Action to accomplish this has been taken at the present time through Material Channels.

4. Reference paragraph VII, Reports, recurring reports will be forwarded to this Headquarters by the first day of each month. The first report to be due 1 Feb 1949. These reports are to contain a resume

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A2
Subject: Evasion and Escape Program

of Evasion and Escape activities being conducted within each Group. They will include suggestions for improvement of the program; a summary of difficulties or problems encountered; recommendation for changes in design of Evasion and Escape Kits or other equipment; and names of any new Evasion and Escape Officers assigned or designated during the period. Reports Control exemption: Paragraph 8c AF Regulation 11-5.

5. In addition to the material referred to above, also included for your information and use in the conduct of this program, are the following items:

a. Four copies of Russian Language Phrase Guide and one copy of Russian Lecture Guide, which have been adopted by this commend as outlined in Letter referenced in paragraph 5a above.

BY ORDER OF COLONEL CLARK:

5 Incls
1. Ltr, SAC 22 Oct 48 (2)
2. Russian Phrase Guide (4)
3. Russian Lecture Guide (1)
4. E&E Bulletin No. 1 (1)
5. E&E Bulletin No. 2 (1)

/s/ L.F. McCaffery
L.F. MCCAFFERY
Maj USAF
Adjutant

A CERTIFIED TRUE COPY
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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IDA 350.09 25 February 1949

SUBJECT: Evasion and Escape

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska
ATTN: Director of Intelligence

In compliance with instructions contained in Section VII, letter your Headquarters 22 October 1948, subject same as above, the following is a list of personnel assigned to the Evasion and Escape Program throughout this command:

Headquarters Eighth Air Force	Major George H McMichael
7th Bombardment Wing	Major Sam A. Roberts
7th Bomb Group	Captain Ernest Kowalczuk
9th Bomb Squadron	Captain Joseph J. Casagrande
436th Bomb Squadron	1st Lt. Joseph H. Burke
492nd Bomb Squadron	1st Lt. James W. Amis
11th Bomb Group	Captain Lionel A. Proulx
42d Bomb Squadron	Captain George W. Whitney, Jr.
26th Bomb Squadron	1st Lt. Lew Allen, Jr.
98th Bomb Squadron	1st Lt. Harry R. Lane
43d Bombardment Wing	Captain Joe R. Yraceburn
43d Bomb Group	Captain Edward P. Dombrowski
63d Bomb Squadron	Captain Albert K. Brown
64th Bomb Squadron	Captain Charles Speith, Jr.
65th Bomb Squadron	Captain Anthony J. Shank
43d Air Refueling Sqdn	Captain Charles E. Bethel
2d Bombardment Wing	Major Lyndall J. Avery
2d Bomb Group (Temporary)	Captain Edward P. Dombrowski
20th Bomb Squadron	
49th Bomb Squadron	Captain Gordon R. Sutton
96th Bomb Squadron	1st Lt. Shellie H. Green

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IDA 350.09 25 Feb 1949
Subject: Evasion and Escape

509th Bombardment Wing	Major Charles J. Beck
509th Bomb Group	Captain Walter C. Vitumac
	1st Lt. Michelas A. Belkin (Asst)
393d Bomb Squadron	Captain Albert L. Beals
715th Bomb Squadron	Captain George O. Capp
830th Bomb Squadron	Captain Kenneth J. Mensie
27th Fighter Wing	Captain Hal W. Foster
27th Fighter Group	2d Lt. Darl Wurffel, Jr.
522d Fighter Squadron	Captain William C. Fullilove
523rd Fighter Squadron	Captain John A. Denman
524th Fighter Squadron	1st Lt. Joseph R. Clark

97th Bombardment Wing:
The program for this wing is not completed, as the Group is now returning from TDY in England. Assignments will be forwarded as soon as available.

FOR THE COMMANDING GENERAL:

EDWIN M. KIRTON
Major, USAF
Director of Intelligence

" A CERTIFIED TRUE COPY"
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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IDA

SUBJECT: Information Relative to the Soviet Union

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska
ATTN: Director of Intelligence

Reference letter your headquarters, 6 January 1949, subject same as above, the following final compilation of the screening project is forwarded:

	7th	97th	43d	509th	2d	27th	8AF Hq	8AF
Total Strength	4466	2888	3369	3555	2196	2463	484	19,421
Screened	4226	3131	3369	3555	2192	2185	494	19,152
Positive Contacts	148	10	115	79	37	34	57	480
Leads Referred	366	87	179	199	81	58	130	1,100

- FOR THE COMMANDING GENERAL:

/s/ Edwin M. Kirton
EDWIN M. KIRTON
Lt. Colonel, USAF
Director of Intelligence

" A TRUE COPY"
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

Major McMichael, 257
GHM:rm, 14 July 49

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6 Pages
Page 1

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

REGULATION
NO. 51-1

2 February 1949

FLYING TRAINING

Air Crews in Bombardment Units

1. PURPOSE: To implement a flying training program for Eighth Air Force bombardment units.

2. GENERAL: This is an interim regulation to cover that period during which Eighth Air Force bombardment units are undergoing transition in new aircraft, equipment, or techniques. This regulation will be in effect until 1 July 1949, and is applicable only to group bombardment personnel.

3. POLICIES:

a. The Wing Commander is responsible for:

(1) Determining the amount of individual training each crew requires.

(2) Training each crew to lead-crew proficiency and maintaining that proficiency.

b. Combat crew members will achieve and maintain primary mission proficiency before being assigned additional duties of any kind.

c. Every effort will be made to maintain crew integrity, and insofar as possible, all training will be accomplished by integral combat crews.

d. Special emphasis will be given to the qualifying of pilots as airplane commanders. Minimums for the number of take-offs, landings and G. C. A. approaches to be accomplished by each pilot will be established by the Wing Commander.

e. Combat crew members will not be assigned to career schools or other TDY schools until suitable, fully-trained replacements are available.

f. Bombing crews will be trained in special weapons technique and will be proficient in air-to-air refueling (receiver).

*This Regulation supersedes 8AF Regulation 51-1, 3 Aug 1948, and letter this hq, file 353, subject: "Radar Bombardment Training," 22 November 1948.

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g. It is desirable to utilize crews in cruise control tests and tests involving new bombing techniques and bombing equipment, since such tests will aid materially in the qualification of these crews.

h. It is the intent of this regulation to provide for a regular progression of training from the elementary to the advanced. The wing commander will determine the rate of this progression for individual crews and will use the desired goals as stated in this regulation as a guide in establishing his local training requirements and policies.

4. DEFINITIONS AND STANDARDS:

a. Lead Crew: A lead crew is that flying team which has demonstrated as a team and individually that it possesses the necessary discipline, proficiency. responsibility, and resourcefulness, and which stands out in its unit as capable of insuring complete tactical success.

b. Bombing Team: A bombing team will be composed of airplane commander, bombardier, navigator, and radar observer.

c. Individual proficiency of lead crew members will be required as follows:

(1) Pilot (Airplane Commander and Co-Pilot): As required by paragraph 1c (1), Supplement I, SAC Reg 50-8, 28 June 48.

(2) Navigator: As reqired by paragraph 1c (2), Supplement I, SAC Reg 50-8, 28 June 48.

(3) Bombardier: As reqired by paragraph 1c (3), Supplement I, SAC Reg 50-8, 28 June 48, except that the following proficiency on first runs will be attained instead of meeting the requirements of paragraph 1c (3) (a) 1, Supplement I, SAC Reg 50-8, 28 June 48:

(a) Bombing Ranges - 400 foot CEA from 25,000 feet absolute.

(b) Visual - Camera bombing in industrial complex targets - 650 feet CEA from 25,000 feet absolute.

(c) Visual - RBS bombing - 750 feet CEA from 25,000 feet absolute.

(4) Radar Observer: As reqired by paragraph 1c (5), Supplement I, SAC Reg 50-8, 28 June 48, and attain the following CEA's on the targets indicated from an absolute altitude of 25,000 feet:

(a) Reflector targets - CEA of 1,000 feet.

(b) Industrial targets - CEA of 3,000 feet - First runs.

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(c) Industrial targets - CEA of 2,000 feet - All runs.

(d) Radar Observer will be thoroughly familiar with the operation of assigned electronic homing devices used in tanker-receiver operations.

(5) Flight Engineer: As reqired by paragraph 1c (4), Supplement I, SAC Reg 50-8, 28 June 48, and be capable of the following:

(a) Compute no-wind and wind flight plans, accurate to within two percent.

(b) Perform in-flight cruise control computation and recording with a maximum error for fuel consumed of less than one percent.

(c) Compute weight and balance data without the use of the slide rule.

(d) Consistently equal or exceed by aerial demonstration the standard airplane performance data for the type and model aircraft being flown.

(6) Radio Operator: As required by paragraph 1c (7), Supplement I, SAC Regulation 50-8, 28 June 48.

(7) Gunners: As required by paragraph 1c (8), Supplement I, SAC Regulation 50-8, 28 June 48.

c. Tank Crew:

(1) A tanker crew will be an air crew assigned to tanker squadron, with the primary mission of being current in air-to-air refueling technique, as outlined in temporary revision to Technical Order AN-01-20EJA-1 MOD, changes RW-1M and RW-2M, in flight refueling bomber and tanker.

(2) Proficiency of individual crew members for tanker crews will be the same as outlined for individual crew members of lead crews, less all bombing requirements.

d. First Run: The first release on a flight (not preceded by a dry run) made either visually or by radar at 25,000 feet absolute altitude or above. Only one radar first-run and one visual first-run may be credited for the runs made in a given target area on a single flight. To receive credit for both a radar first-run and a visual first-run in the same target area on the same flight, the radar run must be made first. The PFS station will be notified when aircraft is approaching the IP and informed that the run will be a first-run. In the event

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of malfunction, either airborne or ground, the run will not be a first-run, and the mission over the target will be classed as an abort. As many first-runs as desired may be made on any one flight, provided only one first-run is made on any one RBS site, and one first-run camera attack on any city other than RBS. Types of first-runs for reporting purposes are as follows:

(1) Visual actual release on a bombing target, or

(2) a visual or radar camera attack on an industrial area, or

(3) a visual or radar RBS run.

e. Maximum Range Mission: Any mission flown with a 10,000 pound bomb load and with the built-in fuel cells of the airplane filled to capacity; the bombs released from a minimum altitude of 25,000 feet absolute at the half-way point of the mission. The 400 miles (N) immediately prior to and the 400 miles (N) immediately following bomb releases will be flown at an altitude equal to or higher than bombing altitude. For the purpose of this regulation, bomb bay fuel cells or external wing tanks are not to be construed as built-in fuel cells. To receive credit for a maximum range mission under the provisions of this regulation, the landing fuel reserve will not be more than 750 gallons or less than prescribed by SAC Regulations. B-36 aircraft are exempted from the above minimum fuel provisions.

5. BOMBING TRAINING:

a. General:

(1) Attacks (RBS or camera) on unfamiliar targets will be emphasized.

(2) Camera attacks will be credited the same as RBS attacks for reporting purposes, but care will be taken to avoid a preponderance of any one type attack for a given period. So far as possible, camera and RBS attacks should be accomplished on a fifty-fifty basis.

(3) Comprehensive interrogation, analysis, and critique of all bombing will be accomplished as soon as practicable after each mission. Bombing Teams will not be sent out to bomb until interrogation and analysis of all previous bombing has been completed. Corrective action recommended will be based on interrogation, analysis of scope and impact photos, RBS data, and pertinent logs.

(4) All bombing errors will be recorded and reported as actual circular errors. Bombing errors will not be converted to a standard altitude, camera attacks will be scored by the Nadir Method, or an equally accurate procedure.

(5) Proficiency on PDI runs will be maintained.

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b. Minimum Requirements: The following monthly minimums are established for the purpose of evaluation of capabilities of bombardment teams and units. Each bombardment team, composed of the same members during the reporting period, will accomplish:

(1) Radar - Eight attacks at 25,000 feet absolute altitude, or above, on industrial complex targets, of which four will be first runs, scored by RBS.

(2) Visual - Seven attacks at 25,000 feet absolute altitude, or above, on industrial complex targets and bombing ranges, of which four will be first runs. These attacks will be scored by RBS or camera.

(3) Bombardment crews only - One maximum range mission quarterly.

c. Radar Bombing: All radar bombing training will be accomplished without use of data obtained by visual reference to the ground.

(1) Targets of the following types will be used only for training new or sub-standard radar observers, establishing and checking bomb-run technique, and standardization board check rides: Any "easy" target showing great land-water contrast, or very definite target return, such as:

(a) Radar reflector targets.

(b) RBS sites at Tampa, San Diego, and San Francisco.

(c) Target #3 in Fort Worth.

(2) Arduous training in scope interpretation is desired, and the following will apply:

(a) Target study and briefing of radar observer on predictions of PPI presentation will be stressed.

(b) Briefing materials for industrial targets will consist only of world Aeronautical Charts for approaches and Air Force mosaics for target study and prediction of PPI presentation. Radar scope photographs will not be used for briefing, except for new or sub-standard crews.

(c) Final calibration of the radar set will be completed 30 minutes prior to IP.

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(d) Wind data used will be that computed by the radar operator. It will be taken prior to and as close to the IP as possible. (NOTE: The provisions of this paragraph will not be construed to preclude adherence to bombing SOP's which call for wind computations by all members of the bombing team. In the effort to improve radar bombing, the radar observer must be taught to rely on his own information as much as possible in order to do an efficient job. During the course of radar bombardment training, determination must be made for individual crews as to whether purely radar data will be employed, or the bombing team utilized as a whole).

(e) Care will be taken to compute and execute precision IP turns.

d. Bombing Capability: The bombing capability of each bombing team will be determined monthly in the following manner:

(1) Visual - Compute the CEA of all first runs.

(2) Radar - Compute the CEA of all first runs.

6. TACTICAL TRAINING: For the purpose of evaluating the efficiency and capability of bombardment groups, the following will be accomplished, unless other commitments of higher priority interfere:

a. Normally each bombardment group will be required to fly a maximum of one normal effort monthly, upon receipt of field order from this headquarters. A normal effort will be defined as 70% of the authorized or assigned aircraft, whichever is the lesser number.

b. Each quarter, each bombardment and tanker crew of organizations to which tanker squadrons and equipment are assigned will fly a minimum of one successful refueling hook-up mission. The rendezvous for this refueling will be accomplished by the use of airborne electronic homing rendezvous equipment only.

BY COMMAND OF MAJOR GENERAL RAMEY:

OFFICIAL:

John E. Hall

JOHN E. HALL
Major, AGD (USAF)
Asst Adj Gen

JOHN A. ROBERTS, JR.
Colonel, USAF
Acting Chief of Staff

DISTRIBUTION: "A"

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

REGULATION
NO. 51-1A

23 March 1949

FLYING TRAINING

Air Crews in Bombardment Units

8AF Regulation 51-1, 2 February 1949, is amended as follows:

* * *

3. * * *

e. Combat crew members will be assigned career schools and other TDY schools in accordance with AF Letter 35-136 and the following policies:

(1) Observers will not be assigned to PCS schools or technical schools except AOB and classified schools. Applications for other type schools will be accepted and placed on record until such time as current restrictions are removed.

(2) Crew members other than observers will not be assigned to civilian university training which will not further AEC program. Applications will be accepted and placed on record until such time as current restrictions are removed.

(3) Enlisted crew members will be assigned schools in accordance with directives and policies issued by this and higher headquarters.

* * *

BY COMMAND OF MAJOR GENERAL RAMEY:

OFFICIAL:

John E. Hall

JOHN E. HALL
Major, AGD (USAF)
Asst Adj Gen

JOHN A. ROBERTS
Colonel, USAF
Chief of Staff

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R E S T R I C T E D

HEADQUARTERS 43RD BOMBARDMENT GROUP (M)
Office of the S-3 Officer
Davis-Monthan Air Force Base
Tucson, Arizona

15-2
Page 1 of
8 Pages

OPERATIONS MEMO)
NUMBER 15-2)

25 Mar 49

FLYING TRAINING

Coordinated Bomb Run Procedures

1. PURPOSE: To establish the Bombing Team Standing Operating Procedures (SOP) for Radar Bombing, Combat and Visual Bombing.

2. GENERAL. a. Bombing Team Operating Procedures are as follows:

(1) ENROUTE TO IP.

(a) NAVIGATOR.

1. Check true headings by astro compass.

2. At fifteen minute intervals complete log entries will be made. Every thirty minutes a DR or pinpoint position will be obtained.

3. Make certain IFF equipment is turned on or off according to instructions for particular mission that is being flown. Note this information in the log.

4. In case of frontal penetration use metro-winds (or best known information.) Maintain tract specified in flight plan. During climb check altitude and maintain tract to insure bombing altitude is reached at the specified point.

5. Upon reaching bombing altitude obtain wind and ground speed as soon as possible. Determine ETA for IP and notify Airplane Commander, Radar Operator, and Bombardier in turn.

(b) BOMBARDIER.

1. Assist the Navigator by taking drift readings, pilotage pinpoints, and ground speed with the bomb sight. Keep pilotage and DR log.

2. Check guns and make certain the gunners are alert.

3. Remain alert for other aircraft, shipping, etc.

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4. Determine the data for the bombing altitude and for 1,000 feet above and below this bombing altitude; set the intended values into the bomb sight; record the other values; check for possible error.

(c) RADAR OPERATOR. (SAC Manual, Sec VII, p 21)

1. After take-off, check with the Flight Engineer before turning the set on. Calibrate set after thirty minutes "Warm Up" period.

2. Set variable range marker at fifteen miles. Notify Navigator of any change.

3. Keep DR log during flight and assist Navigator as much as possible by obtaining winds and radar fixes.

4. Observe scopel when in vicinity of mountains or thunderstorms inform Airplane Commander or these potential danger areas.

(2) BOMBING ALTITUDE, LEVEL OFF AND APPROACHING THE IP.

(a) NAVIGATOR.

1. Obtain an accurate wind by double drift, radar wind runs, pilotage wind, etc.

2. Establish point procedure turn ETA to this point. This information will be given to the Radar Operator and Airplane Commander.

3. Ten minutes prior to start of procedure turn, furnish the Radar Operator with: The evaluated wind over the target, TAS in MPH on the target run, GS in MPH on the target run and drift to the nearest one half degree on the target run. Best bombing wind will be kept on E6B with TAS and wind velocity in MPH.

(b) BOMBARDIER.

1. Obtain drift and GS with the bomb sight, if possible.

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2. Furnish the Navigator with wind, TAS in MPH and GS in MPH of the target run and set this information in bomb sight, (Navigator will evaluate this wind, by comparison, and furnish Radar Operator with this information.)

3. Re-compute altitude and check with Radio Altimeter. Give correct date to Radar (ATF & Trail) Operator when asked. Set correct date in bomb sight.

(c) RADAR OPERATOR

1. Re-check calibration of set within 1 hour of IP.

2. Switch to variable twenty mile range.

3. Determine the direction and velocity of the wind in the target area (from Navigator.)

4. Obtain ATF. Trail, and Absolute Altitude from Bombardier. Drift and GS in MPH from Navigator; run variable range marker to 14.5 NM.

5. Two minutes prior to making procedure turn, one fourth needle width, notify Airplane Commander of exact time of turn, number of degrees and direction of turn, and true heading to target.

6. While the Airplane Commander is in the turn, place the N.T.B. switch to track. Notify Airplane Commander to check Radar PDI as aircraft rolls out on the heading to the aiming point. (If P.D.I. off center, turn into P.D.I. until centered.)

(d) AIRPLANE COMMANDER.

1. Remain on interphone prior to procedure turn and during bomb run.

2. Start procedure turn on notification from Radar Operator only. (¼ needle width.)

3. Roll out on the desired heading for target run.

(e) PILOT.

1. Stand by on VHF, contacting RBS unit for proper clearance and state bomb release procedure.

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2. Notify the RBS that the tone control will be depressed approximately ten seconds before bomb away and be released at bombs away.

3. At that time the Pilot will ask the RBS unit to ascertain that the tone control is working and the RBS unit is receiving satisfactorily.

(3) BOMB RUN (RADAR)

(a) AIRPLANE COMMANDER.

1. After "Roll Out" over the IP, Airplane Commander will set aircraft on desired TH and visually check, if possible, for desired tack line.

2. Notify Radar Operator "ON COURSE," "PDI CENTERED," and "STANDING BY FOR SECOND STATION."

(b) PILOT.

1. Notify RBS unit that aircraft is turning over IP.

2. When Radar Operator calls out on interphone "TEN SECONDS TO GO," the Airplane Commander will repeat message and Pilot will depress the tone control button on the VHF set. When the Radar Operator says "Bombs Away," the Airplane Commander will repeat this message to Pilot and he will then release tone control. (If automatic tone control is available Bombardier will turn switch "on" at ten second warning.)

(c) RADAR OPERATOR.

1. After "ONCOURSE" from Airplane Commander, Radar Operator will call for "Second Station." Make any necessary course correction until true tracking is obtained.

2. When target coincides with variable range marker, switch N.T.B. switch to bomb, push "Arm-Disarm" switch to arm, posivively identify target, and turn sector scan "ON" and heading marker "OFF" with manual

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sweep expansion position aiming point one third distance in from the edge of scope. Automatic sweep expansion will keep the aiming point there when properly synchronized. Continue synchronizing for rate and courst, using tilt and gain for best aiming point definition. When properly synchronized displace the variable range marker to a point where the inner edge of the variable range marker is coincident with the aiming point.

3. Inform the Pilot of the distance to go, when five miles from the bomb release. Radio inter-phone silence will be maintained by all crew members except Radar Operator, Navigator, and Airplane Commander. Continue to synchronize until B.R.L. (light on computer comes on.

4. When B.R.L. light comes "ON" and "Disarm-Arm" switch returns to disarm, inform the Airplane Commander, "BOMBS AWAY" and return N.T.B. switch to track. Have the Airplane Commander resume control of the aircraft. After Airplane Commander states "I have control of aircraft," switch N.T.B. switch to navigate.

5. Record bomb information in Radar Bomb Log.

(d) BOMBARDIER.

1. If VFR - assist Navigator by reading drift and doing pilotage on bomb run.

2. Set GS and Trail in bomb sight - Set ATF in camera intervalometer and set up bomb intervalometer.

3. Set telescope index at 70° preset tangent of dropping angle on rate index and preset drift.

4. Bomb doors will be opened immediately after "ON COURSE" from Airplane Commander for actual bomb release run.

5. When the sighting angle needle moves up to zero, clutch in the rate motor and synchronize on the sighting angle indicator. Radar Actual Release: Master switch on, Tank safety

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switches checked on. Radio - Radar Optic switch on "Radar," Camera doors checked open.

6. SCR 584 Run. Master switch on, Tank safety switches off, Radio - Radar Optic switch on "Radar," and Camera doors open.

7. Ten seconds before bomb release the tone control will be turned on. On automatic tone control set intervalometer on train with 25 bombs set in. The tone will cut out at bombs away.

8. Immediately after "BOMBS AWAY" the camera will be checked to see if it is operating, and the tone control switch will be turned off.

(e) NAVIGATOR.

1. Monitor all instruments and constantly refer to E6B for purpose of notifying Radar Observer of all changes in GS and drift due to changes in heading or air speed.

2. Coordinate with Flight Engineer for proper CIAS on bomb run.

3. Check for proper variation in Fluxgate Compass.

4. Notify Radar Operator if track to target is being made good, immediately after "ON COURSE" from Airplane Commander.

5. Note, in log, exact time of "Bombs Away," T.H., G.S., and Drift.

(4) BOMB RUN (COMBAT)

(a) AIRPLANE COMMANDER.

1. After "Roll Out," over the IP, Airplane Commander will set aircraft on desired TH and visually check, if possible, for desired track line.

2. Notify Radar Operator and Bombardier "ON COURSE," "PDI CENTERED," and STANDING BY FOR SECOND STATION."

(b) PILOT.

1. Stand by to aid Airplane Commander in maintaining attitude of aircraft, proper CIAS and

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heading. (Do not use tone control procedure.)

(c) BOMBARDIER.

1. If VFR assist Navigator by reading drift and doing pilotage on the bomb run.

2. Set GS and Trail in bomb sight, set ATF in camera intervalometer and set up bomb intervalometer.

3. Set telescope index at 70 degrees, preset tangent of dropping angle on rate index and preset drift.

4. When the sighting angle needle moves up to zero clutch in the rate motor and synchronize on the sighting angle needle. Open the bomb doors, check the Master Switch "ON" Tank safety switches in proper position, check Camera Doors "OPEN". place Radio - Radar Optic switch on "RADAR."

5. When the target is positively identified visually the Bombardier will inform Radar Operator and Airplane Commander "VISUAL RUN" and switch the Radio - Radar Optic switch to "Optic."

6. Clutch in bomb sight clutch, disengage the auto pilot clutch, level the bubbles and synchronize on the target aiming point.

7. Call drift to the Radar Operator.

8. Take final level and put the trigger up approximately 30 seconds before bomb release.

(d) RADAR OPERATOR.

1. The same coordinated procedure will be used as prescribed for SCR 584 Radar Bomb Scoring Mission. When it is possible for the Bombardier to positively identify the target visually he will announce, over inter-phone "VISUAL RUN."

2. As the Bombardier take over, the Radar Operator will acknowledge and return aircraft control over to the Airplane Commander.

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3. Continue to synchronize for rate and preset any change in drift as announced by the Navigator or Bombardier. Be prepared at all time to accept control of aircraft for a Radar Release.

(e) NAVIGATOR.

1. Monitor all instruments and constantly refer to E6B for purpose of notifying Bombardier, and/or Radar Operator of all changes in GS and drift due to changes in heading or air speed.

2. Coordinate with Flight Engineer for proper CIAS on bomb run.

3. Check for proper variation in Fluxgate Compass.

4. Notify Radar Operator if track is being made good, immediately after "ON COURSE" from Airplane Commander.

5. Note, in log, exact time of "Bombs Away," TH, GS, and drift.

3. ACTION. a. The Squadron Commander will ascertain that the information contained herein is properly disseminated to all combat crews.

b. The Bomb Team SOP will be used by all combat crews, at this station, on all simulated or actual bombing missions.

c. One copy of this memo will be given to each Airplane Commander, Navigator, Bombardier, and Radar Operator.

d. The Group and Squadron Standarization Board will check every combat crew as part of the Flight Proficiency Check.

4. RESPONSIBILITY. It will be the responsibility of the Squadron Commander that all combat crews are thoroughly trained in the procedures outlined herein.

BY ORDER OF COLONEL MOORE:

ALLEN B. ROWLETT
Major, USAF
S-3

A CERTIFIED TRUE COPY

John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE
FORT WORTH, TEXAS

Suspense
Date 22 Apr 1949

ODT-2PE 373.5

13 April 1949

SUBJECT: Recommendations on Long Range Tactical Mission

TO: Commanding General, 97th Bombardment Wing, Medium,
Biggs Air Force Base, Biggs Field, Texas
Commanding Officer, 7th Bombardment Wing, Heavy,
Carswell Air Force Base, Fort Worth, Texas
Commanding Officer 2d Bombardment Wing, Medium,
Chatham Air Force Base, Savannah, Georgia
Commanding Officer, 43d Bombardment Wing, Medium,
Davis- Monthan Air Force Base, Tucson, Arizona.
Commanding Officer, 509th Bombardment Wing, Medium,
Walker Air Force Base, Roswell, New Mexico.

1. The attached exact copy of the Strategic Air Command letter, SAC 353, 7 April 1949, subject, "Long Range Tactical Missions", is forwarded for study and comment.

2. It is requested that this document be thoroughly examined and measured for the manner in which it will effect your organization and that recommendations be forwarded to this headquarters not later than 22 April 1949.

3. This headquarters will obtain from the Strategic Air Command a standard definition for the aircraft configurations mentioned in the letter and clarification of the relationship between paragraphs 4 and 5d.

BY COMMAND OF MAJOR GENERAL RAMEY:

1 Incl
SAC Ltr 353
"Long Range
Tactical Missions"

/s/t/ W. H. Blanchard
W. H. BLANCHARD
Colonel, USAF
Director of Operations

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HEADQUARTERS STRATEGIC AIR COMMAND D04A2
OFFUTT AIR FORCE BASE
Omaha, Nebraska

SAC 353 (7 Apr 49) 7 April 1949

SUBJECT: Long Range Tactical Missions

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

1. The Long Range Tactical Missions outlined herein are directed as minimum training requirements. In order to permit maximum training in the planning and execution of these missions, only the basic requirements of the mission are establish ed. Special emphasis will be placed on procedure training and on the exact execution of the mission in accordance with established procedures, and tactical doctrine. To achieve maximum training all aspects of simulated combat missions will be incorporated. A minimum of two aircraft will be scheduled on these missions.

2. The following general requirements are established for Long Range Tactical Missions.

a. Group Briefing: The Planning and briefing of the mission will be conducted on group level.

b. Take-Off. Take-off will be at controlled intervals. The intervals will be determined by the interval of aircraft over target.

c. Pre-IP. A pre-IP point will be established. Mission will be planned that aircraft will overfly point at a controlled time at established intervals.

d. Target Times. From pre-IP to target, aircraft will fly controlled airspeed to maintain interval at target.

e. Return. Return will be accomplished by individual aircraft.

f. Post Flights Interrogation and Analysis. A post flight interrogation and analysis will be conducted at group level.

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3. When no bombs are carried, a simulated radar bombing attack will be accomplished on an industrial target scored by RBS method.

4. Medium bombardment combat crews will accomplish one long range tactical mission per quarter period.

5. The following specific requirements are established for long range tactical missions:

a. Medium bombardment missions for stripped B-29 and B-50 will consist of a round robin flight of 4020 nautical miles. Take-off will be accomplished with 8,055 gallons of fuel, 10,000 lb bomb load, and 500 rounds of ammunition per gun; target will be approximately 2010 nautical miles distant. If temperature, wind and altitude conditions permit, take-offs will be made from home base. After take-off, minimum altitudes will be maintained consistent with safety to obtain optimum cruise control conditions. Thirty minutes before "Bombs away", 25,000 feet will be obtained. Rated power will be used for 10 minutes before "Bombs away". After breakaway, an altitude of 25,000 feet will be maintained until a long range descent is required. All distances are considered "no-wing" distances. Landing reserve will be 500 gallons.

b. Medium bombardment missions for standard B-29 aircraft will be same mission as 5a above, however, no bomb load will be required. Two hundred and fifty rounds per gun will constitute the ammunition load.

c. Medium bombardment mission for B-29 tanker aircraft will consist of an actual refueling mission, with refueling being completed at 1600 nautical miles from base, at 10,000 feet altitude. Amount of fuel transferred will be 4300 gallons. Take-off gross weight will be limited to 140,000 pounds. In each rendezvous the air-to-air rendezvous equipment will be used.

d. Medium bombardment mission for B-29 and B-50 combat receiver crew will consist of two long range two-way refuelings and two long range one-way refueling missions each year. Take-off gross weights will be planned so that receipt of 4300 gallons of fuel at 10,000 feet and 1600 nautical miles out will fill the system to capacity. Predicted landing reserves will be 750 gallons. In the case of two-way

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refueling, predicted reserve at the point of contact with the second tanker (1600NM out) will be 1,000 gallons. These missions will be coordinated with the missions outlined in (c), insofar as possible.

e. Until such time as B-36 performance data is available, B-36 units are authorized to plan and execute long range tactical missions at their discretion, however, the missions will be both tactical and realistic in nature with emphasis directed toward maximum performance of the aircraft and combat crew procedure training.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

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

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OPT-2F2 373.5 1st Ind
Subject: Recommendations on Long Range Tactical Mission (13 Apr 49)

A3 373.5
HEADQUARTERS, 97TH BOMBARDMENT WING, MEDIUM, Biggs Air Force Base, Biggs Field, Texas, 22 Apr 1949

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

In compliance with paragraph 2, basic letter, the inclosure thereto has been examined by this headquarters, and the following comments and recommendations are submitted:

a. The use of the pre-IP is not fully understood by this headquarters. If a controlled time is designated for arrival at the pre-IP, the use of a pre-IP seems superfluous, in that the controlled time could be designated for arrival at the IP. However, if only a controlled interval is desired, the use of a pre-IP is understood.

b. If a specific target time is designated, the success of the mission would depend to a large extent upon the accuracy of the winds aloft forecase. If a specified interval is designated, the accuracy of the forecast would assume a lesser role, but a means of communication between the aircraft must be established at the sacrifice of radio silence.

c. In reference to the comments in "a" and "b" above, it is recommended that the intervals between aircraft be controlled, but that the actual target time be determined by the winds experienced.

d. This headquarcers possesses standard and stripped B-29 aircraft at the present time. However, in a short time the entire complement should be stripped aircraft. Facilities are not presently available at this station to load ten thousand pounds of bombs on the stripped aircraft, nor are the correct type of practice bombs available.

e. Terrain difficulties of a local nature together with the provision that targets be approximately 2010 nautical miles distant will require that missions be staged from a more suitably located airfield.

f. It is recommended that each station be required to submit a flight plan for the standard aircraft assigned

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to its tactical organizations. This flight plan would be used as a basis for long range mission requirements of the organization. In its compilation, consideration would be given to the terrain difficulties imposed by nature at the specific station.

1 Incl
n/c

/s/t/ D. W. Hutchison
D. W. HUTCHISON
Brigadier General, USAF
Commanding

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CDT-2F2 373.5 (Hq 8AF)
Subject: Recommendations on Long Range Tactical Mission
(13 Apr 49)

A3 373.5 1st Ind EAL/nwm

Hq 7th Bomb Wing (H), Carswell Air Force Base, Ft Worth, Texas, 21 Apr 49

TO: Commanding General, Eighth Air Force, Ft Worth, Texas

In compliance with par 2 of basic letter the following comments are submitted, reference 8AC letter 353.

a. The requirements of par 1, 2, 3, and 4 are concurred in as being applicable to B-36 type aircraft.

b. Reference par 5 a and b, a simulated combat mission applicable to the B-36 could consist of the following:

(1) Round-Robin flight of 7800 nautical miles.

(2) Target: 3900 nautical miles.

(3) 23,800 gals of fuel (wings and one bomb bay).

(4) No ammunition (None available at present).

(5) 5,000 lbs of bombs; drop only one 500 lb bomb at target. This will approximate carrying 10,000 lbs to the target and will effect a considerable savings in bombs.

(6) Landing fuel reserve: 600 gals.

(7) Maximum take-off weight: 310,000 lbs.

(8) As further cruise control techniques and technical changes are made distance can probably be increased.

c. Requirements of par 5 c and d are not applicable to B-36 type aircraft.

d. Reference par 5e, this headquarters will continue to plan and direct the execution of long range tactical missions with a view toward establishing standard tactical procedures.

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

1 Incl
w/d

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BASIC: 8AF ltr, ODT-2FE 373.5, 13 Apr 49, subj,
"Recommendations on Long Range Tactical Mission"

2GS3 373.5 1st Ind

HEADQUARTERS 2D BOMBARDMENT WROUP (M), Davis-Monthan AFB,
Tucson, Arizona

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

1. This organization concurs in the stripped B-29 and B-50 tactics as stated in basic communication. However, comments and recommendations pertaining to the feasibility of accomplishing a 4020 nautical mile flight with 8055 gallons of fuel cannot be made at this time as flights of this nature utilizing the B-50 aircraft have not been attempted.

2. Long range tactical missions as directed in basic communication will be scheduled upon arrival of the 2d Bombardment Group at Chatham Air Force Base. These flights will be thoroughly analyzed and the results furnished your headquarters.

1 Incl
n/c

/s/t/ William E. Eubank, Jr.
WILLIAM E. EUBANK, JR
Colonel, USAF
Commanding

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373.5 1st Ind WA3/2AF/ccg
Subj: Recommendations on Long Range Tactical Mission

Headquarters 509th Bomb Wing (M), WAFB, Roswell, New Mexico, 18 Apr 49.

TO: Commanding Officer 509th Bomb Group (M), WAFB, Roswell New Mexico

For necessary action and return to the A-3 office on or before 22 April 49.

BY ORDER OF COLONEL IRVINE:

1 Incl:
N/C

/s/t/ Harold S. Gillogly
HAROLD S. GILLOGLY
2d Lt, USAF
Assistant Adjutant

373.5 2nd Ind BGS3/PKC/dc

Headquarters 509th Bomb Group (M), WAFB, Roswell, N Mex, 22 Apr 49.

TO: Commanding Officer, 509th Bomb Wing (M), WAFB, Roswell N Mex

1. The following commentary is made on the basic communication:

a. Paragraph 5a, SAC Ltr 353, "Long Range Tactical Missions, dtd 7 Apr 49:

(1) Rated power on the bomb run violates one of the primary considerations for good bombing; namely, constant air speed and altitude. Therefore, it is recommended 190 miles per hour true indicated air speed be submitted for the bomb run.

b. Paragraph 5b, SAC Ltr 353, "Long Range Tactical Missions, dtd 7 Apr 49:

(1) The requirements for a combat aircraft as listed in Paragraph 5b are the same as the stripped aircraft requirements in Paragraph 5a, minus the bomb load. Preliminary information obtained from cruise control missions with the stripped B-29 Gem type aircraft indicates that the aircraft performs cruise control-wise similar to a

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fully armed combat B-29. At this time a Gem type aircraft is being modified with torque meters and performance data is expected in the near future. When this data is available the feasibility of the proposed mission can be determined.

c. Paragraph 5c, SAC Ltr 353, "Long Range Tactical Missions," dtd 7 Apr 49:

(1) Preliminary cruise control information available for Tanker aircraft of this Group indicates that the requirements of this paragraph cannot be met. A flight plan worked out utilizing the average weight and cruise control characteristics of our presently assigned aircraft indicates that we will have to land 900 miles short of base on the return leg with a 600 gallon gasoline reserve. Performance date on our assigned Tanker aircraft with torque meters installed is being presently conducted. When this information becomes available we will be able to determine the feasibility of the proposed mission.

2. Due to the altitude of Walker Air Force Base the take-offs outlined for these long range missions could not be accomplished. It is recommended that mission requirements be changed so that all long range missions (both Tanker and Receiver) can be flown from the home base, thereby utilizing air crew, ground crew, and aircraft to the maximum extent.

FOR THE COMMANDING OFFICER:

1 Incl
n/c

/s/t/ Jay Jaynes
JAY JAYNES
Major, USAF
Adjutant

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373.5 3rd Ind WO/EAP/ccg
Subj: Recommendations on Long Range Tactical Mission

Headquarters 509th Bomb Wing (M), WAFB, Roswell, New Mexico, 25 Apr 49.

TO: Commanding General, Eighth Air Force, CAFB, Ft Worth, Texas, ATTN: Director of Operations

Your attention is invited to the 2nd Indorsement.

FOR THE COMMANDING OFFICER:

1 Incl
n/c

/s/t/ LOUIS L. WILSON, JR
Major, USAF
Adjutant

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SECRET

Exhibit #94

SUMMARY OF FLYING TRAINING ACTIVITIES FOR TACTICAL UNITS, EIGHTH AIR FORCE, JANUARY THROUGH APRIL 1949.

Note: This information was extracted from Semi-Monthly Flying Training Reports submitted to Directorate of Operations, Eighth Air Force, by the tactical groups concerned. Information under "Individual Bomb Releases" lists both the numbers of bombs dropped and the average circular error. Where two sets of figures are given for a month, one represents the first two weeks of the month and the other the last two weeks. Due to inclusion of average circular error, no attempt was made to carry forward totals on bomb releases and RBS runs.

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SECRET

Summary Flying Training - Bombardment Groups
Eighth Air Force
January - April 1943

	2d	7th	11th	43d	97th	509th	EAF Totals
Total Hours:	4076:10	2455:55	337:45	6816:15	4141:30	4571:55	22099:30
Form.	61:20	144:50	11:45	1012:05	163:30	383:55	1777:25
Trans.	229:45	91:50	54:30	312:40	67:50	367:50	1124:25
Inst.	1189:10	964:45	53:45	1962:20	683:10	836:10	5689:20
Grid Nav.	301:05	113:00	59:00	395:40	38:20	153:30	1060:55
Night	902:10	961:55	59:45	1750:10	691:10	1196:35	5771:35
Air Demonst.	27:10	197:00	16:15			136:40	377:05
Radar Scope	1367:20	1231:05	260:30	3077:05	2553:30	2237:40	11947:10
Flts. Out of ZI	2	0	0	11	26	1	40
Saudi Arabia				5			5
Azores	1			6			7
Bermuda	1				1		2
North Africa					27		27
Pacific Area						1	1

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	4th	7th	11th	43d	97th	509th	AF Totals
Gunnery Miss:	11	0	2	39	16	0	58
Air to Air	3	0	2	25	0	0	30
Ammo. Fired	4000	0	1555	45380	0	0	50935
Ground to Air	8	0	0	4	16	0	28
Ammo. Fired	5499	0	0	3960	17530	0	76489
Ptr.-Bomb Miss:	1	1	2	3	33	0	40
Film Exposed	300'	0	0	525'	5265'	0	6090'
Tactical SCA:	159	61	8	508	206	458	1400
Air Refueling:							
Total Hours						559:59	559:59
No. Missions				79			79
No. Crossovers				504			504
No. Actual Hook-ups				102			102
Gallons Fuel Trans.				78707			78707
Hrs Form. for Trans.				70:45			70:45

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Summary Flying Training
2d Group

	Jan	Feb	Mar	Apr	Totals
Total Hours:	1137:40	843:00	843:30	1252:00	4076:10
Form.	0	0	0	61:20	61:20
Trans.	39:10	76:35	55:50	58:10	229:45
Inst.	434:55	216:20	301:15	236:40	1189:10
Grid Nav.	0	36:40	157:05	107:40	301:25
Night	354:30	230:30	155:25	161:45	902:10
Air Demonst.	0	27:10	0	0	27:10
Radar Scope	638:15	345:25	608:55	294:45	1887:20
Gunnery Miss:	0	3	7	1	11
Air to Air	0	1	2	0	3
Ammo. Fired	0	900	3100	0	4000
Ground to Air	0	2	5	1	8
Ammo. Fired	0	20000	29994	5000	54994
Ftr-Bomb Miss:	0	0	1	0	1
Film Exp.	0	0	300'	0	300'
Ind. Bomb Rel:					
Visual-ACE	0	7-379'	30-325' 97-488'	64-281' 8-Unknown	
Radar-ACE	11-Unk	4-2375'	17-1206' 48-1425'	11-1277'	
RBS:					
Runs-ACE	145-3989' 134-2226'	34-4454' 13-4912'	34-4530' 28-5179'	53-4661'	
Tact. GCA:	36	59	45	19	159
Flts. out of ZI:	0	1	1	0	2
Bermuda	0	1	0	0	1
Azores	0	0	1	0	1

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Summary Flying Training
7th Group

	Jan	Feb	Mar	Apr	Totals
Total Hours:	587:10	515:00	777:30	576:15	2455:55
Form.	53:30	45:20	0	46:00	144:50
Trans.	34:25	23:15	8:20	25:50	91:50
Inst.	149:45	366:00	222:30	226:30	964:45
Grid Nav.	82:00	25:00	0	6:00	113:00
Night	219:35	182:30	345:25	214:25	961:55
Air Demonst.	87:30	109:30	0	0	197:00
Radar Scope	250:00	241:00	324:00	416:05	1231:05
Gunnery Miss:	0	0	0	0	0
Air to Air	0	0	0	0	0
Ammo. Fired	0	0	0	0	0
Ground to Air	0	0	0	0	0
Ammo. Fired	0	0	0	0	0
Ftr-Bomb Miss:	0	0	1	0	1
Film Exposed	0	0	0	0	0
Ind. Bomb Releases:					
Visual ACE	18-359'	5-500' 1 unknown	6-700' 27-380' 3-640'	31-451'	
Radar-ACE	0	0	7-596'	2-700'	
RBS:					
Runs-ACE	5 unknown	6 unknown	16-3483' 2-3052'	41-7859' 67-7504'	
GCA: (Tactical)	61	0	0	0	61

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Summary Flying Training
11th Group

	Jan	Feb	Mar	Apr	Total
Total Hours:	24:40	88:10	91:20	133:35	337:45
Form.	5:00	6:45	0	0	11:45
Trans.	1:00	5:00	19:00	29:30	54:30
Inst.	1:45	13:00	13:30	25:30	53:45
Grid Nav.	0	18:00	10:00	31:00	59:00
Night	1:45	23:00	21:10	13:50	59:45
Air Demonst.	6:30	6:45	0	3:00	16:15
Radar Scope	10:00	73:00	80:00	97:30	260:30
GCA: (Tactical	1	2	4	1	8
Gunnery Miss:	0	0	2	0	2
Air to Air	0	0	2	0	2
Ammo. Fired	0	0	1555	0	1555
Ftr-Bomb Miss:	0	0	0	2	2
Film Exposed	0	0	0	0	0
RBS:					
Runs-ACE	0	0	12-4381'	5-1898'	
Ind. Bomb Releases:					
Visual-ACE	0	0	0	3-338'	

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Summary Flying Training
43d Group

	Jan	Feb	Mar	Apr	Total
Total Hours:	1449:15	1333:35	1553:20	2180:05	6516:15
Form.	60:25	204:20	175:00	572:20	1012:05
Trans.	78:55	84:00	99:30	50:15	312:40
Inst.	388:25	521:00	319:55	733:00	1962:20
Grid Nav.	288:50	13:00	22:20	71:30	395:40
Night	830:05	301:45	302:40	317:40	1752:10
Radar Scope	1045:05	337:40	572:40	1121:40	3077:05
Gunnery Miss:	25	0	0	4	29
Air to Air	25	0	0	0	25
Ammo. Fired	45380	0	0	0	45380
Ground to Air	0	0	0	4	4
Ammo. Fired	0	0	0	3960	3960
Ftr-Bomb Miss:	0	0	0	3	3
Film Exposed	0	0	0	525	525
Ind. Bomb Releases:					
	0-0	36-unknown	0-0	33-399'	
Visual-ACE	48-unknown	0-0	54-409'	17-376'	
	0-0	0-0	0-0	0-0	
Radar-ACE	0-0	0-0	12-380'	9-unknown	
RBS:					
	10 unknown	6 unknown	32-unknown	53-2917'	
Runs-ACE	6 unknown	0-0	67-3875'	55-8114'	
GCA: (Tactical)	209	64	129	106	508
Flights outside ZI					
Saudi Arabia			5		
Azores			6		

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Air Refueling Squadron
43d Group

	Jan	Feb	Mar	Apr	Total
No. Missions:	0	29	34	16	79
No. Crossovers:	0	143	316	45	504
No. Actual Hook-ups:	0	43	45	14	102
Gal. Fuel Trans:	0	35144	28054	15509	78707
Hrs. Form. during Trans.	0	27:10	28:50	14:45	70:45

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Summary Flying Training
97th Group

	Jan	Feb	Mar	Apr	Total
Total Hours:	774:55	1959:00	647:35	760:00	4141:30
Form.	138:45	3:20	0	21:25	163:30
Trans.	0	9:30	25:00	33:20	67:50
Inst.	109:15	250:35	162:50	151:30	683:10
Grid Nav.	4:00	20:00	14:20	0	38:20
Night	157:20	355:20	109:45	28:45	651:10
Radar Scope	489:10	1273:00	356:50	434:30	2553:30
North Africa Flts:	10	17	Bermuda 1	0	28
Gunnery Miss:	15	1	0	0	16
Air to Air	0	0	0	0	0
Ammo. Fired	0	0	0	0	0
Ground to Air	15	1	0	0	16
Ammo. Fired	16730	800	0	0	17530
Ftr-Bomb Miss:	27	0	0	6	33
Film Exposed	3025	0	0	2240	5265
Ind. Bomb Releases:					
Visual	64-172' 107-216' 46 unknown	0 0 0	35-321' 1-1080' 0	80-320' 99-281' 2 unknown	
Radar	13-525'	0	0	10 unknown	
RBS:					
Runs	11-10725'	0 0	35-3102' 8-9477'	44-4919' 15-6004'	
GCA: (tactical)	44	11	78	73	206

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Summary Flying Training
509th Group

	Jan	Feb	Mar	Apr	Total
Total Hours:	1049:55	1072:55	1712:35	736:30	4571:55
Form.	49:15		333:10	1:30	383:55
Trans.	59:35	56:35	53:50	197:50	367:50
Inst.	258:15	156:10	242:35	179:10	836:10
Grid Nav.	38:50	95:10	19:30		153:30
Night	287:35	348:10	422:00	88:40	1146:25
Air Demonst.	136:40				136:40
Radar Scope	394:45	705:50	721:50	415:15	2237:40
Ind. Bomb Rel.:					
	68-429'	50-448.5'	68-472.2'	128-631.4'	
Visual-ACE	68-429'	100-490.2'	53-701.4'	53-685.7'	
	1-1200'		11-1263'		
Radar-ACE	8-1519'		3-2111'		
RBS:					
	67-6144'	98-6598'	26-6039'	9-5133'	
Runs-ACE	74-6614'	53-7807'	45-7193'	10-5314'	
Tactical GCA:	92	124	175	67	458
Flts out of ZI:				1	1
Pacific Area				1	1
Air Refueling:					
Total Hours			336:15	223:35	559:50

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Summary - Flying Training
27th Fighter Wing
January - April 1949

	January	February	March	April	Totals
Total Hours	3322	2057	1736	2665	9780
No. Nav. Form. Flts.	304	333	132	56	825
No. VLR Trng. Flts.	204	66	29	21	322
Gunnery:					
Air to Air	0	0	0	41	41
Air to Ground	63	0	20	498	581
Ammo. Expended	25,660	0	3,439	21,942A/A 154,301A/G	205,342
Tactical CCA	92	173	0	0	265

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95-

HEADQUARTERS
AIR TRAINING COMMAND
Barksdale Air Force Base, La. OB

9Feb49

362.18

SUBJECT: Degree of Proficiency Attained by Graduates of the AF Bombardment School

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

1. Informal information received by this headquarters indicates some misunderstanding or uncertainty exists within using agencies as to the degree of proficiency which the Bombardment School graduate attains. The purpose of this letter is to explain and clarify level of proficiency which the graduate attains while attending the USAF Bombardment School.

2. The graduate of the AF Bombardment School is considered proficient and qualified in accordance with AF Training Standard 50-1037 to operate the equipment and assume the duties for which he has been trained. These officers have sufficient experience and training to permit them to transition to newer types of equipment installed in tactical aircraft, in a minimum amount of time.

3. It is requested that in the event graduates of the school do not meet the standards outlined above, that names, class designations, and pertinent facts concerning deficiencies be furnished this Headquarters for analysis to assist in developing corrective methods to prevent recurrence. Comments, criticisms, and suggestions on the course of instruction which graduates of the AF Bombardment School receive prior to assignment to your Command are invited.

FOR THE COMMANDING GENERAL:

2 Incls
1 - ATRC Reg 51-25
2 - ATRC Reg 51-26

/s/t/ P. B. McCommon
P. B. McCOMMON
Major, AGD (USAF)
Asst. Adj. Gen.

Incl #1

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

ODT 353 25 February 1949

SUBJECT: Degree of Proficiency Attained by Graduates of the AF Bombardment School

TO: Commanding General, 97th Bombardment Wing, Medium, Biggs Air Force Base, Biggs Field, Texas
Commanding Officer, 7th Bombardment Wing, Heavy, Carswell Air Force Base, Fort Worth, Texas
Commanding Officer 43d Bombardment Wing, Medium Davis-Monthan Air Force Base, Tucson, Arizona
Commanding Officer, 509th Bombardment Wing, Medium, Walker Air Force Base, Roswell, New Mexico

1. The attached copy of letter from Headquarters, Air Training Command, subject, "Degree of Proficiency Attained by Graduates of the AF Bombardment School", dated 9 February 1949, is forwarded for your information and compliance.

2. Request that reports listing information outlined in paragraph 3 of inclosure be forwarded to reach this headquarters by 15 March 1949.

BY COMMAND OF MAJOR GENERAL RAMEY:

1 Incl
Ltr fr ATC
dtd 9 Feb 49

W. H. BLANCHARD
Colonel, USAF
Director of Operations

" A TRUE COPY"
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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ODT 353 1st Ind
Subject: Degree of Proficiency Attained by Graduates of the Bombardment School (25 Feb 49)

AS 353
HEADQUARTERS, 97TH BOMBARDMENT WING, MEDIUM, Biggs Air Force Base, Biggs Field, Texas, 14 Mar 1949

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

1. This headquarters is currently utilizing nine graduates of the AF Bombardment School as crew members, Eight of these graduates are assigned as radar observers and one is serving as a bombardier. Three were, until recently, assigned duty as navigators.

2. It is the opinion of this headquarters that the above personnel are qualified in accordance with Par. 2, 3, and 5, of Supplement III, SAC Reg. 50-8, 28 June 1948.

3. It is felt by this headquarters that it is impossible for these graduates to maintain a proficiency in each of the three specialities concurrently. However, the training received by the graduates of the AF Bombardment School enables them to serve as a navigator, bombardier, or radar observer with a minimum amount of refresher training.

FOR THE COMMANDING GENERAL:

/s/ Paul E. Johnson, Jr.
PAUL E. JOHNSON, JR.
Major, USAF
Adjutant

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A3 353 (25 Feb 49) 1st Ind
SUBJECT: Degree of Proficiency Attained by Graduates of the AF Bombardment School

Hq 43rd Bombardment Wing (M), Davis-Monthan Air Force Base, Tucson, Arizona

TO: Commanding General, Eighth Air Force, Fort Worth, Texas, March 14, 1949.

1. There have been no outstanding instances of graduates of the AF Bombardment School not being proficient or qualified in accordance with AF Training Standard 90-1037.

2. The following comments and suggestions are submitted for your consideration:

a. In view of the emphasis placed on radar bombing in the Air Force, it is believed that the maximum amount of radar bombing instruction and practice should be included in the AF Bombardment School curriculum. Particular emphasis should be placed on target identification and scope interpretation of inland cities. It is further recommended that a practical course in diagnosis and repair of radar malfunctions be conducted. AF Manual 101-60-2 (Flight Maintenance) is recommended as a text.

b. It is suggested that longer legs be flown on celestial and grid navigation training missions, and that longer missions be flown utilizing pressure pattern flying. More extensive and complete instruction and practice in simulated polar navigation is believed advisable.

c. A number of graduates of the AF Bombardment School have suggested that more coordination and integration in the course of study of radar and navigation would be advisable.

d. It is believed that more instruction should be devoted to instrument calibration, computation of great circle courses and distances, and cruise control procedures, using up to date E-29 and E-50 charts. Also, it is the opinion of this organization that the curriculum should include instruction pertaining to the Doppler drift attachment (APA-52), E-6 auto-pilot, air-to-air navigation equipment (APN-2B and APN-68), the true airspeed meter, and the

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AG 353 (25 Feb 49) 1st Ind
Subj: Degree of Proficiency Attained by Graduates of the AF Bombardment School Cont'd.

O-13 scope camera. Additionally, use of the B-29 or B-50 aircraft, rather than the B-25, for instruction on bombs, racks, and fuses is recommended.

FOR THE COMMANDING OFFICER:

1 Incl
n/c

/s/t/ D. E. Bailey
D. E. BAILEY
Colonel, USAF
Deputy Commander

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ODT 353 25 Feb 49
SUBJECT: Degree of Proficiency Attained by Graduates of the AF Bombardment School

353 1st Ind WAS/HAP/ccg

Headquarters 509th Bomb Wing (M), WAFB, Roswell, NM, 1 Mar 49.

TO: Commanding Officer, 509th Bomb Group (M), WAFB, Roswell, NM

For compliance with basic communication and return to the A-3 office on or before 11 Mar 49.

BY ORDER OF COLONEL IRVINE:

1 Incl:
Incl 1[2] - Ltr
fr ATC

/s/t/ Harold S. Gillogly
HAROLD S. GILLOGLY
2d Lt, USAF
Assistant Adjutant

ODT 353 2d Ind BGS3/DER/vh

Headquarters 509th Bomb Group (M), WAFB, Roswell, New Mexico, 9 Mar 49

TO: Commanding Officer, 509th Bomb Wing (M), WAFB, Roswell New Mexico

1. In compliance with paragraph 3 of the basic communication, the following is submitted:

a. During the last year a total of forty-three (43) graduates of the Air Force Bombardment School have been assigned this organization. Among them have been members of the first classes to complete the course down through recent graduates.

b. It has been noted, by observing the work of the Mather Field graduates, that each officer seems to have a well rounded knowledge of the theory connected with navigation, bombing and radar operation, but that they have little experience in the more difficult problems faced by the observers in the tactical organization; such as grid navigation, high altitude visual bombing, high altitude radar bombing and navigation and rendezvous under high wind conditions, etc.

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ODT 353 25 Feb 49
Subject: Degree of Proficiency Attained by Graduates of the AF Bombardment School

c. At present the APQ-23 radar set is being taught in the school and very little is covered on the APQ-13. All aircraft being received by this organization are equipped with APQ-13 radar, thereby causing a transition period for the recent AOD graduates until they are proficient in the operation of this type of equipment. Due to the large number of the old type radar equipment (APQ-13) in use in the Air Force, and the fact that it will be in use until completely replaced by newer models, it is recommended that the APQ-13 not be completely eliminated from the curriculum of the school.

2. None of the names of the graduates are submitted as being below expected standards of the school.

3. Members of this organization attended a recent conference held at Strategic Air Command with the representatives of the school and the above points were discussed.

FOR THE COMMANDING OFFICER:

/s/t/ Jay Jaynes
JAY JAYNES
Major, USAF
Adjutant

"A TRUE COPY"
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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333 WA3/CAF/sd

Subject: Degree of Proficiency Attained by Graduates of the AF Bombardment School

Headquarters 509th Bomb Wing (M), WAFB, Roswell, New Mexico, 11 March 1949

TO: Commanding General, Eighth Air Force, CAFB, Ft Worth, Texas, Attn: Director of Operations

1. Your attention is invited to paragraph 1.c. of 2d Indorsement.

2. Graduates of the Air Force Bombardment School need a transition period on their arrival at this station prior to being considered one hundred per cent proficient in their assigned duty. This is especially true of those officers assigned as radar men on our combat crews. APQ-13 radar bombing at 25,000 feet absolute is considerably different from 15,000 foot bombing with APQ-23 in B-25 type aircraft. However, as stated above, we have experienced no individual who is below the standards set forth in AF Training Standard 30-1037. Generally, the indications are that the individuals we have received will fit very well into our combat crews after this transition is completed.

FOR THE COMMANDING OFFICER:

1 Incl
n/c

/s/ Louis L. Wilson, Jr.
LOUIS L. WILSON, JR.
Major, USAF
Adjutant

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HEADQUARTERS 7TH BOMBARDMENT WING, HEAVY
Carswell Air Force Base
Fort Worth, Texas

A3 353 14 March 1949

SUBJECT: Degree of Proficiency Attained by Graduates of the AF Bombardment School

TO: Commanding General
Eighth Air Force
Fort Worth, Texas

1. Reference is made to letter, your Headquarters, ODI 353, subject, same as above, 25 February 1949.

2. The graduates of the AF Bombardment School are not considered by this organization to possess the full degree of proficiency required by a tactical organization due to necessary transition to newer types of equipment and techniques.

3. This organization considers subject graduates to possess sufficient experience for assignment to transition in newer type equipment following our own indoctrination schooling, but it has become apparent that many graduates are requiring refresher courses on some of the basic navigational background and considerable refresher work in all phases of grid navigation.

4. The following comments pertaining to 1087 graduates were expressed by the staff observer personnel of the two groups within the 7th Bomb Wing (H),

a. Slow and uncertain in navigational air work, particularly noted in the ex-bombardier, whose degree of confidence in his work is below par.

b. Deficiency in compass swinging and curve computation procedures was noted, and the weakness in interpretation of celestial fixes was also apparent.

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AS 14 March 1949
Subject: Degree of Proficiency Attained by Graduates of the AF Bombardment School

c. A more lengthy and comprehensive course should be instituted in Polar Navigation with emphasis placed on a standardized gyro log procedure.

d. Personnel of the AF Bombardment School should make periodic visits to tactical organizations to discuss navigational difficulties encountered by their graduates.

FOR THE COMMANDING OFFICER:

/s/ Frederick C. Thayer, Jr.
FREDERICK C. THAYER, JR.
1st Lt, USAF
Asst Adj

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HEADQUARTERS 509TH BOMB WING (M)
Walker Air Force Base
Roswell, New Mexico

353 12 April 1949

SUBJECT: Commander's Course at Mather Field

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

1. In pursuance to orders from Eighth Air Force Headquarters, the undersigned attended a staff officer's course in aircraft radar and radar bombing procedures at Mather Field during the period, 30 March through 8 April.

2. SCOPE OF COURSE:

a. Lectures: The course of instruction included lectures by instructors on the purpose, design, construction and operation of Q-13 and Q-23 radar bombing systems. The final lectures covered, in the opinion of the undersigned, the most important part of the whole course from the viewpoint of a commander, the limitations of radar bombing and the capabilities of the Q-13, Q-23 and Q-24 systems.

b. Practical Instruction: Under the close supervision of individual instructors, each officer student was trained in the calibration and tuning of both Q-13 and Q-23 systems on operating mock-ups. Instruction was then given in simulated bombing on both systems in supersonic trainers. The final phase of the training consisted of actual bombing of reflector targets with live bombs at Tonopah, and simulated bombing of industrial targets adjacent to radar bomb scoring sites at Sacramento and San Francisco.

c. Aircraft Work: The students were given their choice of bombing with either Q-13 or Q-23 systems in the flight training phase, and the use of the school B-25s or aircraft from their home bases. The majority of the commanders at the school arranged to have B-29 aircraft made available in order that their flight work would be done on aircraft

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identical to those assigned to their Wing. In the case of the undersigned, all bombing was done from an altitude of twenty thousand feet absolute utilizing B-29 aircraft equipped with Q-13 bombing system. RBS scores, varying from a minimum CE of 420 feet to a maximum of 2970 feet with an average of 1870 feet, were obtained on the San Francisco RBS Plot.

3. CONCLUSION: During the course of instruction, a number of conclusions were reached which are pertinent both to the Commander classes from Eighth Air Force and Strategic Air Command, and also to the 1037 students at Mather who are destined for assignment to our command upon graduation.

a. The commander's course affords an overall understanding of the radar bombing problem that is considered a mandatory requirement for Wing and Tactical group commanders in the Strategic Air Command.

b. Upon completion of the attendance of Wing and Group Commanders, it is considered essential that the following additional personnel be ordered to Mather Field for the Commander's course in the priority listed.

1. Wing A-3s
2. Group B-3s
3. Bomb Squadron Commanders
4. Maintenance & Supply Group Commanders
5. Wing A-4s
6. Maintenance Squadron Commanders
7. Bomb Squadron Operations Officers

c. The training of personnel at the commander's course below the level of Wing and Group commanders should be concentrated on the type of equipment utilized by that particular organization with general information only pertaining to other systems.

d. The present course of instruction covers the period of ten working days and is considered to be of precisely the proper duration to permit, first, a sufficient coverage of the radar bombing problem and, second, to make the course short enough so that the personnel listed can be spared from their normal duties.

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e. Arrangements should be made for the return of Wing and Group commanders for a refresher course for approximately one week at six-months intervals in order that they may be kept up to date in their understanding of the latest bombing systems and the latest procedures.

f. A General Staff course of approximately three-days duration would be desirable for senior staff officers of the Strategic Air Command and the Eighth and Fifteenth Air Forces. The three-day General Staff course should consist primarily of lectures and demonstrations covering the limitations affecting large scale tactical operations using radar bombing systems and also the capabilities of the various types of radar bombing systems under various altitude, weather and other combat conditions. Information should be included covering the capabilities of the various systems in the hands of average crews and in the hands of highly trained lead crew personnel.

g. It is imperative that standard procedures be evolved by the Strategic Air Command in conjunction with the Training Command so that the same procedures and techniques will be employed in the 1037 school that will be later used by the radar operators in the Strategic Air Command.

h. Greater emphasis must be placed on the procurement and use of more modern and more adequate radar briefing material for use prior to training missions.

i. The use of flourescent large scale (20" x 20") scope picture enlargements and the use of scope picture enlargements, 5" x 5" or 10" x 10", superimposed on standard grids is necessary for accurate target determination, mission planning and field order directives.

j. Flourescent enlargements of scope intelligence photos, approximately 5" x 5", should be prepared for each radar operator prior to either training or combat missions. These flourescent scope picture enlargements should include as a minimum, pictures of the initial point, the 15-mile point and following intervals of approximately 1 mile from the 15-mile point to the bomb release point.

k. Supersonic trainers using the type of bombing systems assigned to each bomb group should be made available to the Strategic Air Command in order to facilitate the indoctrination of all personnel in standard bombing procedures and techniques.

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SUBJECT: Commander's Course at Mather Field

l. It has become quite obvious that members of the bombing team, as well as supervisory personnel, are not sufficiently cognizant of the adverse effect on bombing accuracy of errors in altitude or airspeed computations.

m. Greater emphasis must be placed on the indoctrination of each member of the bombing team in his individual and personal responsibilities in order to eliminate the present tendency to place the entire responsibility and the majority of the work on a single man, the radar operator.

n. The navigator and bombardier must be thoroughly indoctrinated in the necessity for their participating in all procedures and calculations involving the determination of wind direction and velocity, true bombing altitude, true airspeed and true ground speed.

o. Aircraft commanders and pilots must be thoroughly indoctrinated in the bombing area errors that will result from changes in airspeed or changes in altitude from those used by the radar operator in his basic calculations prior to the beginning of the bomb run. A tabulation of such errors is attached hereto as Inclosure 1.

p. The utilization of B-25 aircraft in the school at Mather has been criticized by some commanders and the possibility voiced of assigning B-29 aircraft to the school. It is desired to strongly emphasize the fact that the course of instruction of the students requires their complete ground familiarization with the radar bombing system on mock-ups and supersonic trainers as the first step. The second step is the practical application of the ground instruction to radar reflector bombing with live bombs and simulated bombing on RBS sites.

q. The assignment of B-29 aircraft to Mather would require approximately four times as many maintenance personnel as are now required utilizing B-25 aircraft. This requirement for additional personnel would have a tendency to reduce personnel available to the Strategic Air Command with a resultant decrease in our capabilities.

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r. It is believed that the proper solution is to provide a gradual replacement of the existing B-25 training aircraft with more modern two-engine trainers capable of greater speed and altitude performance as the availability of funds will permit.

s. The standard of maintenance achieved at Mather on radar bombing systems appears to be better than the average Strategic Air Command installation. The reason for this superiority appears to lie in the fact that they have achieved stability by the utilization of considerable numbers of civilian employees. The maintenance procedures employed in the way of centralization and production control are actually almost identical to those now in effect at Walker Air Force Base, Castle Air Force Base and other Strategic Air Command installations. It is believed that the actual procedures now employed at Walker Air Force Base are somewhat advanced over those being utilized at Mather; however, the turnover in both officer and airmen personnel tend to sharply reduce the efficiency of our tactical groups and their supporting maintenance and supply groups.

t. The present assignment of Western Electric Representatives to a number of our tactical groups is of tremendous value, and it is believed has gone far toward making possible the degree of progress already attained. It is highly desirable that a further authorization be furnished each classified Wing in the Strategic Air Command for two permanent radar technicians as third echelon shop supervisors so as to insure the successful tactical utilization of new systems, such as the K-24. Professional ratings of one each P-6 and one each P-4 are considered necessary to obtain the degree of experience necessary.

u. The present ratings afforded the airmen in highly specialized electronic SSNs, such as 542, 867 and 955, are not deemed sufficient to insure this personnel accepting favorably a career in the Air Force. In general, our experience has been that about the time they attain proficiency they become dissatisfied with the obtainable ratings and return to civilian life. The vital importance to the Strategic Air Command of superior maintenance in the electronic field merits special consideration for this category of airmen. It is deemed mandatory that a minimum of three additional ratings in the grade of master sergeant and three technical sergeants be obtained for the third echelon shops and two additional ratings in the grade of master sergeant for each bomb squadron. Urgent consideration must be given to the career promotions of this class of specialists.

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4. RECOMMENDATIONS:

a. That the Commander's School at Mather Field for indoctrination in radar bombing be continued on a permanent basis.

b. That key operations personnel, squadron commanders and key maintenance personnel be scheduled as soon as facilities permit, for attendance at the Commander's Radar Course.

c. That complete standardization of bombing procedures be effected between the Strategic Air Command and the Training Command.

d. That flourescent briefing material be made available to all tactical groups for use prior to missions.

e. That 5" x 5" flourescent scope picture enlargements be prepared for the key points for each schedule bombing run for use by each radar operator during the actual run.

f. That ground training in supersonic trainers be emphasized in each bomb group.

g. That closer supervision be effected over the individual members of each bombing team so that the individuals will actually operate as a team.

h. That all bombing teams be thoroughly indoctrinated in the necessity for accurate computations of altitude, airspeed and wind and, further, thoroughly impressed with the bombing errors that will result from changes in airspeed or altitude during the actual bomb run.

i. That an additional authorization be given each classified Wing for two permanent Civil Service radar technicians in order to insure the early achievement of first class radar maintenance and further to insure the continuance of the necessary superior maintenance.

j. That three additional ratings in the grade of master sergeant and three additional technical sergeants be authorized for the third echelon shops and two additional ratings in the grade of master sergeant be authorized for each bomb squadron, in order to attract and keep the caliber of airmen necessary for the fulfillment of our radar bombing mission.

1 Incl
Tables I & IV

C. S. IRVINE
Colonel, USAF
Commanding

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353
Subject: Commander's Course at Mather Field

ODT-2R 353 (12 Apr 49) 1st Ind

Headquarters Eighth Air Force, Fort Worth, Texas,
6 May 1949

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

1. Forwarded for your information.

2. This headquarters concurs with the opinions and recommendations experienced by Colonel Irvine.

3. The value of the Commander's course at Mather Air Force Base becomes apparent not only by the report itself, but also by the writer's enthusiasm in radar bombing and the allied problems. This enthusiasm and the perception displayed are undoubtedly a direct result of the course.

FOR THE COMMANDING GENERAL:

1 Incl
n/c

W. H. BLANCHARD
Colonel, USAF
Director of Operations

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Basic ltr from Hq 509th Bomb Wing (M), Subj: "Commander's Course at Mather Field" dated 12 April 1949

SAC 352 (12 Apr 49) 2d Ind DO4A2

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Omaha, Nebraska, 29 June 49.

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

The following action is being taken on the recommendations made in paragraph 4 of the basic communication:

a. The commanders school will continue on a permanent basis in so far as possible.

b. Key operations personnel and Squadron Commanders will be scheduled as facilities permit.

c. Standardization of bombing procedures has been effected between the Strategic Air Command and the Air Training Command.

d. & e. Florescent briefing material has been disapproved by the tactical Requirements Committee as a luxury rather than essential.

f. Requirements for Supersonic Trainers have been submitted to Chief Training Aids Division, Air Training Command. Also, a request for specialized maintenance teams to overhaul present supersonic trainers has been submitted.

g. & h. This headquarters is striving for closer supervision and indoctrination of the bombing teams. A lead crew school has been established and the Standing Operating Procedures have been distributed.

i. & j. A study is being made at this headquarters concerning radar technicians and career planning for the maintenance personnel.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

1 Incl
n/c

F. H. BRANDSTEDTER
2d Lt, USAF
Asst Adj Gen

"A TRUE COPY"

John E. Hall

JOHN E. HALL
Major, USAF
Adjutant General

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S-3
GENERAL SUMMARY OF EVENTS

Preparation for Movement to Alaska

The 63rd Bombardment Squadron (M) was confronted by a difficult and complex problem in preparing for the movement to Alaska. The Squadron not only had to be trained for Arctic operations but also had to become familiar with a new aircraft.

Five unmodified B-50 aircraft were delivered on 6 October to allow the 63rd Squadron to fly long range missions, to become familiar with operating techniques, and to become familiar with maintenance of the aircraft. Although this period lasted only two weeks before the aircraft were again sent back for modification, the Squadron gained much valuable experience. Due to an unforeseen delay all the B-50's were not returned after modification in Wichita until 4 November, and the departure date had to be delayed until 9 November.

During this period of preparation, an intensive ground training program was in force. This program consisted mainly of B-50 Ground School and Arctic Indoctrination. A complete outline of the subject matter given for Arctic Indoctrination will be found in the latter part of this chapter. Aside from this, Statistical Control personnel from Headquarters, SAC, gave the Squadron a series of lectures. B-50 Ground Training consisted of the Mobile Training Unit now at D-MAFB and Squadron training which attempted to keep the crews up to date on the latest modifications that were incorporated in the B-50's assigned to this organization. These modifications were a constant source of trouble and worry as in many cases it was a matter of trial and error in attempting to operate the modification as no late Technical Orders were available.

The Personal Equipment Section had numerous problems in getting all of the special equipment into the aircraft that was required for the flight to Alaska. It was finally decided that B-50 equipment not required for the flight to Alaska would be sent on the C-54 Airlift. The week preceding the movement was fully utilized by this section in briefing ground and air personnel on emergency equipment. These briefings were given daily and made as short and concise as possible to keep away from long monotonous briefings that would not command the full attention of the personnel.

The issue of Unit Essential Equipment by Squadron Supply proved difficult. The equipment was not made available at an early enough date to allow proper inventory and distribution. As a result considerable difficulty was experienced in maintaining proper records and inventory control for the issue.

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The loading of the bomb bays for the flight was another source of trouble. The bomb bay tanks had to be moved from the rear to the forward bomb bay, and the baggage rack installed in the rear bomb bay with the special racks below it for carrying of the three E-6 (Arctic Survival) kits required in each aircraft.

The power charts in use by the flight engineers were found to be of little or no benefit. The power settings and air speeds did not even approximate the actual air speeds that had previously been obtained. The only reliable long range figures were those obtained on our own flights. Civilian Technical Representatives proved invaluable in the assistance they rendered in this and other problems facing the Squadron.

On 5 November 1948 advance notice of the movement was given to Canadian and Alaskan authorities by Group S-3. A thorough Squadron Briefing was planned for the afternoon of 9 November. Flight routes and altitudes were determined. Eielson range and GCA letdown procedures were fastened to heavy cardboard, covered with plastic, and stapled securely in place to be kept in the cockpit of the B-50's during the stay in Alaska. Flight plans were made by the Squadron Flight Engineer. Radar, Communications, and Navigation Flimsies were prepared by their particular section. All the above items were inclosed in a Pilot's folder to be distributed at the final briefing.

The Movement to Alaska

Briefing was held at 1300, 9 November 1948. All personnel flying in the B-50's attended. Baggage was loaded immediately afterwards. A small amount of space was utilized by each section on the B-50's; however, the majority of supplies and equipment was moved by the Airlift. The large amount of extremely bulky emergency equipment required by the Alaskan Air Command used up much of the available space on the B-50's.

Final weather briefing was held in the Squadron briefing room at 2100, 9 November 1948. This was followed by a local and national broadcast which held up take-off time approximately twenty minutes. The five ships were off the ground by 2335, leaving at five minute intervals. A block clearance had been obtained 24 hours in advance.

One hour out of Davis-Monthan AF Base, aircraft 46-027 lost all manifold pressure on number three engine and returned to the base. This aircraft took off the next day and arrived in Alaska later on the same date as the other four B-50's.

The mission was planned to fly non-stop to Eielson AFB, Alaska; however, extremely high headwinds were encountered enroute to Neah Bay and all ships landed at Spokane. All ships refueled and proceeded on to destination. Minor hydraulic and radio repairs were made on aircraft 46-009 at Spokane AF Base.

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C-54 Airlift

Upon notification of the Alaskan movement, the following plan was instigated: (1) Each section submitted the estimated weight of equipment to be transported by C-54 aircraft, and crates were prepared and properly tagged. (2) All personnel to be transported were prepared and priority number which determined the sequence in which they would be alerted for shipment. Alerting of personnel for processing was performed 24 hours prior to departure. At this time trucks transported alerted personnel to a hangar on the ramp normally assigned to the 64th Squadron with all of their personal equipment properly tagged. Processing consisted of weighing personnel and their baggage, marking the weight on each item, preparing the loading manifest, assigning each man to a flight and placing all baggage in designated flight bins. All personnel were then excused until their assigned station time for the flight. As soon as a C-54 was inspected and serviced, the baggage was loaded and secured. Maximum weight was loaded in the nose to prevent a tail heavy condition. At station time passengers were instructed to put on parachute harnesses and orders were given to each passenger before entering the aircraft.

The first two loads sent consisted of essential Squadron equipment needed immediately in Alaska. The equipment was loaded Sunday evening, 7 November and the aircraft departed Monday, 8 November, at 0900. As the first SSU furnished only 4 aircraft of which just two could be outside the continental limits of the United States at any one time, a shuttle system was necessary. An officer from the 1st SSU remained at Davis-Monthan AF Base throughout the movement to coordinate crew scheduling. Each load left D-MAFB on schedule until the last flight (#9). This flight was delayed from 14 November until 19 November due to a series of maintenance difficulties. One C-54 was grounded in Edmonton, Canada, for an engine change, another in Elemdorf, Alaska, for a serviceable carburetor, and a third returned to Fort Worth for an engine change. The fourth C-54 was grounded at D-MAFB with carburetor trouble.

The movement showed that the following points must be emphasized: (1) A thorough briefing must be given to each section and to each man that is connected in any way with the movement. (2) Base Maintenance Shops must be alerted for week-end and holiday emergency maintenance. (3) Drivers and trucks must be available during off-duty hours.

The following base facilities supplied equipment and personnel used by the Airlift operations. Rail Transportation supplied scales, an adding machine, and a clerk who completed the manifests. The air Installations Office supplied road blocks used for flight bins, a blackboard which contained all pertinent flight information, and a work table. The Engine-build-up section supplied extra maintenance personnel and fork lift operators.

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Activities at Eielson AFB, Alaska

The first day after landing was devoted to setting up shop and making minor repairs and adjustments. All were pleasantly surprised by both the weather and facilities available at Eielson AFB. The temperature upon landing was plus 47 degrees F. The quarters and Operations building were excellent. Although distances were great, sufficient transportation was available when properly utilized. A shuttle bus system was established between the Line, Mess Halls, Officers' quarters, and Airmen's barracks.

On the second day, a series of local test hops for all aircraft was scheduled. Due to the short hours of daylight the last ship was due in at 1630 local time. Three ships were already parked and the fourth, aircraft 46-027, was on the taxi-strip conducting its post flight check. A C-47 on take-off lost control and swerved off the runway crashing into the nose of aircraft 46-027. All six men in front were killed instantly. This freak accident proved to be a great shock to the Squadron. It was deemed advisable, however, to keep flying, so four aircraft were scheduled for Mission #2 the next day. Two aircraft aborted for mechanical difficulty.

The temperature began to drop, and the personnel first experienced working conditions at minus 35 degrees F. temperature. With the advent of cold weather the main mechanical difficulties began. On 15 November two aircraft experienced manifold pressure surges to 65 and 75 inches of mercury for no apparent reason. Aircraft 46-018 immediately after take-off jammed the nose-wheel against the door and fairing while attempting to raise the gear. The flight was aborted and a normal landing was made. Replacement for the defective nose wheel assembly did not arrive until 19 December, six days before departure. All aircraft were grounded for approximately three days while taxi tests were made and the nose gear disassembled. A broken orifice rod caused the failure of the gear.

During this period Mr. Charles A. Lindberg was present at Eielson AFB. Mr. Lindberg showed great interest in Cruise-Control Crew Training, and Long Range Operations.

On 18 November the aircraft were released for flight. A test hop was flown on 19 November and Mission #1 was completed by one aircraft on the 20th.

On the 22nd and 23rd two ships became airborne only to have manifold pressure trouble as encountered before. In one case the manifold pressure surged to 64 inches and in the other to 80 inches. In both of these cases the engineers were unable to control the excessive manifold pressures by retarding the throttles and the engines had to be feathered. All aircraft were grounded until modified Manifold Pressure Regulators could be obtained from the States. The new regulators did not arrive until 12 December and no flying was accomplished during this period of approximately three weeks.

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On 20 November two crews were sent for a week's training to the Arctic Indoctrination School at Nome, Alaska, and each week afterwards two more were sent. This training proved exceptionally good and gave confidence to the flying personnel that they could survive if forced down on the ice pack or frozen tundra.

During the period of no flying a ground school schedule was started. Lectures were given by Major Budway, A-2, Alaskan Air Command, by personnel from the 72nd Reconnaissance Squadron, and by the Operations Officer of the 10th Search and Rescue Squadron. Classes were given in code, communications, navigation, emergency equipment, B-50 systems, E. C. M. and Radar Maintenance. The armament on the aircraft was given a thorough check and cleaning. All aircraft were given a 100 hour inspection even though time flown did not require it.

An officer was sent to Ladd AFB to observe the tests being conducted by the Cold Weather Test Division of Wright-Patterson AFB. The B-50, 46-004, assigned to them, made successful flights at temperatures averaging minus 33 degrees F. These flights substantiated our belief that modified Manifold Pressure Regulators would solve our problems. Complete cooperation and valuable assistance was obtained from this Division.

Since the B-50 Courier ships coming from Tucson were not equipped with modified Manifold Pressure Regulators, they landed at Anchorage and the equipment and correspondence was brought to Eielson AFB, by aircraft of the Alaskan Air Command.

B-50 #46-017 and a crew were assigned this organization from the 65th Bomb Squadron, bringing the Squadron back up to the original strength of five aircraft and ten Combat Crews.

On 12 December the modified Manifold Pressure Regulators arrived, and the entire Squadron was alerted. The installation of the regulators was completed in a minimum amount of time, and an intensive flying training schedule was arranged. A twenty-four hours per day routine went into effect to permit the crews to complete the prescribed missions by the expiration of the 45-day maneuver period.

Aircraft #46-018 had not yet received the needed nose gear assembly so it could not be flown. When an aircraft returned from a mission, it was pulled into a nose-dock where maintenance was started immediately. Cowling was removed, finger screens cleaned, and any write-ups corrected. An estimated time in commission for the plane was given to Operations and a crew alerted. The crew was briefed and transported to the nose-dock in sufficient time so that when the cowling was buckled up the crew was ready to go. Crew inspection was completed, personal equipment was aboard, and the crew pulled the props through and climbed aboard. The B-50 was then towed out to the taxi strip and the engines started. The only exception to this procedure was when an empty nose-dock was not available. In this case maintenance was performed outside which was a hardship for the maintenance crew and required more time. A returning crew was given a complete debriefing before they were sent to mess.

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An Operations clerk and a duty officer were on duty at all times in Operations. It was their responsibility to keep an accurate check on position reports of all aircraft flying and to alert the Commanding and Operations Officers in case a ship did not report its position for a one hour period. He was instructed to check with Ladd Airways for position reports in case positions were sent through AACS and not forwarded to Eielson AFB and to maintain a record of these contacts.

During this period from 12 December to 22 December the weather was extremely poor. At this time there were only about four hours of daylight, and visibility was almost continually restricted by falling snow. Instrument take-off's and GCA landings were encountered on almost every mission. A green card pilot was assigned to every flight. The snow plows were kept in continual operations in the attempt to keep the runways and taxiways clear.

On 22 December the job was almost completed. The four ships flying that night were on their last missions. Two C-97's came in that day and took 160 men back to Tucson. The five B-50's were to depart the night of the 23rd bringing the remaining personnel, except for sixty men who would be returned by C-54, back to Tucson on 24 December 1948. However, a serious misfortune occured. No radio contact had been made with aircraft #46-016 since take-off. Search and Rescue was alerted. When daylight finally came, an intensive search of the local area was begun and soon the demolished wreckage of the aircraft was found, approximately five miles from the field.

All plans for departure the night of the 23rd were postponed. On the 23rd, the Commanding Officer, the Operations Officer, the Engineering Officer, and the Line Chief were flown to the scene of the accident in heliocopters to identify bodies and to try to determine the cause of the accident. Identity was made of all ten bodies but the aircraft was demolished to such an extent that no assumption could be made of the cause of the accident. The removal of the bodies was begun by heliocopter.

The previously planned departure for the 23rd was delayed by the accident until the 24th at which time the remaining aircraft departed, arriving at Tucson on 25 December 1948.

Movement to D-M AFB

The afternoon of 24 December the crews were briefed for the return flight, the aircraft were loaded and all final arrangements were completed. The four ships departed at 15 minute intervals starting at 1800 local time. The four flights were made back without incident, landing at Davis-Monthan AF Base on Christmas morning. Considering the very small amount of time that the aircraft were in commission during our six weeks in Alaska a great deal of training had been accomplished. The total flying time accomplished was 674 hours and 50 minutes. Of this time 287 hours and 40 minutes were logged as instrument time, 495 hours was night time, 293 hours

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as Celestial time and 245 hours as grid navigation time. Other training accomplished included the firing of 7,800 rounds of ammunition and the dropping of 25 - 500 Lb G.P. Bombs. A chart of missions flown by each crew is enclosed.

During the period from 12 December to 25 December 508 hours were flown by the Squadron with four aircraft available during the entire period and one aircraft available for only half this period. Ten flights were completed over the Geographic North Pole, three in one night, and nine over the Magnetic Pole. The accomplishments of the Squadron during this period proved that the B-50 was capable of extended and sustained operations under Arctic conditions. As a result the Squadron's mission in Alaska was successfully completed.

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HEADQUARTERS
1st Strategic Support Squadron
Biggs Air Force Base
Biggs Field, Texas

18 January 1949

SUBJECT: Final Report on Aircraft Mission

TO: Commanding General
97th Bombardment Wing, Medium
Biggs Air Force Base
Biggs Field, Texas

1. In compliance with Eighth Air Force Regulation 55-2 dated 2 December 1947, the following is submitted as the final report on six (6) C-54D aircraft on a mission out of Biggs Air Force Base, Biggs Field, Texas to Eieleson Air Force Base, Alaska in support of the 43rd Bombardment Group stationed at Davis-Monthan Air Force Base, Tucson, Arizona. The first aircraft departed this station 10 January 1949. Authority for this mission was Eighth Air Force Field Order 65 amendment # 5 dated 20 December 1948 per Eighth Air Force TWX 000 2280 dated 20 December 1948.

2. Primary Mission:

a. Airlift of personnel and equipment from Davis-Monthan AFB to Eieleson AFB in support of the 43rd Bombardment Group.

b. Secondary Mission: Airlift of personnel and equipment from Eieleson AFB to Davis-Monthan AFB in support of the 43rd Bombardment Group.

3. Participants:

a. A total of six (6) aircraft participated in the mission to Eieleson AFB and two (2) aircraft were necessary to support the above six (6) aircraft.

b. A total of sixty-three (63) personnel in the following catagories participated in the mission:

1. Forty-three (43) Flight crew personnel.

2. Twenty (20) maintenance personnel.

4. Performance of the Mission:

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a. Two (2) aircraft arrived at Davis-Monthan AFB 27 December 1948, one (1) 28 December 1948 and one (1) 31 December 1948. One (1) aircraft made two (2) complete trips to Eieleson AFB. One (1) aircraft was dispatched to and arrived at Hill Air Force Base, Ogden, Utah 1 January 1949 with parts for one of the above aircraft grounded there. One aircraft arrived Davis-Monthan AFB 4 January 1949 to replace an aircraft grounded there.

5. Mission Statistics:

a. Aircraft hours flown. 252:40

b. Cargo and Baggage airlifted:

1. To Eieleson AFB. . . . . .35,732 pounds

2. To Davis-Monthan AFB. . . . . 48,933 pounds

c. Personnel Airlifted:

1. To Eieleson AFB. 184

2. To Davis-Monthan AFB. . . . 292

6. There were two major difficulties encountered on this mission.

a. Four (4) C-54D aircraft used Spokane Air Force Base, Spokane, Washington as a port of aerial embarkation. Although proper messages were dispatched to Spokane AFB by this Unit, that station was almost totally unprepared to handle this movement upon arrival of the aircraft. One C-54D was delayed six (6) hours trying to locate sufficient Arctic emergency equipment. The crew of this C-54 was not properly briefed and no quarters were available for the airmen, necessitating their sleeping in the aircraft. This station is not equipped for maintenance of C-54D aircraft thereby causing one C-54D to be delayed four (4) days. The weather breifing for the trip to Alaska is relayed to Spokane AFB from Great Fallas Air Force Base causing an average two hour delay. This mission was delayed over four and one half ($4\frac{1}{2}$) days due to the lack of facilities at Spokane AFB. In addition, Spokane AFB has advised that it will not process personnel nor issue equipment at other than normal duty hours. This necessitates gearing of all schedules to arrive at Spokane AFB during duty hours and in effect increases the length of time to complete

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any major mission by at least one hundred percent. It is recommended that this station not be used for large scale embarkation of personnel-carrying aircraft untill it is more adequately equipped.

b. One (1) C-54D was forced to land at Hill Air Force Base, Ogden, Utah, while enroute from Davis-Monthan AFB to Spokane AFB. A delay of four (4) days resulted while replacing a cracked oil tank. The replacement parts were flown from Biggs AFB to Hill AFB on 1 January 1949 by another C-54 aircraft.

7. There were four minor difficulties encountered on this mission.

a. One C-54D aircraft returned to Biggs AFB from Davis-Monthan AFB because of tire failure.

b. One C-54D aircraft had to be replaced with another aircraft at Davis-Monthan AFB due to an inoperative instrument vacuum system.

c. One C-54D aircraft was rammed in the fuselage by a truck at Davis Monthan AFB. This same aircraft was delayed 18 hours at Davis-Monthan AFB for a propellor governor change.

d. One C-54D aircraft was delayed one and a half (1½) days at Great Falls AFB while repairing a hydraulic system failure.

8. In all other respects this mission was routine.

/s/t/ Avery J. Ladd
AVERY J. LADD
Major, USAF
Commanding

" A TRUE COPY"
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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GENERAL SUMMARY OF EVENTS

Considering the limited operational time which was allotted to the 65th and the difficulties which had beset other organizations in the same area, the overall operation of the squadron was surprisingly successful. Not only was the complete flying schedule accomplished as it was arranged previously, through consultation with the 43rd Group and the Alaskan Air Command, but that despite the fact that each week three different combat crews were sent through the Arctic Indoctrination Course at Nome.

The flying schedule consisted of six missions for each of the nine crews. They were listed below and hereinafter referred to by number:

#1 - Local familiarization. GCA's, range let-downs, etc.

#2 - Triangular Airways Navigation. Point Barrow-Herschel Island-Eielson, clearing through Fairbanks.

#3 - Grid navigation. Point Barrow-Eglinton Island-Herschel Island-Eielson.

#4 - Grid Navigation. Herschel Island-Eden Bay-Cornwallis Island-Mag Pole-Eielson.

#5 - Grid navigation. Point Barrow-Georgraphic Pole-Point Barrow-Eielson.

#6 - Bombing and gunnery inarea north of Herschel Island.

The geographical co-ordinates of these places are appended:

Point Barrow: 71-20 N 156-20W

Herschel Island: 69-36 N 139-12 W

Eglinton Island: 75-49 N 118-33 W

Eden Bay: 76-40 N 108-46 W

Cornwallis Island: 75-00 N 96-00 W

Eielson: 64-39 N 147-05 W

It will be seen that the overall emphasis was laid upon grid navigation as far as the crew operation was concerned, although it was continually kept in mind that the primary mission in the area was

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to test the B-50 aircraft. For detailed results of the navigation consult the navigation section of this report, for details of the aircraft see the maintenance section of S-4. Briefly it suffices to say that the B-50 proved satisfactory in its operation and exhibited no unusual characteristics in the arctic clime. As for the operational details in general, they were in few ways different from the B-29, as reported in great detail by the 97th Group the year previous.

Charts of the operational progress were kept and showed an even distribution of accomplishment. No concerted attempt at crowding much flying into little time was made, and no serious cases of fatigues were noticed or reported, with the possible exception of the navigators, of whom there were two on each plane during the long grid mission, and therefore made more frequent flights than the other crew members. These progress charts are appended.

Roughly dividing the operations into time segments, it is found that the first week, that being the first week of January, 1949, was spent almost entirely in ground familiarization with the area and the difficulties to be encountered, the first flying not taking place until 6 January. This ground training for the crews, pointing directly toward their future flights over arctic terrain, were of a varied and practical nature. They were in the form of a regular indoctrination course, lasting three days and being conducted by the personnel of the 10th Rescue Unit, which covered the essentials of crash and emergency procedures. A complete E-12 kit was taken apart, explained, and later demonstrated by the squadron itself outdoors. Tents were set up, fires started, flares used, and other equipment examined. The staff of the 72d Recon Squadron also contributed to this indoctrination and a short resume of the difficulties encountered by the squadron preceding the 65th at Eielson was presented.

All this indoctrination and demonstration of the various reasons and survival procedures used in this area were of great value in raising the morale of the flight crews, as evidenced by the comment later. Such morale, in the long run, might spell the difference between a successful and unseccessful completion of the squadron's mission in the field.

On 6 January the actual flight testing began with local flights scheduled and carried out. It was found by the operations staff that difficulty would be unavoidably encountered in meeting specific take-off times, since the procedure for getting a plane airborne was complicated and depended to a great extent not on the flight crews but on the Engineering department. Thus a high degree of co-ordination of effort had to be established between Operations and Engineering, more so as the problems increased. An instance:

The procedure for reading a plane for take-off, assuring that the plane for take-off, assuring that the plane would be put into the nose dock for warm-up prior to starting, seeing that the crews arrived at the proper time for the flight, yet not so early that they would interfere with the activities in the nose dock, having the crews board

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the craft in the nose dock, it being too cold to wait outside for such boarding, the plane than being towed to the ramp, where it was started and the flight begun. (Later it was found that outside heaters could be used to more advantage and that the crews were not unduly bothered by such short exposure to the cold.)

The weather during the first flights and subsequently during the entire operation was of a typical arctic nature, if anything somewhat mild, the temperature hovering between plus 5 and minus 40, ice fog not uncommon, and light snow prevailing, none of which presented serious obstacles to flight.

The missions themselves were of a nature calculated to familiarize the pilots with the cold, the range stations in the area, the GCA facilities, the local terrain, and to provide for the calibration of instruments, all under VFR conditions. The general effect, as planned and as observed from the comment of the officers and crews, was to instill a confidence in the plane, the radio facilities, and particularly in the GCA crew at Eielson, which deserves special commendation. The whole idea of thorough familiarization with all those aspects of flying in this area was obviously a good one, and one which paid immediate dividends. At this time it should be mentioned that the other elements which contributed to the excellent morale of the flight crews were the fine spirit of cooperation evident on the part of the base personnel and its command, the overall feeling of having a definite, limited assignment with no interference, and the capacity to accomplish it quickly.

Thus the first week of flying saw the crews available accomplish the first two or three missions. (See progress chart) The second period continued the trend of the first smoothly, with these crews which had been returned from Nome starting their missions, the others continuing as they were on the more advanced.

The first long missions went smoothly, on the whole, and the coordination between operations and engineering imporved. A tower officer from the squadron was on duty at all time B-50's were flying, thus facilitating the departures and arrivals. The flight clearances were taking too long but the only remedy was further practice and coordination of effort. One or two minor violations of flight clearances through the Fairbanks control were reported but were results of misunderstanding rather than wilfulness or neglect; request was made to Fairbanks Control to be more explicit in their clearances.

Later, in the matter of clearances, loading lists were typed in advance for the A/C, so that an estimated 20 minutes was saved in the filing with Base Operations.

As for the crews, points which were raised in conversation at the end of this period indicate that crew discipline under these conditions cannot be accomplished by a single leadership alone, that of the airplane commander. When crews come down after twelve or

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fifteen hour flights and have to wait for transportation, eat cold food, and be subjected to discrimination in both instances, discipline becomes a grudging acquiescance at best. It must be remembered that for ten hours flying, fourteen to sixteen hours of waking time is required to accomplish the incidentals to the mission. Any addition to those incidentals which is not absolutely necessary is looked upon with legitimate suspicion by the airmen. The assistance of the proper sections in facilities exist in Alaska, asbolutely required The complaints may be easily, indeed too easily, be passed aside as natural and inconsequential gripes. However, the truth is that these very conditions and accommodations which are existent or looking mean to the airmen that they are being supported or neglected in their activity, which, after all, is the essence of the mission of the Air Force and in the long run this support will decide the calibre of man which the service will attract and retain.

Recognizing this fact, several steps were taken to effect better facilities on the flight line at this time. A duty officer, who was on call at the Operations office at all times the regular staff was absent handled the details of transportation and food, notified the crew chiefs of the arrivals of their aircraft, and took necessary action in the event of emergencies. This worked out very well, those officers being utilized who were DNIF or not flying. Effort was made also to adjust the schedule to provide a maximum of rest.

Thus the beginning of the third week showed a near capacity performance, all ships flying except one on each of the days. By this time some of the crews had advanced to the polar flights, which were, far the most part, being taken in stride. Indeed, at this time, the flying had become so well routined that it generarted a smoothness which lasted to the end of the missions. The crews were nearly equal in the amount of time flown, those crews just returning from Nome losing no time in making up their absence, and by the end of the week the final missions were in sight, only twelve of the original fifty-four remaining to be flown.

At this point bombing was begun, using the ice north of the land mass as a target area. Few malfunctions were reported, and photographed results of the missions indicate that an approximate CE of 150 feet was obtained, showing a high degree of excellence in both crews and apparatus. These pictures are available for scrutiny.

It proved more advisable than ever in this temperature to maintain a constant watch by interphone over the tail gunner who, at one occasion, lost his oxygen mask and was overcome by anoxia. Calling by interphone, the other crew members discovered the man's position and took emergency procedure which revived him completely.

At these missions were accomplished and made standard, the crews adapted themselves to any peculiarities inherent in them, exchanging data on the flights, and from this point on there was little novelty in

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in polar operation to disturb them or retard the squadron's progress in its overall mission.

The first part of the projected final week at Eielson showed a number of minor malfunctions which, due to the long missions being flown, were sufficient to cause cancellation of a comparatively large percentage of the flights. The two main defects were the backfiring of engines and failure of the center-wing boost pumps. These were in the nature of most of the malfunctions encountered at this station, not immediately dangerous in themselves but, due to the extended nature and hazards of the missions, were sufficient to cause cancellations.

As it was proposed, those things which have been chronic in their recurrent failure and are reflected immediately in the operational functions should be noted. Sufficient evidence had been gathered by this time to name them:

1. Trailing wire antenna, - continually freezing fast.

2. Radar set, - failing because of small accessories on the later missions.

3. E-6 auto-pilot, which has shown either continuous malfunction or missetting in its controls.

4. Center wing boost pumps.

For more detailed and further comment on these malfunctions and others which are peculiarly relative to certain sections, the reviewer should consult the activity reports of those sections. The items listed above are the immediate and apparent reasons for abortion of many flights as they ahve been noted.

As for comment on the B-50 resulting from this concentrated series of flights, the crews have generally concurred in saying that it is an excellent plane, an improvement, especially in power, over the B-29, but overloaded with superfluous items. It would require much conscientious research in this direction to sift out that which is truly extraneous to the requirements of successful and complete missions, but the possible need for such an investigation might be considered.

On that score, it is disheartening to note the comparative lack of action on recommendations given in these final reports. The heating system of the B-29, which the B-50 duplicates in its essentials, has been shown to be inadequate and defective in its distribution of the heat, especially for arctic work, over since it was first used and was mentioned at length in the report of the 97th Group in Alaska in 1947. The same report, word for word, would be appropriate at this time.

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As of 26 January, there remained but five missions to be completed, the last of which was flown on 29 January to give a final total of 602:50 operational hours flown in Alaska.

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HEADQUARTERS 97TH BOMBARDMENT GROUP MEDIUM
97TH BOMBARDMENT WING MEDIUM
BIGGS AIR FORCE BASE
BIGGS FIELD, TEXAS

30 March 1949

SUBJECT: Final Report, YAK Training Mission

TO: Commanding General
97th Bombardment Wing, Medium
Biggs Air Force Base
Biggs Field, Texas

1. In compliance with SAC Letter 354, Par 2a(5), dated 27 April 1948, the following report is submitted.

2. This report covers the activities of the 97th Bombardment Group, Medium, for the period of 1 November 1948 to 19 February 1949.

1 Incl:
Final Report

/s/ Paul M. Blair Lt Col
GEORGE L. ROBINSON For
Colonel, USAF
Commanding

CG 1st Ind.

HEADQUARTERS 97TH BOMBARDMENT WING, MEDIUM, Biggs Air Force Base, Biggs Field, Texas, 6 April 1949.

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

Forwarded.

1 Incl
n/c

D. W. HUTCHISON
Brigadier General, USAF
Commanding

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97TH BOMBARDMENT GROUP, MEDIUM

FINAL REPORT

YAK TRAINING MISSION TO UP

2 Nov 1948 to 19 Feb 1949

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PART I. PERSONNEL AND ADMINISTRATION FINAL REPORT

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HEADQUARTERS 97TH BOMBARDMENT GROUP, MEDIUM
97TH BOMBARDMENT WING, MEDIUM
Biggs Air Force Base
Biggs Field, Texas

PERSONNEL AND ADMINISTRATIVE FINAL REPORT

1. The Advance Party.

a. The advance party consisting of six (6) Officers and fifteen (15) Airmen departed Biggs Air Force Base on 28 October 1948, with a final destination of R.A.F. Station, Marham, England. We departed Westover Air Force Base on 23 October 1948, and arrived at Marham late on 26 October 1948.

b. The events and happenings from the time of our departure until we reached our final destination are so varied and of no value to this report that they are being omitted intentionally.

c. The days to follow were too hectic and full of minor details to cover in full so only the highlights and general picture will be covered. One (1) Officer and one (1) Airman departed immediately for R.A.F. Station, Waddington to take over supplies and to prepare for the arrival of the 342nd Bomb Squadron. Close liaison was maintained with this Officer at all times. The remainder of the personnel were utilized at Marham to prepare for the arrival of the 340th and 341st Bomb Squadrons.

d. The turnover of supplies, equipment and all other allied property was a slow process, at its best, but was finally accomplished without any serious difficulties.

e. All staff sections of the 307th Bomb Group had prepared briefs for the incoming unit. These briefs were of a very general nature but they did assist us in the early phases of our planning and also gave us an insight to the physical set-up and purpose of the 3rd Air Division.

2. Personnel and Administration.

a. From the time of our arrival until approximately the middle of December our efficiency was hampered by an almost complete lack of USCOM and Third Air Division regulations, letters and policies. This increased the work load and necessitated an abnormal number of telephone calls to Headquarters Third Air Division on all subjects and problems regardless of how minor they were.

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Personnel and Administrative Final Report

b. The work load was excessively heavy during the early part of our training period due to the lack of coordination on the movement of the rear echelon of the 307th Bomb Group. The airlift personnel through no fault of their own, overcrowded the housing, messing and the very limited office space that was available. The above situation can be remedied only in one way, that is a turn about shuttle service for all airlift personnel.

c. The administrative problems gradually worked themselves out although it took constant pressure to get the necessary publications and blank forms. Distribution and mail during the early part of our training was very slow in coming thro gh and at times unreliable. This, I believe, can be laid directly on the setting up of a new Army Post Office, to take care of the Bomb Groups and the training missions. By the end of our training period their efficiency had increased to the point where there were few if any complaints.

d. During the training period our personnel problems were few but were still of a serious enough consequence to warrant some discussion. Personnel returning to the Zone of Interior for separation was by far our biggest headache. If personnel in the above catagory could be eliminated it would decrease the tremendous work load that is now being placed on Headquarters Third Air Division, not to mention the Bomb Group.

e. A total of fifty-one (51) Officer and Airmen were returned to their home station in the Z.I. from the YAK Training Mission. Thirty-five (35) Airmen and one (1) Officer were returned for discharge, three (3) Airmen and four (4) Officers were returned for emergency reasons, eight (8) Officers were recalled to the Z.I. by the 97th Bomb Wing for various reasons, that is, schools, re-assignments, etc.

f. Of the total returnees only critically needed crew members were replaced from the parent organization. This seriously handicapped the overall efficiency of the unit. To cite just two examples, our one and only Finance Officer was recalled for re-assignment. Two non-rated Supply Officers were recalled to attend school. This left serious holes in our Table of Organization that had to be filled by combat crew members who were not physically present at all times, due to their primary duty of flying. The solution to the above is obvious.

3. Messing.

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Personnel and Administrative Final Report

a. The messing situation can be described in two words, excellent and fair. Now, to break down the two descriptive words; the excellent applies to the Airmen's mess and was made possible only through a supreme effort on the part of the mess personnel. There were no cold storage facilities available, the cooking had to be done on antiquated British stoves and in British ovens. The above was augmented by three (3) badly beaten up American field ranges. The absence of spare parts and repair kits for the field ranges left much to be desired in the total overall efficiency. During the last month of our stay only one range was operational and spare parts could not be procured. In spite of the many obstacles and unfavorable working conditions the quality of the food served in the Airmen's mess would compare favorably with any stateside mess.

b. The Officers' mess can best be described as being just the opposite of the Airmen's mess. The kitchen was run completely by British personnel. They used a combination of American and British rations. The food was cooked in typical British style and left much to be desired by the USAF Officers. The food was wholesome, but cooked for personnel of different tastes. Sanitary conditions were definitely sub-standard in regards to overall cleanliness of the kitchen personnel, eating utensils and the kitchen itself. The above can be varified by the Group Flight Surgeon's weekly report.

c. The ideal situation would be to run a consolidated mess for both the Officers and Airmen. That would definitely increase the morals of the Officers.

4. Housing.

a. The housing was a definite problem from the time of arrival of the advanced party until our departure from R.A.F. Station Marham. We were overcrowded, there was a lack of adequate sanitary facilities and the heating was not sufficient to maintain health and morale.

b. The station is not large enough to accommodate, adequately, both the Central Bomber Establishment and two B-29 Squadrons. The Airmen were overcrowded and scattered throughout several buildings. The Officer's Mess could handle approximately thirty per cent (30%) of the U.S.A.F. Officers. The remainder were split up as follows: Thirty percent (30%) in what the British termed the "Pilot's Block". This was a centrally heated brick structure, the only drawback being its distance, one quarter to one half mile from the mess hall. The remaining forty per cent (40%) were housed in two wooden frame buildings. Heat was supplied by individual "coke" stoves that required attention at a minimum of

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of every two hours. Hot water was at a premium and there were no sinks installed in either building.

c. To ease the housing situation seventeen (17) Seaco Huts are being erected but at best they will have to be used in any emergency. Actually, all they consist of are four bare walls, a roof and two small coke stoves for heat. They are not piped for water and have no sanitary facilities available.

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HEADQUARTERS
97TH BOMBARDMENT GROUP MEDIUM
Biggs AFD, Biggs Field, Texas

17 March 1949

OPERATION AND TRAINING FINAL REPORT

1. General

a. The 97th Bombardment Group was alerted for temporary duty assignment to the United Kingdom in late September. At the time this alert was received, only twenty-two complete combat crews were assigned to the organization, fifteen of which were on TDY at MacDill AFB as participants in Operations Combine III. Personnel to man the remaining eight partial crews were requisitioned from Eighth Air Force, and replacements arrived during the month of October. It has been necessary to lend a considerable number of crew members to the squadron at MacDill to complete their crews, and many crews were juggled about on their return with the result that crew integrity was completely lost. In view of this fact, and also because many of the assigned aircraft had just been delivered to the organization, the need for an intense and concentrated training program during October was apparent. Each crew was scheduled to fly five missions in October which would include calibration of all instruments and equipment, a maximum amount of celestial navigation, cruise control, and an operational check of bombing and gunnery equipment. The entire program was not completed, but that portion completed did give the crews a working knowledge of their aircraft, confidence in their navigators, and a chance to practice all of their emergency procedures.

b. Simultaneously, the normal preparations for an extended TDY assignment were under way. Equipment shortages were re-requisitioned under the 1D-1 priority allocated for this purpose, and in a short time, those items which it had been impossible to secure previously were pouring in to the squadron supply rooms. Route briefing material was secured; flight plans for the move were prepared; and advance notifications were furnished to all applicable stations and functions.

2. Difficulities encountered in Preparatory Period.

a. The only outstanding difficulites experienced by the S-3 Staff during this preparatory period were:

(1) The sextant shortage. Sextants had been on requisition from Base Supply at this station for several months with no action having been taken. Re-requisitioning under the 1P-1 priority did not help the situation. Sextants

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were finally secured by the A-4, Eighth Air Force, from Middletown Air Depot. Pilot pick-up was necessary, and the only check the sextants received before use on the flight was accomplished on the ground.

(2) The instructor shortage. Instructors are never too plentiful in a tactical organization, and in this case, each observer and pilot had his own aircraft to prepare for the flight which reduced the available instructor list to the staff personnel. Since the flight planning was being accomplished during the same period, the staff could not be spared as often as was desirable. The final result was that experienced personnel from other organizations in some cases had to be accepted on the basis of their experience rather than on actual demonstration of ability. It should be added that all of these 'borrowed' personnel did their jobs well and justified the confidence it was necessary to place in them and in the organizations who had trained them.

3. Flight to England

a. The flight to England was divided between the northern route, and southern route. The six aircraft proceeding by way of Iceland were to depart Biggs in pairs on 2, 3, and 4 November 1948, land at Andrews AFB for refueling and briefing, proceed to Keflavik, Iceland, RON at Keflavik, and proceed to Marham or Waddington, England, the following day. The other twenty four aircraft following the southern route were to depart Biggs on the same schedule for Bermuda, RON Bermuda, and proceed to England the following day. By this schedule, all of the aircraft would be in place on 6 November 1948. The first squadron to depart (341st Bomb Squadron) met the schedule, and all aircraft were at Marham on 4 November 1948. The second squadron (342nd Bomb Squadron) had all aircraft off on schedule, however, one southern route aircraft was forced to return to Biggs for an engine change and did not arrive at Waddington until 12 November 1948. The two aircraft proceeding the northern route encountered maintenance difficulities, and did not arrive at Waddington until 6 and 7 November 1948 respectively. The remaining seven aircraft arrived Waddington on 5 Nov 48. The third squadron (340th Bomb Squadron) had nine aircraft off as scheduled. One of the two flying the northern route was delayed for maintenance at both Andrews AFB and Keflavik, arriving at Marham on 11 November 1948. Only five of the eight proceeding by the southern route met their schedule, the remainder having difficulties at Bermuda. The last aircraft of this squadron arrived at Marham on 9 November 1948.

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b. All aircraft were in place on 12 November 1943. Only one of the aircraft encountered navigation difficulites during the flight. This aircraft made landfall south of Brest, France, on the Bermuda-Marham leg of the flight. The reason for this error was that the flight was conducted for the most part in an overcast with an inoperative loran set. The navigator was one of the most inexperienced in the organization. However, a study of his log at the completion of the mission revealed no errors in dead reckoning; the winds forecast for the flight were considerably off and did account for the navigational error.

c. Upon arrival in England, the organization was placed on an alert which called for ninety percent of the aircraft to be in commission, and for ninety pe cent of the assigned crews to be immediately available. Some potential flying training was lost due to this requirement (see Maintenance Report.) The training program outlined by Third Air Division Headquarters was that of a tactical striking force emphasizing low altitude bombing and formation proficiency. This policy was altered somewhat in December in that emphasis was changed to high altitude bombing. (See Bombing Annex.)

4. Training.

a. During the entire period, the following training was accomplished:

Total flying time:	4224:55
Weather time	:	804:05
GCA approaches	:	320
Formation	:	300:00

b. For specialized training, see various annexes.

c. Generally speaking, the training received in England was valuable. The facilities for specialized training are more accessible than in the Zone of Interior. For example, the Breast Sands Bombing Range was within twenty (20) miles of RAF Station Marham. It provided a combined visual and radar target, and was manned during normal work hours by a triangulation team for scoring. Twelve miles past the coastline air/ground firing was permissible and air/air firing could have been accomplished had tow-target aircraft been available. Joint fighter-bomber missions could be had for the asking, the RAF being interested in research on offensive attacks against medium type bombers. Contrast this to the situation as it exists at this station. This unit has endeavored

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to establish a bombing range on target PE-22 (Deming) since August 1948. To this date, no danger area has been declared for this site, and consequently we continue to use targets belonging to other organizations according to their schedule and in the manner they direct. The only fighter interception accomplished by this organization during the four months prior to the assignment to England was with Naval fighter aircraft over San Diego, and four missions on which the 27th Fighter Group provided one P-80 fighter.

5. Operational Facilities

a. The operational facilities at Marham were ideal for a medium bombardment unit. The northeast-southwest runway is 9000 feet in length, and all runways and taxiways are cement. The parking area utilized by this group was adequate for two squadrons although the field was occupied jointly with the RAF Central Bomber Establishment. With the transfer of the RAF Unit which was imminent upon the departure of this group, RAF Station Marham could very satisfactorily handle a bombardment group manned to war-time strength. Operational difficulties were all of a minor nature and could be eliminated by American control of the airfield. Such things as painted taxiplanes and radio beacon maintenance could be pressed more satisfactorily if the British Command channels were eliminated.

b. In contrast, the operational facilities at Waddington, England, were minimum satisfactory at best. The 342nd Squadron of this organization was stationed there together with a B-29 Reconnaisance Squadron and an RAF Squadron of Lincolns. The longest runway was 6000 feet, and all runways and taxiways were of tarmac construction. The southern half of the field which was allotted to the B-29s for parking was constructed on the side of a hill. The actual incline at one hardstand was ten degrees. It is highly recommended that this field not be considered as capable of handling B-29s under combat conditions.

c. GCA was available at both airfields, although the British team at Marham was transferred on 17 December 1948, and the American team sent in as replacement was never cleared as operational during the remaining period of this unit's occupancy. Both British teams were highly qualified. The team at Marham twice succeeded in landing B-29s out of a formation descent at intervals of less than three minutes. These were both practice runs, but during the second run on 11 January 1949 the weather dropped below VFR minimums and the second squadron was landed with visibility

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less than one mile. The American team experienced an excessive amount of maintenance difficulty with the unfamiliar Gilfillan equipment and consequently were not dependable.

d. Securing a radio range for instrument checks proved difficult. There were only three ranges available in the United Kingdom, none of which could be used under actual weather conditions for practice descents. The only range reasonably close to Marham and Waddington was Bovingdon which is within the London Control Zone. Because of the excessive traffic in and out of the London Zone, requests to use Bovingdon were granted on a ratio of approximately five percent.

e. Air traffic control was handled entirely by the RAF. It consisted of the use of quadrantic altitude separation above five thousand feet in control zones and at all altifudes elsewhere, and the actual separation was based more on the mathematical improbability of aircraft colliding while in flight than on any system comparable to that utilized in the United States. The one exception to this rule was the London Control Area which functions in much the same manner as our Air Traffic Control, and handles aircraft below ten thousand feet. Changes to flight plans in flight and normal position reports were handled by Flight Information Regions on CW transmissions. Needless to say, the delay in securing a flight plan change was increased tenfold over the delay expected in the US. The main difficulty was experienced in the control of aircraft within the control zones. Because of the proximity of airfields, patterns for GCA overlap as do holding and letdown procedures for tactical type aircraft. Theoretically the Traffic Controllers (tower operators) coordinate their traffic within specific areas. But this coordination was theoratical for the most part. With B-29 Groups operating from Sculthorpe, Marham, and Lakenheath which all fall within a thirty mile circle the coordination between these three airfields will have to be exact and precise, to say nothing of the additional coordination necessary with the RAF Stations at Feltwell and West Raynham which also fall within this circle. It should be noted that Feltwell conducts 'cloud' flying practice in all bad weather.

f. This organization recommended to Headquarters, Third Air Division that a United States Flight Service be established to coordinate the instrument flying in this specific area. Whether or not this recommendation is placed in effect, it stands to reason that strict traffic control must be exercised in this area, and that one specific individual or unit must be charged with the supervision of this control.

6. Special Missions.

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Operation and Training Final Report

a. Missions directed by Field Order, Third Air Division included two Air Division Missions within the United Kingdom (see Bombing and Radar Annexes), a mission to Tripoli and Aden, (see Mission Report, Incl #1.) four missions to Accra, Gold Coast (see Mission Report, Incl #2), joint fighter-bomber day missions, and joint fighter-bomber night missions. These missions provided valuable training, and in the case of the joint fighter-bomber missions, provided training in an oft-neglected field. There were, however, too few opportunities for the combat crews to practice long-range cruise control. This organization was restricted to the United Kingdom except for the flights directed by field order, and flights to and from the Heligoland Bombing Range. It was recommended to Third Air Division that during future assignments the missions out of the United Kingdom be more equitably distributed among all TDY Groups.

b. The remainder of the training accomplished was as desired by the group itself. For the most part it consisted of bombing and gunnery and had the weather been more favorable, the bombing accomplishments would have far surpassed the desired amount. Weather was not favorable and the bombing accomplishments fell below the desired (see Bombing Annex).

7. Narative

a. This organization spent the previous winter at Eielson AFB, Alaska, and from an operational point of view Alaska is a much more satisfactory location than England. Characterized by fogs and low visibility, the winter weather along the eastern coast of England is treacherous and unpredictable. The terrain feature which accounts for the haze and moisture --low, flat farmland--is also the reason that there are so few accidents in this area. It was the universal opinion of all personnel, whether maintenance or operations, that sub-zero temperatures in a dry, relatively calm climate are preferable to temperatures that hover near freezing in a moist, windy area. Whereas in Alaska frost would form on the aircraft surfaces overnight, in England, ice would form on the airfoils and windows, and ice is somewhat more difficult to remove that frost. And because of the extreme stability of the air, it was not unusual to have two freezing levels--one just off the ground, and the other at seven or eight thousand feet. It was interesting to note the attitude of pilots in respect to weather when faced by unusual situations. Upon arrival in England, all personnel of this organization were accustomed to the fifty mile visibility generally found near El Paso, Texas. Visibility of three miles seemed to them marginal at best. Three months later, one mile visibility had become good flying weather. This was partially due to experience gained in the use of sodium approach lights and confidence gained

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in various methods used to locate the airfield; but it was also a tribute to the individual to adjust himself to adverse conditions.

b. Eighth Air Force Field Order #68 had directed a TDY period of ninety days, and this unit was scheduled by Third Air Division to return to the Zone of Interior on 7, 8, and 9 February 1949. However, because of the search conducted for an aircraft of this organization which disappeared on a flight from Dakar, Africa, (see Flying Safety Annex), the return was delayed for one week and rescheduled for 14, 15, and 16 February.

c. Third Air Division verbally changed the route back to the United States on 14 February 1949, and directed that all aircraft return via the southern route (Lagens, MacDell, and Biggs). The squadrons departed Marham and Waddington in the same order as they went over. The following delays occurred: one aircraft lost an engine at Lagens, was delayed one week, arriving Biggs on 23 Feb; one aircraft lost an engine at Bermuda, was delayed five days, arrived Biggs on 23 Feb; one aircraft lost an engine at MacDill, was delayed three days, arrived Biggs on 21 February 1949; one aircraft was delayed at Bermuda for two days for minor maintenance, and delayed one day at Barksdale for minor maintenance; and one aircraft was delayed overnight at Azores for minor maintenance. Fourteen of the twenty-nine aircraft which returned were forced to land at Bermuda for fuel because of strong headwinds. All aircraft were at Biggs Air Force Base by 23 February with the exception of the aircraft missing on the flight from Dakar, Africa, on 26 January 1949.

8. Difficulities

a. Many of the difficulties encountered on this assignment are covered in the various annexes, and some are mentioned in the narrative above. Listed here are those which are not discussed elsewhere:

(1) The only benefit which is gained by not making rotations to the United Kingdom an organizational move is to allow the home station and command headquarters to monitor the various reports submitted by the organization during its tour. This system involves the use of cut-off dates on all periodic reports--and theoretically, this is not too difficult a procedure. In actual fact, however, the teletype and postal facilities between the US and England are so unreliable that

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the submission of reports becomes an administrative nightmare. In one case, a classified report submitted by this unit by priority teletype on 15 November 1948 has not been received at Biggs AFB as of the date of this final report. Another operational priority teletype dispatched on 18 November 1948 was received ten days after submission. And reports submitted by Air Mail were held in England for one month and then returned to Marham.

(2) The lack of B-29 supplies at Lagens and Bermuda was a cause of delay on flights both to and from the United Kingdom. It was also the cause of additional expense because it involved the dispatch of an aircraft from the home station with the necessary parts. This is more of a supply and maintenance problem, but is mentioned here because the delay involved could have adversely affected operations under combat orders.

(3) The lack of office and classroom space for operations at Marham, and the inadequate heating of those provided are a difficulty that has been eliminated in all probability by the sole occupancy of RAF Station Marham by USAF personnel. However, during the past winter, the space allotted for all offices including group and squadron operations was wholly inadequate. The one classroom assigned to the organization had no facilities for heating. As a consequence, the ground training that was accomplished was given in the officers' mess or in the briefing room.

(4) Another difficulty which should be eliminated by the occupancy of the station by Air Force personnel was that caused by the absence of a USAF Base Operations Office. The RAF counterpart of Base Operations is Air Traffic Control. This office is responsible for submission of arrivals and departures and for briefing and critique. Probably because of the poor communications facilities and the personnel shortage, the British tended to adopt a policy of 'no news is good news' and often ignored the filing of departures and arrivals on transient American aircraft. Transient traffic is almost non-existent within the RAF, and no established policy was in practice for the messing and

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billeting of these transient personnel. Consequently, this unit was forced to handle all queries on transient aircraft initiated because the station of departure was not notified of the arrival of aircraft, as well as providing messing and billeting facilities for all American aircraft. Ordinarily this would not have been an excessive overload on the group operations personnel, but in November and December, RAF Station Marham was designated as primary port of entry for American aircraft flying to and from Europe. During this period, the workload was more than could be handled by this office, and the service provided left much to be desired.

(5) Although sufficient personnel were carried by this unit to establish an air/ground radio station of its own, the bulk of these personnel were loaned to Third Air Division at their request. All position reports on aircraft were consequently delayed by that length of time it took to teletype the message from Third Air Division to Marham. Because of this delay and the usual errors caused by the messages being handled by four persons rather than one, 'flight-follow' was more of an historical nature than anything else. Of a more serious nature was the delay caused by heavy traffic between Headquarters, USAFE and Third Air Division. Position reports submitted to station AFK5 (see Communications Annex) were normally not received for several hours after transmission, and often were never received.

9. Recommendations

a. It is recommended that the organization headquarters of units being rotated through the United Kingdom be transferred. If this is done, reports could be forwarded on normal schedule through the command channels of the theater. This unit's TDY to Alaska during the winter of 1947-48 was handled in this manner, and the administrative burden was considerably lessened. Information copies of all reports would be forwarded to the unit's command headquarters, and transfer or reassignment control of all personnel assigned could be required to pass through Strategic Air Command for approval.

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b. It is recommended that the various stations which have become servicing depot for rotational groups be furnished with a supply level of B-29 parts, including engines (see Maintenance Report). This action would facilitate the movement of rotational groups and afford a considerable saving until such time as support aircraft can one again be furnished the groups.

c. It is recommended that Third Air Division establish a Base Operations at each station as it is taken over from the RAF. This recommendation was made to Third Air Division prior to return of this organization to the Zone of Interior.

d. It is recommended that a Flight Service for USAF aircraft be established in the United Kingdom. This would establish one section responsible for Air Traffic Control of USAF aircraft. It would also be capable of handling the communications traffic now handled by USAFE Flight Service in Germany, and thus eliminate to a great extent the delays referred to under difficulties.

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PART II.

A. NAVIGATION ANNEX

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NAVIGATION

1. Mission to England.

a. Northern route.

(1) El Paso to Andrews Field: The navigation from Biggs to Andrews consisted mainly of pilotage and radar, headings being checked by astrocompass. No difficulties in navigation were experienced and all aircraft arrived at Andrews without incident.

(2) Andrews to Keflavik: This leg was flown via Goosebay and Prince Christian. The primary method navigators utilized was celestial with radar and radio checks. All headings were checked by astrocompass. Loran also proved very good in this area. Weather on this leg presented very little handicap to navigation.

(3) Kelflavik to Marham (or Waddington): This leg was flown during daylight hours -- celestial consisted of sunlines and checks for heading by astrocompass. The navigation upon reaching Scotland consisted of radio and pilotage; the main difficulties on the leg being the poor map coverage of England, and the patches of fog over Scotland and England.

b. Southern route.

(1) El Paso to Kindley (Bermuda): This leg was flown primarily by radar and celestial, all headings being checked by astrocompass. Radio was utilized on the approach to Bermuda.

(2) Kindley to Marham (or Waddington): This leg was flown as a great circle course, and the major part was flown at night. The best celestial work of the entire TDY period was done on this leg of the flight - the entire leg having been flown on celestial and loran. The loran coverage was exceptionally good until nearing the British Isles. Near the British Isles, only one LOP was available. One aircraft encountered weather after the last turning point (50 deg 00 min north, 20 deg 00 min west). Because of the weather and poor loran coverage, the aircraft made landfall on the coast of France near La Rochelle instead of at Land's End. The navigator recognized his position and proceeded to Marham, England.

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Navigation (cont'd)

2. Division Missions.

a. FO #16, Hqs, 3AD -- Flown on 8 Dec 43: this mission was briefed to camera bomb targets in northern Ireland by radar, and to camera bomb airfields in England by visual bombing. The briefed route was: Marham to Boston to Cottingham (Boston to Cottingham being the first division line) to Whitley Bay to Cumnock to Milleur Point, the initial point. From Milleur Point, one squadron was to attack Bangor, Ireland; the other squadron to attack Newtownards, Ireland. From the targets the squadrons were to proceed to Castletown, Isle of Man, the group rendezvous. The group was then to proceed to Aylesbury to Guildford to Bexhill (Guildford to Bexhill the second division line) to Margate to Diss, the initial point. From Diss one squadron was to attack Foulsham, one to attack Swaffham Morley. The squadrons were to proceed to Marham from the last target and land individually.

b. The mission as actually flown followed the briefed route to the group assembly point at Castletown, Isle of Man. From Castletown, the group proceeded to Margate, eliminating the southern leg of the flight and forming the division en route to Margate. The cause for this change was weather. Navigation on the entire mission was difficult due to the short legs and haze. There were only two controlled ETA's on the flight, the first of which was eliminated by the thirty seconds, and the second of which was eliminated by the change in route.

c. FO #18, Hqs 3AD -- Flown on 11 Jan 44: this mission was briefed to follow the same route as Field Order 16 except that new targets were assigned, the group assembly was changed to 53 deg 40 min north, 04 deg 30 min west, and the route to Guildford was via Cirencester rather than Aylesbury.

d. The mission was flown as briefed except that altitude had to be changed to avoid weather. The bad weather between Whitley Bay and Milleur Point caused navigation difficulties, and once again the short legs made celestial impossible.

e. FO #77, Hqs, 3AD -- Missions to Aden and Accra. See the Mission reports on individual flights.

3. Search Missions.

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Navigation (cont'd)

a. During the period 28 Jan 49 to 5 Feb 49, nineteen aircraft from this group participated in a search mission for a B-29 which disappeared on a flight from Dakar to Marham, England. These search flights were flown from Port Lyautey, Morocco and Casablanca, Morocco. In addition, search flights were conducted out of Marham, England along the path of flight by the missing aircraft. All of these search missions were conducted in daylight and radio was the only navigational aid available in some areas. Overcasts prevented much celestial work, and the distance to land was usually greater than radar range. The search patterns used were parallel or expanding squares depending upon reason for search. Parallel type areas were assigned for normal search -- but in the case of a reported lead, an aircraft would be dispatched to the specific point reported and execute an expanding search therefrom. A considerable amount of excellent dead reckoning experience was gained during the search.

4. Return to Mac Air Force Base.

a. All aircraft returned via the southern route (Lagens, Azores and MacDill AFB.)

(1) Marham (or Waddington) to Lagens: this leg was made as a daylight flight, little difficulty being encountered as radio aids and sunlines were very effective. A large number of consol fixes were also obtained using the Spanish stations. All of the aircraft were unable to contact the weather ship between England and the Azores, nor were they able to receive the radio beacon of this ship.

(2) Lagens to Bermuda: although the crews were briefed to fly from Lagens to MacDill via Bermuda, fourteen of the aircraft were forced to land at Bermuda because of extreme headwinds. All aircraft proceeded via Bermuda, and this portion of the flight was made during daylight. There was an undercast along this route during the movement of the bulk of the group, and visual drift could not be read for the most part. Sunlines provided the only navigational aid. The weather ship between Lagens and Bermuda afforded an excellent checkpoint, its beacon being read from as far out as five hundred miles. In addition, this weather ship would track the individual aircraft with radar and provide an exact

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Navigation (cont'd)

position, course and ground speed. Several navigators reported a magnetic attraction approximately three hundred fifty miles east of Bermuda.

(3) Bermuda to MacDill: radio and sunlines were used on this leg until aircraft were in radar range of Florida. No difficulties were encountered.

(4) MacDill to Biggs AFB: the majority of flights from MacDill to Biggs were conducted according to IFR flight rules, and navigation was restricted to dead reckoning with radar and radio fixes.

5. Accomplishments.

a. The following were the accomplishments for the navigators during the entire TDY period:

Hours of grid navigation	81
Hours of Instrument Calibration	191
Celestial lines of position	2100
Radio fixes	804
Loran fixes	867
Radar fixes	1973
Consol fixes	237

6. Difficulties.

a. Difficulties were encountered in the maintaining of the Fluxgate system due to the lack of supplies, lack of proper test equipment, and the lack of properly trained personnel.

b. Further difficulties arose from the shortage of American maps. All American maps had to be obtained from Weisbaden which required a personal trip to Germany to obtain them.

c. Numerous inaccuracies were discovered in the British maps issued to us. Many of these maps were obsolete which may account for this situation.

d. Considerable difficulty was encountered in collimating the sextants prior to departure in that they were received only a few days before leaving the United States.

e. It was difficult to maintain a ground training program in England due to the lack of classroom space as well as trainers.

f. Six navigators were assigned for this mission who lacked experience in navigation. This presented an added burden of qualifing these men before allowing them to make the overwater mission.

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Navigation (cont'd)

7. Recommendations.

a. It is recommended that instrument personnel be trained in the maintaining of Fluxgate equipment. It is further recommended that all B-29 type aircraft have the transmitter for the Fluxgate system changed upon removal from storage, as it has been found that the gimbals deteriorate upon long storage.

b. It is also recommended that the Third Air Division maintain a stock pile of current American maps sufficient to equip all organizations under their command.

c. It is recommended that navigational equipment such as sextant and watches be made available to the organization in time for the navigators to obtain accurate errors on the equipment.

d. It is recommended that training aids and classrooms be made available at overseas stations so training may be continued through the overseas tour.

e. When navigators are assigned to bring an organization to strength for an overseas move they should be qualified in order to remove the last minute burden of qualifing these personnel.

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PART II.

B. RADAR ANNEX

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RADAR ANNEX

1. NARRATIVE:

a. Prior to departing the Zone of the Interior, the personnel strength of the 97th Bombardment Group's Radar Observers consisted of the following:

Squadron	SSN 0142	SSN 1037	SSN 1037(TDY)	OJT
340th	9	1	0	0
341st	7	0	2	1
342nd	6	1	0	3
Total	22	2	2	4

b. On the movement from Biggs Field to England, radar was utilized to a limited extent as an aid to navigation. The long, overwater flights precluded using this system effectively and it was only on the northern route that radar was employed appreciably as an aid to navigation. On the flight from Bermuda to England, the Radar Observer directly assisted the Navigator and radar was not used until the aircraft was within radar range of the British Isles.

c. The initial phase of radar training at Marham and Waddington emphasized using radar as an navigational aid on routine flights within the United Kingdom and attempting to make radar bomb runs on the Brest Sands Bombing Range. This range proved unsatisfactory as a radar target for the specific target (a grounded LST) was not readily discernible with present radar equipment. The Kidlington "Plotter", a radar bomb scoring site similiar to the SCR-584 Units, was made available to this organization shortly after arrival in England; but the inability of the Third Air Division to provide necessary orystals for the required range frequencies delayed using the range until 13 January 1949.

d. A series of Field Orders eminating from the Third Air Division afforded excellent opportunities for enhancing radar training. The first Field Order Mission was executed on 8 December 1948 with radar used, on a division level mission, to make simulated bombing runs by squadrons, on the cities of Bangor and Newtownards, North Ireland. The results of this mission were satisfactory (CEA of 2000 feet). On a series of flights outside the United Kingdom, radar was employed as an aid to navigation and as a means of simulating bomb runs on Luqa Airfield, Malta. The results of the radar runs were again satisfactory (CEA of 1957 feet). On the second divi-

*Subject Officers TDY from CAFB, Fort Worth, Texas

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sion level mission, radar again was employed to simulate bomb runs on the cities of Grosscar and Saintfield, North Ireland. The results were considered satisfactory; but, the target area obscurred by clouds and no score of the runs was obtained.

e. Two additional night missions were scheduled which employed radar bomb runs. These missions, conducted in conjunction with RAF night-fighters, called for a series of simulated radar bomb runs on the cities of Northampton and Doncaster. These missions were executed satisfactorily; but, there was no means of scoring the attacks.

f. In addition to the Field Order missions, routine radar training consisted of radar bombing attacks on the islands of Heligoland and simulated radar attacks on Oxford, scored by the Kidlington "Plotter". The islands of Heligoland served adequate radar targets; but, the Kidlington "Plotter" leaves much to be desired as a training aid. This "Plotter" employes a unique scoring system in that a series of pictures of the Site's panel (Time, range, altitude and azimuth) are taken at five second intervals from the time of initial contact with the aircraft until the theoretical time of impact. With this information, a series of fixes are plotted to determine the aircraft's track, ground speed and point of impact. The means of signaling bombs away was oral (over VHF). Based on the disparity of results obtained on this site as compared to results made by the same crews on SCR-584 Units within the past five months, it is felt that the high circular errors are attributed to: (1) Time delay between the aircraft's notification of Bombs Away and recording of this information by the "Plotter",* (2) the low experience level of ground plotting personnel in tracking aircraft which employ SAC Coordinated Radar Bombing Procedures.

g. An abbreviated Radar Ground School program was conducted concurrently with the above mentioned flying program. A total of 308 man-hours of ground school were accomplished with emphasis placed on ECM lectures, Eighth Air Force and 97th Bomb Group proficiency examinations, and matter pertinent to radar bombing.

h. On the return trip to Biggs Air Force Base, radar again was employed as an aid to navigation. On the overwater flights, the Radar Observers aided the navigator directly.

2. STATISTICS:

a. Scored Radar runs or releases and Circular Error Averages:

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Radar Annex

Type	Number of runs	CEA
Camera Attacks	3	1988 feet
Kidlington "Plotter"	10	8900 feet
Actual Releases*	0	

b. Number of hours Radar sets in Operation: 2085:44

c. Use of Radar as an aid to navigation and number of frontal penetrations: Use of radar as an aid to navigation is included under paragraph 1. While no formation-level frontal penetrations were accomplished, radar was employed as a means of circumnavigating inclement weather by single aircraft.

d. Number of radar beacon fixes: 239

e. Number of scope photographs: 733

f. Number of Loran fixes by Radar Observers: 48

g. Unusual incidents: Negative

h. Total number of missions aborted due to radar: 1

i. Total number of radar maintenance failures:

(1) Operator failures: Negative

(2) Set malfunctions: Nine (9)

(3) Component part failures: Twenty (20)

(4) Other causes: Negative

*A total of sixty six (66) actual releases by radar were accomplished; but, it was impossible to score them due to either camera malfunctions or inclement weather in the target area.

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PART II.

C. BOMBING ANNEX

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BOMBING ANNEX

1. General.

a. The first project upon our arrival in the UK, was to determin the availability of bombing ranges for the use of the 97th Bomb Group. The unit that this organization relieved left a folder containing operating instructions for the UK. The information on bombing ranges was incomplete and inadequate. The Third Air Division Headquarters at Bushy Park was contacted to determine if they had more detailed instructions. Target folders were not available from Third Air Division. A list of targets was obtained and the units controlling the particular ranges were contacted and specific information was obtained from them.

b. Three bombing ranges were used by this organization. For practice bombing Breast Sands bombing range was used. The target consisted of an LST (Landing Ship Tank) painted yellow and beached on the sands. Wainfleet bombing range was used for demolition bombing. This target consisted of pilings placed in the water approximately one and one half miles off shore. The island of Heligoland was used for all types of bombing. (visual, radar, practice or live bombing). There was no specific aiming point set up on this target.

c. No specific training program had been set up by Headquarters, Third Air Division. Therefore, our own training program was set up. These training requirements were established with the view of accomplishing as much as possible the requirements of 8AF Regulation 51-1. The specific requirements set up for the bombardiers were to drop five (5) bombs per week or twenty (20) bombs per month. Of the twenty (20) bombs, five (5) were to be 500 lb AMN 64 GENERAL PURPOSE bombs. A directive from Headquarters, Third Air Division, specified that all bombs were to be dropped from an altitude of four thousand (4000) feet or lower. This directive was changed later to a bombing altitude of twenty-five thousand (25000) feet indicated for all bombing. Due to the weather conditions, in the UK, which would not permit bombing at such an altitude most of the time, a request was submitted to Headquarters Third Air Division to permit bombing, in the case of an overcast, to be accomplished from five hundred (500) feet below the overcast. This request was granted.

d. The weather conditions in the UK, during our period of TDY, were very unfavorable for visual bombing. There were 199 bombing missions scheduled that had to be cancelled due to weather conditions. Five bombing missions aborted due to malfunctions of the bomb-bay door safety switch actuators. Moisture appeared to accumulate in the door safety switch and then at high altitudes that moisture would freeze and thus cause the failure of the actuator.

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Bombing Annex

e. To determine the exact time required to completely load a B-29 with bombs, to change gun barrels and load turrets, one complete crew was alerted and instructed to completely load, with the exception of the forward bomb-bay, with 500 lb AMM 64 G.P. bombs and arm their B-29. From the time the squadron operations was notified and the airplane was completely loaded, six (6) hours and twenty (20 minutes had elapsed. The lined and plated barrels that had to be installed, had been in storage. That meant that each barrel had to be completely cleaned of cosmilene prior to being installed in the guns. This loading operation was accomplished with the aid of only one (1) additional man from the squadron armament shop. The crew was divided into two (2) sections. One (1) section was set up to load bombs, the other section to clean and install the new barrels and to load and pre-flight all of the turrets. After three (3) hours, half of the air crew was taken off the loading to simulate briefing.

f. The conclusions drawn from this experiment were that the crews need more practice in the loading of bombs weighting 500# or more, and that complete loading of the airplane could be accomplished within six (6) hour period allowed with an experienced crew.

g. The supply of bombs, both M38A2 practice bombs and 500# ANM 64 general purpose bombs, was adequate for the needs of this unit. The delivery procedures set up for delivery of bombs to aircraft, was excellent. At no time was a take off delayed because of late delivery of bombs.

2. a. Visual Bombing.

(1) Number of scored releases: 250

(2) Average converted C.E: 238

b. Method of scoring was photography and triangulation. For example of scoring by photography and photographs of the targets see inclosure #3.

c. Camera Bombing Mission.

(1) Number of missions: 4

(2) Number scored photographs available:

(a) 1st Mission: Photograph not scorable.

(b) 2nd Mission: Target missed completely.

(c) 3rd & 4th Mission: Target overcast, radar bombing was accomplished.

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3. RECOMMENDATIONS: It is recommended that complete target folders of all available bombing ranges, be made up and issued to all B-29 units in the UK; that as soon as a unit arrives in the UK a representative of A-3, Headquarters Third Aid Division go personally to the station concerned and completely brief the Group S-3 staff on the bombing ranges available and the procedure to be used to obtain the use of these ranges; that all crews be thoroughly familiar and expert in the loading of bombs, 500# or larger.

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PART II.

D. GUNNERY ANNEX

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GUNNERY ANNEX

1. General;

a. The gunnery section, normally neglected, received, during this period of TDY, very valuable training in gunnery. A great deal of emphasis was placed on firing air to ground gunnery and especially on fighter-bomber gun camera missions. There were no gunnery ranges available in the entire UK. To permit the gunners to obtain actual experience in firing and malfunction gunnery, permission was requested from Headquarters, Third Air Division, for authority to fire gunnery in the North Sea Area. Authority was granted but with the stipulation that all firing be conducted at least twelve (12) miles from short, and only after a thorough search was made of the area for any shipping. To obtain as much training as possible from air to water firing sea marker dye was thrown in the water as a target for the gunners to fire at.

b. The 97th Bomb Group was assigned by Headquarters, Third Air Division, to fly special fighter-bomber gun camera missions with the Royal Air Force. These missions were set up to extend over a period of one and one half (1½) weeks. During this period, six (6) missions were scheduled. Five (5) of these missions were to consist of pursuit curve passes, the sixth (6) mission was to consist of head-on attacks only. For each of these missions four (4) B-29s were scheduled. Four (4) designated areas were set up in which these fighter-bomber missions were to be flown. Two (2) B-29s were to procede to one designated area, in formation and the other two (2) to separate designated areas. The altitudes flown for these missions were between 20,000 and 30,000 feet. In addition to these daylight missions, two (2) special night fighter-bomber missions were scheduled. Four (4) B-29s were furnished for each of these missions. The training derived from these gun camera missions was of very great value to everyone concerned. In addition to these special missions, Headquarters, Third Air Division, scheduled two division missions in which the Royal Air Force made fighter interception with Heteors, Hornets and Vampires.

c. As a whole all gunnery missions scheduled were very successful. A few difficulties were encountered, the main difficulties being the lack of proper facilities for scoring and showing of gun camera film, and the fact that the squadrons were without adequate equipment for bore-sighting and gun camera.

d. The supply of ammunition and gun camera film was adequate for the needs of the 97th Bomb Group. All the ammunition expended had been linked and then left behind by the 307th

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Gunnery Annex

Bomb Group.

2. a. Number of rounds of 50 Cal ammunition expended: 30,130

b. Percentage of guns operational: 97%

c. Percentage of turrets operational: 95%

d. Gun camera film exposed: 10.404 feet

3. RECOMMENDATIONS: It is recommended that more equipment be made available, in the UK, for processing and scoring of gun camera film, i.e. Bell and Howell 0-1-B projectors. Also that gun camera boresighting equipment be included in equipment for units on TDY to the UK. It is also recommended that a gunnery range be made available to units in the United Kinkdom.

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PART II.

E. COMMUNICATIONS ANNEX

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COMMUNICATIONS ANNEX

1. Communications Final Report.

a. Air Communications

(1) A total of 30 B-29 aircraft were dispatched for 90 days TDY at Marham, England.

(2) Following is the number of in-flight position reports sent and frequencies utilized in transmission for entire TDY period:

Frequency	No. Rpts.	Frequency	No Rpts.
3050	2	4595	60
3105	5	6317	5
3248	3	6500	5
3285	8	6510	25
3298.5	3	6543	5
3470	288	6563	22
3560	2	6610	3
3580	1	8200	89
3885	80	8260	24
3996	3	8880	4
4350	70	8885	29
4370	1	11344	5
4415	13	11445	4
4575	35	12695	6

(3) DF Assistance: Approximately 60 QDM's and 5 QTE's. These were procured from Khartoum D/F Station and Tangemore D/F Station.

(4) Fox Broadcasts:

(a) None of the aircraft copies Fox Broadcasts. However, ships not assigned specific jobs were instructed to watch on 9320 kcs and no fox transmissions were copied.

(b) No Fox Broadcasts were intercepted in the UK. The reason for this was due to the terrific number of position reports required by Third Air Division which kept the Radio Operators busy making these reports and no time was available for copying fox transmissions.

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Communications Annex

(5) Distress and Emergencies: One B-29 aircraft was lost by this Group on 27 January 1949 on a training flight from Dakar to Marham, England. Position reports were received regularly until the last one at 2330Z. After that time no transmissions were received. It is surmised that due to weather conditions the radio set was rendered inoperative. The ship was equipped with two Gibson Girl emergency sets and two excellent radio operators were on board. Search missions were immediately dispatched to search the area and operators were briefed to monitor 500 kcs and 8280 kcs for distress signals in the search area.

(6) Frequencies: The following instances of interference were noted quite frequently by operators in attempting to contact AFM (3rd Air Division air-to-ground station):

(a) Frequency: 3470 kc

(b) Call sign of interfering station: British light program (harmonic) on 3500 kc.

(c) Time interference encountered: 1815Z 19 January 1949

(d) Type interference encountered: Commercial Broadcast

(e) Type traffic being exchanged: CW with AFM (3AD air-to-ground)

(f) Effectiveness of interference: AFM was completely blocked out. No other outstanding incidents of interference were encountered on any of the other frequencies utilized by the Group while on this TDY period. However, all operators reported that all frequencies were very busy making it extremely difficult to get position and various other reports in at the prescribed times.

(7) The following number of radio maintenance perssonnel by MOS accompanied the Group on TDY:

(a) 7 each 754

(b) 1 each OJT 754

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Communications Annex

(8) Equipment malfunctions: See attached form.

(9) Discrepancies:

(a) Several cases of carelessness by both air and ground crews in proper care maintenance of communications equipment were reported. Corrective action taken: classes were initiated briefing personnel on proper storage of equipment prior to and after flights, crew members were briefed not to remove communications equipment except in the presence of the Radio Operator or a Radio Mechanic.

(b) Fly away kits were not complete with required spare parts prior to departure from home station. This was due to the extreme difficulty in procuring critical communications supplies. However, most of these items were procured through Burtonwood Supply Depot.

(c) It is recommended that B-29s operating at bases outside the Zone of Interior be equipped with two installed T-47A/ART-13 transmitters. This would provide 11 or more pretuned frequencies prior to take off, due to the many frequencies it is necessary to operate.

(d) It is recommended that each group operate its own air to ground station. This would enable Group Operations to keep accurate tract of their aircraft. As it now stands each group must depend on 3AD Air-to-ground and Frankfurt Flight Service for position reports which are delayed from 5 hours to two days.

(e) It is recommended that a chapter be added to SACCOM on operations outside the ZI such as the UK, Europe, or Alaska, where the units may be training under this publication.

(f) It is recommended that radio operator procedure be standardized, in working Frankfurt Flight Service commercial procedure is required; however, in the Radio Facility Chart a different procedure is required. When working 3AD air-to-ground JANAP procedures

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are required and when working FIR regions commercial procedure again is used.

b. Ground Communications

(1) Personnel

(a) Cryptographic

2 cryptographers (SSN 805)

1 crypto repairman (SSN 801)

(b) Radio

5 Radio Operators (SSN 776)

(c) Teletype

2 teletype operators (SSN 237)

(d) Message Center

1 message center clerk (SSN 667)

(e) 1 Communications Chief (SSN 542)

1 Wire Chief (SSN 261)

1 airborne radio repairman (SSN 647)

(2) Communications Channels

(a) Crypto equipment: The crypto equipment was USA codes and ciphers, and was operated by USAF personnel.

(b) Teletype: Two British type teleprinters were installed in the Signal Center; one circuit into 3rd Air Division and the other to Signal Center at Waddington where the 342nd Bomb Squadron of this Group was located.

(c) Radio equipment: Radio equipment consisted of two BC-342 receivers (American). For a transmitter a British type transmitter was made available and was utilized on the point-to-point net with 3rd Air Division, Bushey Park. This equipment was operated by American personnel.

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Communications Annex

(d) No telegraph facilities were available to this Group.

(e) Seventy-six telephones were authorized this Group. They were maintained and operated by the British GPO (Government Post Office).

(3) Discripancies:

(a) British type printers on the same circuit as American machines was an unsuitable condition due to the difference in synchronization of the two machines. No corrective action could be taken as no American machines were available.

(b) Antennas used at the Receiver Center of the point-to-point station were unsatisfactory in that the teleprinters were located in the same room as the Receivers and remote control relay unit. This was remedied by installing a coaxial down lead from the antenna.

(c) The frequency, 11,100 kcs, used for weather broadcasts was unsatisfactory. A letter to Headquarters 3rd Air Division was initiated and weather was broadcast on 3470 kcs which was satisfactory.

(d) It is recommended that two additional teletype operators be furnished for trips of this duration and also two qualified and cleared 805s be furnished. One 805 was sent over with no clearance entered on his records.

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(8) EQUIPMENT MALFUNCTIONS

	No. of Aircraft on Mission	Type of Equipment	Malfunctions	How Many Cases	Remedial Action
1.	30	T-47/ART-13	Drew excessive plate current, burned out RF choke in PA tank circuit	One (1)	Replaced transmitter.
2.	25	BC-348	Weak output due to 6SR7 tube	One (1)	None, could not obtain tube for replacement.
3.	18	R-5/ARN-7	Failure of rectifier tube 5U4	One (1)	Replaced tube.
4.	29	AIC Interphone	Shorts in jack-boxes due to moisture	Four (4)	Pulled jack-box and cleaned away dirt and moisture
5.	19	ARC-3 VHF Special Interphone	Interphone failure due to open "Normal-Special" switch	One (1)	None, swith not in stock.
6.	15	T-67/ARC-3	Dirty relays, contacts, K-107, K-108	Six (6)	Cleaned contacts.
7.	23	R-77/ARC-3	Bad crystals	Two (2)	Replaced crystals
8.	18	T-67/ARC-3	Bad JAN 832	One (1)	Replaced tube.
9.	10	AM/AIC	Bad 12A6	One (1)	Replaced tube

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PART II.

F. SPECIAL MISSION REPORTS

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AIRCRAFT SPECIAL MISSION FINAL REPORT

10 January 1949

1. Designation of Unit: 97th Bomb Group, 341st Bomb Squadron

2. Number of Aircraft: One

3. Date and Time of Departure: 3 January 1949, 1700

4. Refuel Stop:

   a. Place: Roberts Field, Liberia

   b. Date: 4 January 1949, 0930 until 5 January 1949, 1055

5. Date and Time of Arrival at Accra: 5 January 1949, 1505

6. Date and Time of Departure from Accra: 7 January 1949, 0420

7. Refuel Stop:

   a. Place: Yoff Field, Dakar

   b. Date: 7 January 1949, 1440 until 8 January 1949, 1745

8. Date and Time of Return: 9 January 1949, 1115

9. Distance flown and Time of Flight to Accra: 3779 N. Air Miles, twenty hours and fifty minutes.

10. Distance flown and Time of Return Flight: 4779 N. Air miles, twenty-four hours and fifty minutes.

11. Fuel Consumed: 97,569 lbs

12. Detailed Reasons for Abortives: No aborts.

13. Remarks:

   a. A brief descriptive summary of the mission:

      (1) First leg of mission was routine, logging two hours night weather time in which a small amount of icing was encountered. Upon receiving the first weather observation at Roberts Field, three hours before the ETA, we were advised visibility 20 to 30 yards, ground fog. Upon arrival at Roberts at 0930, ceiling was 200 feet. Visibility two miles with patches of ground

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fog down to tree tops, Landing at Roberts Field should not be attempted before 1100 any day, as fog is present each day and has burned off by this time.

(2) Roberts Field personnel were very cooperative, refueling was started immediately, but was slow due to small gasoline trucks, which had to make more than one trip. Oil is handled by hand from fifty gallon drums. Refueling would be much faster if only a small gas load was taken aboard. Transportation is furnished by Roberts Field.

(3) Next leg was direct to Accra, which was routine with good weather. We were greeted by the British Royal Medical Corps. Quarters were advised by them, the Lisbon Hotel, which is located near the Air Terminal. A British Captain acted as escort for the officers, and a British Sergeant acted as escort for the Enlisted Men. A 0600 take off has been recommended at Accra, which is very difficult to make, due to no transportation to the airplane at this time of morning, which must be taxied back up in front of Customs at the Terminal to be re-loaded. First possible breakfast at the Hotel is served at 0600. However, transportation to town and to the beach is furnished by British. Customs at Accra are very thorough, the airplane is guarded by Customs Officials at all times.

(4) Next leg to Dakar was routine with good weather. At all stations, weather reports are requested by Radiogram. In order for the local weather station to have information, the ETD plus route must be furnished several hours prior to departure. Refueling at Dakar is speedy. Runways and parking areas have a great amount of loose slag, which is hard on tires and props. Transportation at Dakar is furnished by the Frehon Air Force. Hotel accomodations are difficult to find. They were finally secured at Air France Hotel.

(5) Next let to Marham, via Azores was as planned.

b. A report on observations of interest:

(1) First point of interest is at Roberts Field where Firestone has a large rubber plantation with native labor.

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(2) Next point of interest is Accra, where the British take all personnel to Accra in the forenoon and to the NAAFI Beach in the afternoon. In the evening, the officers were invited to the Officers Mess for cocktails and the enlisted men were invited to the Sergeants Mess.

(3) Dakar is about the same sort of town as Accra, except for the French, which inhabit Dakar. Not much of interest is in Dakar. Native traders of rugs and native products are numerous in both Accra and Dakar.

e. Maintenance History on Accra Flight:

(1) Prior to the start of the flight to Accra, the airplane had just completed a fifty hour inspection and had flown a four hour mission. The engines were tuned up and given a synchroization check the afternoon prior to the 1700 take off.

(2) First leg, Marham to Roberts Field, 1630 hours flight time.

(a) On the post flight check, #4, engine had a 100 rpm drop on the left mag. there was an oil leak on #3 engine also. A cold cylinder check was made on #4 engine, and five cold cylinders were replaced with new plugs which eliminated the mag drop.

(b) A faulty rocker cover gasket was causing the oil leak on #3 engine, it was replaced with a new gasket. The plane was serviced with gas and oil.

(c) On the pressure check prior to take off, the following day, #3 engine had a leaking left injection pump, the connecting nuts were tightened, thereby stopping the leak.

(3) Second leg, Roberts Field to Accra, 4:10 flight time:

(a) It was an o.k. flight, the twenty-five hour inspection was performed there, no servicing of gas or oil was needed.

(4) Third leg, Accra to Dakar, 7:20 flight time.

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(a) It was an o.k. flight, the airplane was serviced with gas and oil.

(5) Fourth leg, Dakar to Marham, 17:30 flight time.

(a) On the post flight check at Marham, #4 engine had an 80 mag drop on both mags, and a 100 rpm synchronization drop. Approximately three hours before arrival at Marham, the power tubes on the Liaison transmitter burned out.

(6) A total of 45:30 hours flight time for the trip. Considering the total flight time and the temperature changes encountered, the necessary aircraft maintenance was negligible.

14. This flight was made by 1st Lt Bernard H. Stevens and his crew, #4107, on B-29 type aircraft #44-61562.

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AIRCRAFT SPECIAL MISSION FINAL REPORT

13 January 1949

1. Designation of Unit: 97th Bomb Group

2. Number of Aircraft: 340th Bomb Squadron (2 aircraft)
342nd Bomb Squaeron (1 aircraft)

3. Date and Time of Departure: 3 January 1949, 0800Z.

4. Refuel Stop:

a. Place: Wheelus Field, Tripoli

b. Date: 4 January 1949, 1600Z until 5 January 1949, 1600Z.

5. Date and Time of Arrival at Aden (Sheik Othoman): 6 January 1949, 0500Z

6. Date and Time of Arrival at Khormaksar: 7 January 1949, 0500Z

7. Date and Time of Departure from Aden: 8 January 1949, 0330Z

8. Refuel Stop:

a. Place: Wheelus Field, Tripoli

b. Date: 8 January 1949, 1615Z until 10 January 1949, 0630Z

9. Date and Time of Return: 10 January 1949, 1400Z

10. Distance flown and time of flgith to Aden: 3616 NMs: 2152-21:05
2044-21:05
2150-unknown

11. Distance flown and time of Return flight:3406 MNs: 2152-20:15
2044-19:05
2150-unknown

12. Fuel consumed: 2152 - 95,753 lbs
2044 - 91,720 lbs
2150 - Unknown until return to UK

13. Detailed reasons for aborts: 2150 at Wheelus Field following engine malfunction on return flight from Aden to Tripoli requiring engine change.

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14. Remarks:

a. Narrative.

(1) Briefing at RAF Marham, 2 January 1949.

(a) All personnel participating in the training flight were briefed at 1330 hours on 2 January 1949 in the Group Briefing Room by the Group Intelligency Officer and the Staff of the 340th Bomb Squadron. The Group Commander and S-3 Staff were present at this time. A general description of the proposed mission was given and such information as was available concerning facilities at intended points of landing was made known to the crews. It would be advantageous to provide more detailed and up to date information concerning the present political situation in Egypt when a flight of this nature is contemplated. Not only were the aircraft scheduled to fly over Egyptian territory at this briefing but also no information was given concerning the type of aircraft employed by the Egyptian Air Force, the location of the American consuls should a forced landing be made, or the feeling of the people of this country towards the USA. Fortunately, this was fully covered by the briefing officers at Tripoli.

(2) Landing of the Aircraft.

(a) Immediately following briefing all aircraft were loaded and inspected. B-29s 2150 and 2044 each carried a flyaway bin in the front bomb bay containing a specially prepared kit of suitable parts including right and left fuel pumps, plubs, platons, and a Master control, in addition to a cargo rack in the rear bay for baggage, tools, etc. 2152 did not carry a bin but loaded a cargo rack with similar spare parts.

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(3) Flight from Marham to Wheelus AFB, Tripoli, 3 January 1949.

(a) Crews were called at 0500 hours and given breakfast at 0530 hours. Airplane Commanders and Navigators reported to S-3 at 0630 hours for weather briefing and final instructions from the Assistant S-3 officer. Aircraft took off at one minute intervals starting at 0800 hours as briefed with 2152 in the lead followed by 2044 and 2150. The route for this stage of the flight was as follows:

Marham - Paris - Istres - Luqa - Tripoli
2152 to cruise at 10,000 feet
2044 " " " 10,500 feet
2150 " " " 11,000 feet

A radar bombing run was to be completed on Luqa airfield, Malta, and fighter interception was expected over the island. Weather throughout was good except for a two hundred mile belt of Strato Cumulus between the South and France and Sardinia which produced moderate icing at flight level. On leaving the coast of Sicily 2152 called Luqa Tower and requested fighter interception but was informed that no fighters were available since notification of the proposed exercise had not been received by that control although this information was sent to Luqa Field by TWX a week previous to the proposed time over Malta. All B-29s completed a radar bombing run on the airfield with little success since the attack was made at too low an altitude for effective use to be made of the APQ-13 radar set. In addition no detailed large scale maps were available of the island and the radar operators had only the co-ordinates of the airfield on which to work. A south easterly course was maintained until all danger areas in the vicinity of the island were cleared and the aircraft then turned towards Tripoli. When 150 miles from the North African Coast 2152 received clearance for the three aircraft to descend on course and the landing was completed at Wheelus Field after eight hours flying time on the 5,000 feet S.E. runway. When the aircraft were parked, airplane commanders

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reported to Major Cary, the ground commander for instructions and refueling of the B-29s was commenced without delay. Servicing facilities at this field are fully satisfactory and transportation is adequate. Accomodation was provided for all personnel and crews were ordered to prepare their aircraft for the flight to Aden on the following morning prior to reporting for briefing at 1430 hours Z. Enlisted accomodation was good but officers were required to sleep in a sixteen bed bay and use the same latrine as the enlisted men, situated some fifty yards from their quarters.

(4) Flight from Wheelus AFB to Sheik Othoman, Aden 5/6 Jan 49.

(a) Servicing was completed during the morning of 4 January 1949 and daily and pre-flight inspections carried out. 2044 was found to have a leak in the right injection pump on number 3 engine and this part was replaced with a spare from the flyaway bin carried in the aircraft, All other aircraft were found to be in commission. At 1430 hours Airplane Commanders, Navigators and Radio Operators were briefed by MATS personnel and all aspects of the flight to Aden were covered in detail, including the importance of avoiding all parts of Egyptian territory. The route was given as follows:

Wheelus - 21 40 N. 25 10 E - Khartoum - Perin Island - Aden

Alternate Airfields:

Khartoun - suitable for day or night landings; good radio beacon and VHF homing facilities: adequate refueling facilities, limited maintenance.

Asmara - 2 runways suitable for heavy aircraft but situated 7,000 feet above sea level; limited refueling facilities.

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Riyan - suitable for day and night operation with full facilities for refueling and fairly good maintenance.

The innaccuracy of maps covering the route was emphasized and crews were warned that a mountain over 14,700 feet lay within fifty miles of course in the hills of Ethiopia. Navigators were also informed that a black mountain of 6,200 feet located at the south western corner of the Egyptian border provided an excellent landmark both by day and night. The radio operator on 2152 was instructed to send hourly position reports to Luqa and on 2160 to Tripoli. 2044 would monitor. Pilots would send hourly position reports and winds to the lead aircraft on Group Common VHF frequency. Weather briefing followed and, upon the recommendation of the weather officer, who had received a storm warning from the destination, the flight was postponed for twenty-four hours. ACs and Navigators were instructed to report for briefing at 1430Z on 5 January 1949. 2152 took off at 1600Z on 5 January 1949 and climbed to 9,500 feet; 2044 took off at 1605Z and set course at 11,500 feet and the last aircraft was airborne at 1615Z 9,500 feet. The weather throughout the flight was good, a small belt of Cirro Stratus at 25E being the only hindrance to navigation. The only incident worthy of note was the unexplained presence of an unlighted, single engine aircraft which flew a parallel course to 2044 for ten minutes approximately 250 miles east of Khortoun. This aircraft remained at 3,000 yards range and could not be identified but, since an RAF aircraft was heard to request take off instructions from Khartoun some twenty minutes previously it is thought that its intentions were reasonably friendly. All aircraft maintained inter-communication and no difficulties were encountered until reaching Aden when Khormaksar Tower ordered the aircraft to orbit for approximately 45 minutes. The storm which had been expected on the previous day had struck the airfield one hour before the arrival of the B-29s and hand

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flooded all runways. Fire trucks and an ambulance were therefore sent to the unused airfield at Sheik Othoman where, under control from Khormaksar the aircraft were landed on the gypsum surfaced 6,000 feet runway after 3 hours flying time. Crews were immediately transported to Khormaksar, some four miles distant and assigned quarters. Officers billets were good and Enlisted Mens fair, although complaints were received from the latter on the following day because clean sheets were not provided. It transpired on inspection, however, that no effort had been made by the enlisted men to contact either their own officers or RAF supply for the provision of clean bed linen. This was ordered by the inspecting officer and was provided without delay. On 7 January 1949 minimum crews ferried the aircraft from Sheik Othoman to Khormaksar for maintenance and refueling. This operation was completed by 0800 hours local time and the painfully slow process of servicing heavy bombers with fuel trucks designed to supply light aircraft was begun. No maintenance facilities are available at this field and even crew chief stands are in short supply. Fortunately only minor snags were encountered and by 1500 hours local time all aircraft were ready for the return flight.

(5) Flight from Aden to Tripoli, 8 January 1949.

a. Crews were called and fed by 0230Z on 8 January 1949 and were transported to the aircraft to prepare for the flight while airplane commanders, navigators, and radio operators were briefed at flying control. The route was planned from Aden direct to Perin Island to 21 41 N, 25 10 E to Tripoli. 2152 was scheduled to take off at 0330Z followed by 2150 and 2044 at one minute intervals. All aircraft were briefed to cruise VFR at 10,500 feet. 2150 was responsible for sending reports to Luqa and 2044 to Tripoli. All aircraft took off on time and set course as briefed. Weather was good with 8/10 strato cumulus as far as the Ethiopian hills followed by CAVU conditions for the remainder of the route until within fifty miles of the destination where broken Stratus at 6,000 feet was encountered. The flight proceeded without incident until 1000Z when

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2150 reported that No 3 engine was feathered and gave its position as 21 55 N, 24 55 E. 2152 immediately joined this aircraft and escorted it the remaining 980 miles to Tripoli. An air/sea rescue B-17 was also dispatched from Wheelus and renderzvoused with the B-29 at 1315Z. 2044 landed at Wheelus at 1515Z and the other two aircraft were safely on the ground one hour later. Aircraft were refueled without delay but it was decided to spend the following day on maintenance on the two serviciable B-29s so that the trouble on 2150 could be diagnosed and a list of parts required be completed. 2152 and 2044 were preflighted and daily inspections completed on 9 January 1949 and only minor snags, not requiring spares from the flyaway bins, were encountered. Inspection of 2150 proved that an engine change was necessary and this aircraft and crew were left at Wheelus until a replacement could be flown out. Crews occupied the same quarters at this field as on the occasion of the previous visit.

(6) Flight from Wheelus to Marham, 10 January 1949.

a. Crews were briefed at 0515Z on 10 January 1949 and 2152 and 2044 were airborne at 0631Z. The route was from Wheelus direct to Istres to Paris to Marham, 2152 cruising at 10,500 feet, 2044 at 12,500 feet. The flight was without incident and weather was good with broken strato cumulus at 8,000 feet covering the southern part of the route, clearing to 1/10 at 2,000 feet to the French coast and followed by a layer at 2,500 feet over England with 2 miles visibility at base. Identical radio procedures as on the outward flight were used and both aircraft were on the ground at Marham at 1400Z after an uneventful flight.

b. Navigation.

(1) Marham to Tripoli.

(a) Radar and visual pilotage were used as the prime means of navigation during the first leg of the flight, coast lines considerably

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aiding the work of the radar observers. Headings were checked by the sun with the astrocompass, but, since sun lines obtained made very poor cuts and it was not necessary to cross LOPs with radio bearings to obtain fixes, this procedure was not used. Radar Observers experienced difficulty in identifying the target at Luqa (mainly because large scale maps were not available) and in insufficient altitude for efficient operation of the APQ-13 set. No difficulties were encountered in navigation during the flight and all aircraft arrived at the destination together.

(2) Tripoli to Aden.

(a) The second leg of the flight presented many more problems, being conducted almost entirely over an area devoid of land marks and check points. Aircraft departed Tripoli one and a half hours before sunset and course was maintained by radar until conditions were suitable for celestial work. All aircraft proceeded without incident to the south western border of Egypt where a black mountain rising to 6256 feet provided a remarkable check point both visually and on radar, Course was then altered for Khartoum which was reached with slight difficulty caused by frequent wind shifts. Aircraft climbed on leaving Khartoum to sufficient altitude to clear a badly plotted mountain of 14,700 feet in the Ethiopian hills which was estimated to be within fifty miles of track and remained above 15,500 feet until daylight. Up to this time celestial was used constantly, under ideal conditions, and few difficulties were encountered. The remainder of the flight was completed by radar and visual pilotage and all aircraft arrived safely at the destination.

(3) Aden to Tripoli

(a) The return flight was completed in daylight and the route was altered slightly in that all aircraft flew direct to 21 50 N, 25 00 E, thereby by-passing Khartoum. The coast of

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the Red Sea and the mountains of Ethiopia provided excellen radar pin-points during the first stage of the flight and later the River Mile enabled radar observers and navigators to obtain accurate visual and radar fixes. Shortly after leaving the Nile returns from the 'Black Mountain' were picked up on the scope and no difficulty was encountered in proceeding on course. The only check point after departing the Egyptian border was the Jaizerbo Oasis and the barren desert from that point to the Lybian coast and unsuitable conditions for celestial caused the navigators some difficulty. The coast line was reached safely by all aircraft, however, and from then on the flight into Tripoli was completed without incident.

(4) Tripoli to Marham.

(a) The final leg of the flight was completed without incident, mainly by radar and visual pilotage and the two aircraft arrived at Marham at 1400Z on 10 January 1949 after completing an instructive and interesting long range navigational flight.

(5) Flight Plan.

		Dist	Course	Altitude
(a)	Marham to Istres	554	168	10;10.5;11,000'
	Istres to Luqa	642	132	"
	Luqa to Tripoli	192	194	"
(b)	Tripoli to 2150N-2500E	906	137	9.5;11.500'
	2150N-2500E to Khartoum	579	132	"
	Khartoum to Aden	743	104	15.5;17.500'
(c)	Aden to 2150N-2500E	1295	298	10.500'
	2150N-2500E to Tripoli	906	317	"
(d)	Tripoli to Istres	754	328	10.5;12,500'
	Istres to Marham	554	348	"

c. Maintenance.

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(1) Maintenance Difficulties.

(a) Few maintenance difficulties were encountered by B-29s 2152 and 2044 and, with the exception of the right fuel injection pump assembly and gasket that was changed at Tripoli on the outward flight on 2044 and one each generator changed on 2152, no maintenance was completed outside routine daily and preflight inspections. This considerably increased the efficiency of the operation since, had extensive maintenance been required, the limited facilities available to the crews would have considerably delayed the return of any aircraft experiencing major trouble. 2150, as mentioned earlier in this report, feathered No. 3 engine on the return flight from Aden to Tripoli. On inspection it was found that internal failure had caused the malfunction of two cylinders and necessitated an engine change. This aircraft was left at Wheelus until such time as a new engine could be flown out and installed.

(2) Fuel Consumption.

(a) 2152 - 95.753 lbs
2044 - 91.720 lbs
2150 - unknown until return to this station

(3) Parts Used.

(a) 2044 - 1 ea Pump assy Fuel Inj R.H.
2152 - 1 ea Tachometer generator.

d. Description of Airfields Used.

(1) Wheelus Field, Tripoli.

(a) USAF Airfield suitable for day and night operation. Two 6,000 foot runways and one of 5,000 feet. Normal MATS 1st and 2nd echelon maintenance facilities and excellent refueling service operated by the Standard Oil Company. Flood lights available for night work. Engine stands plentiful. Wash rack available at the week-ends. Good

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transportation. Efficient air/sea rescue service. PX and snack bar near base operations. Transient Mess open twenty-four hours daily. Poor officer accomodation, adequate enlisted quarters. Script used on the base. Transportation runs to town every hour on the half hour after 1200 hours daily.

(2) Khormaksar Field, Aden.

(a) RAF fighter and light transport field suitable for day and night operation. Runways gypsum surfaced 8250, 4680, and 4359 feet in length. No maintenance facilities available for B-29 type aircraft. Refueling facilities available but very slow due to small gas trucks in use. No filters used on fuel hoses. Good officer accomodation with excellent laundry facilities. Satisfactory enlisted quarters. Poor transient messing facilities. Rupees used on the base (35 rupees, 8 annas equal $10).

(3) Sheik Othoman Aden.

(a) Two 6,000 foot gypsum surfaced runways. Airfield closed except for emergency.

e. Points of Interest.

(1) Tripoli.

(a) British Officers club with ample rooms, bar and dining room open to all allied officers. Tripolitanian Lire used only (1 lire equal 1.3¢). Old part of the town within the walls provides best shopping facilities, mainly for leather goods, but on limits only during daylight hours. American script and dollars can be used in town. Whisky and gin sold in the town are of very poor quality and should be avoided. Wine is good and inexpensive. Good restaurents in the town.

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(2) Aden.

(a) Officers hotel with limited number of rooms, dining rooms, and bar. Rupees used throughout. Officers Sports Club with excellent beach and bathing facilities and bar. Rugs and cloth are cheap in town but considerable bargaining required before purchasing any item. Cabs fairly cheap. Obtain advice from US Vice Consul, Mr. Bod Ferris, on arrival for information concerning the town.

f. Suggestions. The following suggestions are offered for future use should training missions to this Zone be contemplated.

(1) Briefing.

(a) An up to date and detailed description should be given of the political situation in any countries near the proposed flight path whose intentions are in any way doubtful. Information should, in addition, be given concerning the location of US Consuls in such countries and the type and probable location of aircraft operated by the Air Forces concerned. A comprehensive briefing should be given on the problems of desert survival and the effects of sunstroke, etc.

(2) Equipment.

(a) Additional water jugs, preferably shatter-proof, should be carried in all aircraft flying over desert areas. Full use should be made of canteens, sunglasses etc., and, if possible, pitch helmets should be made available for all crew members.

(3) Duration of Refueling Stops.

(a) It is suggested that a minimum of 36 hours be spent at each refueling stop on long range training flights of this nature. This will ensure that crews have adequate time

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for careful inspection of their aircraft and equipment and yet plenty of rest before attempting a long flight over extremely unhospitable territory.

(4) Communications.

(a) It is suggested that more reliable communications be established between points along the proposed flight. On arrival over Malta, as mentioned earlier in this report, no fighters were available since that control had failed to receive the warning which had been sent from this Command one week previous to the estimated time of arrival over Luqa, a copy of which was received at Wheelus Field prior to the arrival of the B-29s. In addition, on arrival at Wheelus a message was received that a violent storm was approaching the Aden area and, on the recommendation of the weather officer at Tripoli the flight was postponed for twenty-four hours. No further information could be obtained concerning the position of this storm before take-off, and, on arrival over Aden it was found to have struck the airfield and put the runways out of commission one hour before the arrival of the aircraft.

(b) Air/Ground Communications (CW): Information on communications facilities received for this flight was very brief and inadequate. The instructions were to have one aircraft report for flight and contact must be maintained with AFK5, Frankfurt, USAFE Flight Service, every thirty minutes. Secondary stations listed were Tripoli and Fort Lyautey. From those instructions a communications flimsy, a copy of which is an inclosure, was made up from USAFE Radio Facility Chart and RANAD Lists available. Upon arrival at Wheelus MATS briefing was given the radio operators, a copy of briefing sheet is an inclosure.

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(c) Leg from Marham to Tripoli: Worked AFK5, Frankfurt Flight Service, loud and clear on 8200 KC until approaching southern coast of France where AFK5 faded out. Changed to 8260 KC and worked ARN5, Wheelus, the rest of the way into Tripoli. Communications were good on this leg.

(d) Leg from Tripoli to Aden: Briefed by MATS and given route sheet which conflected with 97th Briefing but was approved by Captain Lear, 97th Group Operations Officer. Worked AHN5 until the last hour or approximately 12 hours. Tried AFK5 along route but no contact. NKA, a navy ship to shore station, on 12695 KC has direct point to point contact with Tripoli and will relay to AHN5. Designator for Tripoli OVAW (Navy use only). NKA is very good and gets out for a good 1000 miles. WX is very hard to obtain and the English do not like to give it in plain text; they use UCO. AHO5, Dhahran, Arabia, is practically negative as far as contacting.

(e) Leg from Aden to Tripoli: Contacted AHN5 after being airborne but his signal strength was not good for the first half of the flight. NKA relayed reports for lead ship to AHN5. Control areas aren't too difficult to work either way. Contacted WZN (MacDill Field, Florida) about an hour out of Aden on 11445. Read him 5 x 5 and he read our signals the same. Sent him a position and had it relayed to CO 97th Bomb Wing on instructions of Airplane Commander. Relays thru British stations are very uncertain so the best two stations on this leg are AHN5 and NKA. Tried AFK5 on all his frequencies but not one contact.

(f) Tripoli to Marham: Contacted AHN5 when airborne. Contacted AFK5 in half hour. Checked out of AHN5 control and worked AFK5 the rest of the flight. Communications good with the exception of heavy traffic on 8200 KC.

15. This report compiled by Flt Lt Anthony G. Brand, Airplane Commander of 2044.

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PART II.

G. FLYING SAFETY REPORT

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FLYING SAFETY FINAL REPORT

8 February 1949

1. During the period 2 November 1948 to 23 February 1949 when the 97th Bomb Group was on TDY to United Kingdom, there was one aircraft missing and at the time of this report the aircraft is still listed as missing.

2. The following is an account of B-29 aircraft number 1775 listed as missing.

a. Aircraft number 1775 departed Marham, England, 18 January 1949 for a navigational training mission to Accra, Gold Coast, Africa via Roberts Field or Dakar. Due to a shortage of fuel, 1775 landed at **Dakar** for refueling and crew rest before proceeding to Accra. The following morning a preflight inspection revealed that a left fuel injection pump change was necessary before the flight could be continued. After checking the parts carried by 1775 from Marham, it was found that two (2) right injection pumps had been carried but no left hand pumps. B-29 aircraft #359 from Marham was dispatched with supplies for 1775, 24 January 1949. The Airplane Commander on ship #359 was briefed to instruct 1775 not to proceed to Accra but for both aircraft to return to Marham via Lagens, Azores, non-stop. Because 1775 had used an abnormal amount of gasoline on the trip to Dakar, both aircraft decided against flying via Lagens, Azores, but to fly direct to 43° 10' N - 9°20'W (NW corner of Spain) and direct to Marham. Altitudes assigned were 14,500' (359) and 16,500' (1775). Aircraft #6459 departed Dakar 26 January 1949 at 1830Z. Aircraft 1775 departed Dakar 1729Z same date. After take off and for several hours afterwards, 359 made several attempts to contact 775 as briefed on either VHF or HF frequencies but to no avail. 359 stated that he encountered moderate to severe icing in a front located fifty (50) miles north of the Canary Islands and extended approximately 240 miles on course; 359 climbed through the weather and was clear at 20,000'. Last known position reported on 1775 was approximately thirty (30) miles south of the Canary Islands.

b. Searching bases were established at Port Lyautey, Rabat Sale and Casablanca in French Morocco, Africa. Also, all B-29 bases at Marham, Waddington, and Lakenheath, England, were used as search bases. A total of six (6) B-29s were kept at Port Lyautey, four (4) at Casablanca, and four (4) at Rabat Sale. Twenty-one (21) B-29s were rotated through the three (3) bases in Africa.

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c. Eighteen (18) search sorties were flown from Marham and Waddington totaling 246:00 hours. Roughly, the area covered was north of the Canary Islands and the Bay of Biscay.

d. Thirty-two (32) search sorties were flown from the African Bases totaling 256:00 hours. Roughly the area searched were the Canary Islands.

3. Flying Safety meetings were held bi-weekly for all pilots and monthly meetings were held for all maintenance personnel.

4. The parking areas at Marham are very crowded and hazardous to safe taxing. To help this situation, a verbal request was made to the Senior Air Traffic Controller at Marham requesting taxi lines, cleanance lines and parking lots be painted on the hard stands. This request was received favorably by the Controller who stated the work would be started immediately. A week later, when it was noticed that no work had been started, a call to the Controller revealed that a formal request to the Clerk of the Works (Air Installations) giving the details of the work to be accomplished would be necessary. This was done immediately. Several days later, the Clerk of the Works was contacted and he stated the Base Unit could not approve this type of work but it had been forwarded to Bomber Command, As the Christmas holidays were approaching, it was evident that no work would be done until after 3 January 1949. Several calls to the Clerk of the Works finally revealed the fact that Bomber Command could not approve the work order and it had been forwarded to the Air Ministry for approval or disapproval. No action had been taken to paint the taxi lines when this organization departed Marham on 16 February 1949.

5. Air Traffic Control in the UK is very lax compared to the standards air crews are used to in the States. All flying altitudes whether it is VFR or IFR conditions are maintained in accordance with quadrant headings. (0° - 89° odd, etc.) At most of the flying in the UK is under IFR flight conditions, this is considered unsatisfactory. At the present time, Third Air Division is attempting to reach a solution to the problem.

6. The procedure set up for sending an arrival message on aircraft flying either in or out of the UK is slightly different than in the U.S. An arrival message arriving from six (6) hours to two (2) days back at the point of departure is not uncommon. The RAF operates on the assumption that, "No news is good news."

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7. Much can be said concerning the GCA unit at Marham, England. In brief, the change-over from British control to American control approximately one and one-jalf (1½) months after arriving at Marham led to considerable confusion. The RAF never gave a definite policy as to when, if ever, the British team would depart. The OIC of the American GCA team stated that because 90% of the runs at Marham are actual instrument runs which trainees can not participate in and it was very difficult to OJT the Americans prior to the departure of the British. Just prior to the Christmas Holidays, the British crews were transferred from Marham on a few days notice: leaving the GCA unit in the hands of the Americans. Again, this led to much confusion and after several unsuccessful attempts to complete GCA runs with B-29 aircraft, the unit was torn down for a major inspection, revealing untold discrepancies. It will always be a mystery as to how the British crews were able to achieve such superior results with the set. As of this units departure, the American team was still not classified as operational.

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PART III. SUPPLY AND MAINTENANCE REPORT

A. CONSUMPTION ANNEX

B. ORGANIZATION CHART

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SUPPLY AND MAINTENANCE

FINAL REPORT

YAK TRAINING MISSION TO UK

2 Nov 1948 to 19 Feb 1949

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1. DIFFICULTIES ENCOUNTERED

a. Organization.

(1) Due to the physical and organizational structure of RAF facilities at their stations, it was found necessary to depart some what from the normal USAF Group functional design. The actual maintenance and supply functional plan utilized by this group is best illustrated by the following organization functional chart.

b. Personnel.

(1) A large number of maintenance personnel including many highly experienced and supervisory Airmen were unable to accompany the group because of discharge status, wife pregnancy and other reasons. These personnel were replaced in part by less qualified Airmen unfamiliar with this group.

(2) The number of supply personnel proceeding the group in the advance echelon was not sufficient to handle the transfer of property between the incoming and outgoing groups, RAF issue and UKAMA, Manchester (Burtonwood) accounts expediciously.

(3) Difficulties were experienced by shortages in the following SSNs:

Three (3)	Radar Observers	SSN 7888
Three (3)	Technical Supply Officer	SSN 4902
One (1)	Transportation Officer	SSN 0600
Four (4)	Motor Vehicle Mechanics	SSN 014
Two (2)	Spec Equip Operators	SSN 932
Three (3)	Vehicle Operators	SSN 345
Three (3)	Armament Officers	SSN 4822
Forty-four (44)	Crash Fire Ftrs.	SSN 1383

c. Supply.

(1) Exchange of Equipment.

(a) Numerous items of UEE were not left in the UK for the incoming unit by the outgoing unit in accordance with SAC Letter 400.2 dated 21 October 1948. This equipment was not in possession of the outgoing unit and/or the units failed to leave the same for the incoming unit.

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(2) Storage and Warehousing.

(a) Storage and warehousing facilities were limited and were not adequate to safeguard USAF property from pilferage. The fly-away kits of the 340th and 341st Bomb Squadrons were stored in open Butler type hangers which had one end completely open. This allowed personnel to go and come at will. The USAF Airmens Mess was located in the same building with the RAF Airmens Mess. Both messes utilized the same facilities such as cooking, cleaning pots and pans, etc. With this condition existing there were no means to prevent the pilfering of QM kitchen supplies.

(3) Assignment of AF-SO Accountable Officer.

(a) The non-assignment of an AF-SO Accountable Officer was the contributing factor of a very undesirable condition and which caused numerous difficulties and the increase in the paper work load, in the procurement of supplies from AF 1999 SO, UKAMA, APO 125, US Army, in that the distance from the operating base was such that it took two to fourteen days from the time supplies were requisitioned until they were received. The operating unit was required to transport the majority of all supplies procured. In addition it was necessary to draw all non-expendable and recoverable property on Memorandum Receipt where like items were not available for turn-in at the time items were issued. This would entail two trips to AF 1999 SO to clear the paper on such items, also it required the AF 1999 SO to maintain a running Memorandum Receipt Account which doubled his work load on such supply transactions.

(4) Flyaway Kit Spares.

(a) The following difficulties were encountered in maintaining the unit aircraft from the numbered squadrons flyaway kit spares during the ninety (90) day TDY period:

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1. The pipe line for re-supply of the flyaway kits was too long and/or the priority for supplying and air lifting of the supplies to their destination was such that a period of forty to fifty days lapsed from the time items were requisitioned until they reached the requisitioning agency. In addition the number of line items of spares received in relation to the number of requisitioned was not sufficient to re-supply the flyaway kits. This condition caused a gradual deteriation of the flyaway kits which became critical approximately 10 January 1949 at which time the AF 1999 SO, UKAMA, APO 124, US army, was required to give logistic support to the B-29 units in accordance with Third Air Division TWX 3AD 033 dated 10 January 1949. This aleviated the condition to some extent but there were numberous line items which were not in stock at AF 1999 SO which required improvising by accomplishing third and fourth echelon maintenance in order to place airplanes in commission. Advanced airmail copy of AF 339 SO Manifest number AFSP 008 show many critical line items which were requisitioned and air lifted to Westover Air Force Base on 14 January 1949, but which had not been received as of 15 February 1949. This would indicate one of the conditions effecting the re-supply of the subject kits.

2. Difficulties were also encountered with line items of supplies which are installed when complying with Technical Orders in that there are no provisions in SAC Regulation 65-4 for the addition of these items to the flyaway kit when the Technical Orders are complied with, For example: T.O. 02-35JA-23, dated 5 August 1946, Subject: "Installation of Gland Type Push Rod Housing Connection", has certain line items which are required to be replaced at each cylinder change. This difficulty was overcome by anticipated AOCP and cannibalizing of repairable engines. T.O. 01-20EJA-86 is another T.O. in the same category.

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d. Maintenance:

(1) First and Second Echelon

(a) Group aircraft.

1. Accomplishmnt of 1st and 2nd echelon maintenance by squadron personnel on assigned aircraft was performed without encountering any serious or unsurmountable difficulties. There were several problems which arose from time to time due to lack of maintenance equipment, (enumerated in par. 2), lack of adequate hanger space and inclement weather.

2. Maintenance Equipment

a. This organization was hampered during initial operation by lack of R-3350-57 type engine slings. Subject items were not brought as they were to have been left at the TDY station by the departing organization as per instructions contained in SAC Letter 400.2, Subject, Exchange of Equipment between Units Rotating between ZI and UK. This problem was solved by the local manufacture of the required sling assemblies.

b. Engine maintenance stands left at the TDY station by the departing organization were in a broken down condition. Repairs were effected on a small number of stands that were repairable.

c. The following listed items were in short supply upon arrival at the TDY station; it is realized that there is no authority for some of this equipment, however, having same available would increase maintenance facilities considerably. Effort was expended at the home base to procure some of these items prior to departure, however, they were unavailable.

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(1) Compressors, (1) each per squadron

(2) Type PE143E Power Unit (1) each per squadron

(3) Type C-1B Power Units and C-13 Power Unit (5 ea per Squadron)

(4) Hydraulic Aero Stands (1) each per squadron

(5) Herman Nelson Heaters (6) per squadron, during winter operations

(6) Extension Cords (6) each per squadron

(7) One complete set of airplane jacks per squadron (including miscellaneous parts, seals, etc, to repair same).

(8) Kit, engine service tools (1) per squadron

(9) Propeller Dolly Type C-1. This item of equipment is not actually a necessity as this Group has operated without these dollies on several occasions, however, they are recommended as a great convenience and time save and obviate possible propeller damage.

(10) There were no CO_2 cylinder recharging facilities at the TDY station. Commercial facilities in London had to be utilized initially until necessary equipment was made available at the depot in Burtonwood, England.

(11) Upon arrival at the TDY station there were no Type A-7 hoists available for removing engines and propellers and considerable time was lost in waiting for RAF hoisting equipment. There was one (1) RAF vehicle equipped with a heavy duty electric hoist which was utilized whenever it was not being used by the RAF. Type A-7A hoists were finally procured which alleviated this condition considerably.

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(12) There were no facilities at the TDY base for heavy duty type welding. Equipment in the RAF machine shops was very limited and inadequate for some types of work. There were numerous occasions when items of aircraft equipment necessitated repairs and could have been fixed locally had facilities been available. Aircraft were at times grounded until replacement of repairable parts could be effected. If procurable, it is recommended that an electric are welder and a portable machine shop trailer be made available to incoming Groups.

d. During the months of November and December the working day schedule was shortened to seven hours due to darkness; the time was increased to seven and one half hours during January and in February to eight hours.

e. Seventy-eight (78) cylinder changes were accomplished in the squadrons during the temporary tour of duty.

f. Nineteen (19) engine changes were accomplished in the squadrons during the Temporary tour of duty. Eight (8) changed due to low compression in several cylinders. Eight (8) engines were changed due to internal failure. Three (3) engines were changed due to miscellaneous reasons. Average time per engine was 202 hours.

g. Lack of heavy duty equipment created a problem when unloading engines, freight, etc. A RAF two ton fork truck was put into commission and a C-2 Wrecker Truck was furnished by the depot at Burtonwood, England, These two items of equipment aided operations considerably.

h. Hangar space provided for B-29 maintenance was inadequate. One (1) hanger was finally provided at Marham RAF Base and was capable of housing three (3) aircraft. Only one entrance to the hangar was adequate for B-29s. The only maintenance performed in the hangar was retraction inspections, cylinder and/or engine changes during inclement weather, and other

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major maintenance. Ramp space provided was just adequate for the assigned number of aircraft.

i. First and Second echelon maintenance was considerably retarded in several instances due to lack of expendable supplies. The flyaway kits were used to the fullest extent. As an example: it has been impossible to comply fully with the provisions of T.O. 01-1-282 in that the special self locking nuts and steel washers were not available. Dehydrator plugs were unavailable, making it difficult to preserve engines in accordance with T.O. 02A-1-1. Dehydrator plugs were unavailable making it difficult to preserve engines in accordance with T.O. 02A-1-1. Dehydrator plugs removed from new engines were installed in repairable engines prior to shipment to overhaul facilities, however, this condition was still not satisfactory.

(b) Electronics.

1. The radar section encountered no major difficulties, Most of the troubles were calibrations and ordinary malfunctions.

2. Because of the limited number of buildings available to the 97th Bomb Group, it was necessary to combine radar, ECM, Communications and Bomb Sight Maintenance in one room. Working conditions and storage facilities were very unsatisfactory due to the limited space. This building was located about three quarters of a mile from one of the squadrons engineering area, and because of the shortage of transportation considerable time and effort was frequently required in getting personnel and equipment to and from aircraft to shop. In many instances mechanics were required to carry heavy units to the aircraft in order that a mission would not be held up because of radar being non-operational.

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3. Necessary power units for running up equipment in the aircraft were inadequate in number. Two of the squadrons had one (1) C-13 power unit each, however, one of these two units broke down after about a month of operation and was never placed back into operation because of lack of parts. Consequently the aircrafts power unit had to be used to run up the equipment and as the aircraft APU was not designed for such heavy duty, it is highly recommended that at least two C-13s or a similar power unit be made available for this purpose.

4. One of the major difficulties encountered was the completion of two (2) portable mock-ups. These mock-ups were in the process of being built when the 97th Bomb Group received warning orders. They could not be finished because of due-outs on part of the plugs and cables. After a great deal of time and effort was spent in search of this equipment a salvaged B-29 aircraft was located at Furstenfeldbruck, Air Force Base and a sufficient number of plugs to complete one (1) mock-up were furnished by that base. The plugs and cables to complete the second mock-up were forwarded by the base radar shop at Biggs. It was approximately two (2) months after arrival in the theater that the last of the aforementioned mock-ups was placed in operation. In the meantime airborne equipment was kept in good running order by the initiative and hard work of maintenance personnel. However, had not the mock-ups been completed it would have become almost impossible to keep the radar equipment operating at maximum proficiency for a 90 day period. It is recommended that any group preparing for a TDY of this nature have all mock-ups operational.

5. A 5P/12 rectifier obtained from the RAF, proved a very satisfactory power source for running mock-ups. However, this particular power unit is not available at all RAF stations. Arrangements were made to transfer one of these units from Marham to Waddington, to be utilized by one of the Bomb Squadrons for running a mock-up. Due to the tentative plans for the RAF to vacate stations that are utilized by the USAF, it is further recommended that arrangements be made for at least one of these rectifiers to be left on each station.

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6. The following items needed were not authorized in the flyaway kit:

a. Carbon piles, Stock Number 3300-371453115. Although some of the inverters have extra piles, there was an insufficient number to keep all of the inverters operational. Carbon piles were taken out of repairable units in some cases in order to keep another inverter running. Several inverters were tagged repairable and returned to the depot simply because requisitions for carbon piles were not filled.

b. Synchronous Generator (Transmitter Selsyn), Stock Number 1600-347294901, and Pinion Gear, Part Number 2ZK4871-12.4. It has been found that not too infrequently this generator freezes and strips the above mentioned pinion gear. It is deemed advisable to carry two (2) each of these relatively small units. To keep complete antenna from being repairable.

c. Modulator Oil. One modulator had the breather cap knocked off in flight, consequently losing the oil in the transformer unit. The only extra oil available was in a serviceable modulator. It is recommended that one (1) gallon of modulator oil be carried.

d. Micro switch, Part Number 329558-34.1.2. No trouble was encountered with micro switches on this trip, but they are known to give trouble in cold temperatures. It is recommended that six (6) be authorized in the flyaway kit.

e. Flyaway kits are not authorized a sufficient number of the following frequently used tubes:

717A, Auth 9 Each, recommended 18 each
6SN7, Auth 9 each, recommend 18 each
6S17, Auth 5 each, recommend 10 each
6AK5, Auth 2 each recommend 4 each
5D21, Auth 0 each, recommend 2 each (Changing this tube is third and fourth echelon

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maintenance but each squadron is authorized a 955, who is qualified to perform this work. In several cases it has been necessary to perform maintenance of this level when operating without Base Maintenance Shops).

f. Recommend revision of T.O. 00-30AF-APO-13A to include all multi-conductor cables.

(c) Armament.

1. The 307th Bomb Group left no center rack equipment due to a misunderstanding of bomb rack requirements for the training mission. The three squadrons inventoried the center rack equipment and a TWX was sent to Commanding General, 97th Bombardment Wing requesting the necessary equipment to be sent via air freight.

2. One (1) aircraft and flight crew of the 340th Bomb Squadron was selected to load bombs and prepare for an emergency mission. Loading time from start to finish was six hours and thirty minutes. Bullet resistant glass was installed at the pilot and co-pilots position, five hundred (500) rounds of caliber 50 API ammunition per gun was loaded and lined and plated barrels cleaned and installed. Twenty (20) AN-M64A1 500 lb G.P. bombs were loaded in the rear bomb bay. Difficulties encountered: Proper bomb loading devices to transport the bombs from the emergency bomb dump to the aircraft were unavailable. Bombs had to be handled manually with bomb handling bars. Shortages of C-1B power units to operate the C-6 electric bomb hoists for ten (10) or more aircraft were aparent.

3. Total bombs dropped by 97th Bomb Group during this Training Mission:

a. Eighty-five (85) AN-M64-A1 500 lb G.P. Bombs

b. Two hundred and sixty-six (266) M38A2 100 lb practice bombs.

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4. Approximately 30,130 rounds of ammunition were fired during this training mission.

5. Armament Recommendations.

a. Bombsight calibration equipment, preferably the airborne field repair box, should accompany the squadrons on TDY missions in excess of thirty (30) days. There was no equipment available at the TDY station for proper calibration, and gyro process check of M-9B bombsight. The kit as listed in T.O. 00-30-5 should be carried by each squadron.

(d) Photography.

1. The purpose of the photographic section on this mission was to develop and process all aerial training film for the Group so accurate records of bombing, radar and gun camera missions could be kept. In addition all ground photographs, such as Unsatisfactory and Accident Reports were accomplished. Installations and first and second echelon maintenance were performed on the K-22 aerial cameras, O-7 radar cameras and the C-3 ground camera.

2. The personnel of the photographic section consisted of one (1) Officer and six (6) Airmen. Two 94ls were assigned to the 342nd Bomb Squadron stationed at Waddington and three (3) 94ls were assigned to the 340th and 341st Bomb Squadrons at Marham. One (1) 945 was assigned to the Photo Lab to supervise the processing of all film. The British Photo Lab at Marham was very understaffed.

3. Difficulties Encountered.

a. The British Photo Lab was very small and short of equipment. At times, work was held up due to lack of darkroom space and equipment.

b. All work was accomplished by American personnel, as the British were understaffed and could not assist in any way.

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c. Storage space for camera equipment was inadequate and much of the equipment had to be stored in a room allotted to the S-2 Section.

d. Expendables, such as chemicals, film and paper were carried to last for a period of three (3) weeks. No requisitions were filled during the TDY period. British supplies were used and were found to be inferior to ours.

4. Recommendations.

a. It is recommended on future TDY periods that a maximum of two (2) 941s be allotted to each squadron and a total of two (2) 945s to the Group for processing and developing film.

b. It is also recommended that a sufficient supply of expendables for the TDY period be brought along on the airlift. Refer to consumption reports Par e, sub par 2 and 4.

(2) Base Aircraft.

(a) One C-47B type aircraft serial number 43-49725 was assigned to this Group for administrative purposes from Headquarters, Third Air Division, Bushy Park, Teddington, England.

(b) This aircraft was extremely useful from a supply and administrative viewpoint and made fifty-two (52) flights for a total of 100:00 hours flying time.

(c) This aircraft had two (2 100 hour, two (2) 25 hour and one (1) 50 hour inspections completed. Two airmen were assigned to maintain the aircraft.

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1. This aircraft was received with T.O. 00-258 not complied with in that a (100 hour) transfer inspection was not accomplished. Instructions received from Hq 3rd Air Division were that upon return of this Group to the ZI a major inspection would be accomplished on the aircraft prior to its transfer to the recipient organization. This was accomplished.

(d) Maintenance on this aircraft was routine and normal; no serious difficulties were encountered.

(e) Consumption report for this aircraft is listed under Par 5b.

(3) Engine build-up.

(a) Personnel.

1. This section was operated by one (1) officer and nine (9) airmen. Personnel were adequate to maintain an engine build-up line to support thirty (30) B-29 type aircraft.

(b) Supply.

1. Miscellaneous parts, accessories, etc were brought from the home station in sufficient quantities to build up ten (10) engines, however, stocks were soon depleted due to twenty-one (21) engine changes. Replenishment of expendable items used was quite difficult. Numerous items, such as various nuts, bolts, dehydrator plugs, gaskets, masking tape, etc., were procured from the squadron technical supply sections and fly-away kits, as the depot at Burtonwood, England, was unable to fill the majority of the requisitions submitted.

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(c) Equipment.

1. Equipment brought in the way of mechanics tools was adequate, however, operations were somewhat hampered by the lack of engine slings, engine whiting stands, A-7A hoists, etc. Engine slings were locally manufactured and A-7A hoists were finally procured from the depot at Burtonwood, England, which aided considerably.

(d) Remarks and Recommendations.

1. Hangar space alloted the engine build-up section was adequate, however, lighting facilities were very poor which resulted in approximately a seven hour working schedule. The hangar was unheated which also resulted in slower production and loss of time due to personnel contacting colds, bronchial ailments, etc.

2. A lack of stand assembly, Nacelle Servicing Whiting P/E U13207-2 and S/N 8200-871560, hampered cylinder changes, engine maintenance and greatly increased the amount of man hours required to perform routine maintenance. Numerous top and bottom cylinder changes were accomplished which at times necessitated rotating an engine and resting it on sand bags and other unsatisfactory means of support. This resulted in strain and damage to fuel injection lines, baffles and other parts to the engine. Subject stands were and are available at the depot at Burtonwood, England, but were not made available to the 97th Bombardment Group. A request was made to Headquarters, Third Air Division, for the use of these items. No results were obtained due to the fact that these items are TO&E equipment.

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3. Following is a list of items that are recommended to be brought or furnished the next Group to be stationed at this base.

2 each Propeller spline wrenches
1 set, R-3350-57 type timing tools
1 each, SAE and one national tap and die set
1 each, high speed two and one half ton capacity chain hoist
6 each, Stand assembly nacelle servicing whiting
3 each, Sling assembly quick engine change unit Boeing
4 each, Sling assembly engine hoisting R-3350
Note: Efforts made to obtain above listed items before departure from the home station, and from the depot at Burtonwood, England, were unsuccessful. It is strongly recommended that incoming Groups, insure that these items be made available and every effort to procure said items be expended.

c. Motor Pool.

(1) Due to the number of vehicles assigned to the 97th Bomb Group, it was deemed necessary to establish a motor pool and dispatching agency for the control and maintenance of USAF vehicles. The following is a list of vehicles assigned to 97th Bomb Group while at Marham, England.

11 each, Truck, 1/4 ton 4x4 Jeep, four (4) of which were assigned to the following sections and not under the control of the 97th Bomb Group.

#20630317, Assigned to Weather Section
#20609749, Assigned to American Red Cross
#20186227, Assigned to Post Exchange
#20644142, Assigned to Air Freight Office

Five (5) each, Truck, 3/4 ton, 4x4, Weapons, carrier
Four (4) each, Truck, 2 1/2 ton, Bomb Service, GMC
One (1) each, Truck, 2 1/2 ton, 6x6, Cargo GMC
Three (3) each, Truck, 2 1/2 ton, 6x6 Tanker
Three (3) each, Truck-tractor, 7 1/2 ton, Beidermann
Three (3) each, Trailer, 4000 Gallon, Refueling Unit
Three (3) each, Ambulance
Three (3) each, Clestracs

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One (1) each, Truck, 7 1/2 ton, Wrecker, Federal C-2
One (1) each, Car, staff, sedan
One (1) each, Bus 2 1/2 ton, 6x6 GMC, 29 passenger
One (1) each, Truck Fire, type 125, repairable

The following vehicles were turned into AF 1999 SO, Burtonwood due to fair wear and tear.

Truck, 1/4 ton 4x4 Jeep #20119708
Truck, 1/4 ton 4x4 Jeep #20328993
Truck, 1/4 ton 4x4 Jeep #20704419
Truck, 3/4 ton 4x4 Weapons Carrier #271957
Truck, 3/4 ton 4x4 Weapons Carrier #503372

(2) Recommendations.

(a) The number of vehicles assigned was insufficient for the transportation needs of a bomb group even when supplemented by RAF transportation. It is recommended that the following additional number of vehicles be assigned.

Four (4) each 1/4 ton truck, Jeeps
Four (4) each 3/4 ton truck, Weapons carrier
Two (2) each 2 1/2 ton truck, Cargo, GMC
Two (2) each 2 1/2 ton Bus 6x6, GMC, 29 passenger

Establishment of a crash fire fighting unit with personnel and equipment including:

One (1) each 150-Type O-1, Airport Fire Truck, Cardox Model 9508
One (1) each Class 155, High pressure fog foam crash truck, 2 stage alfite pumps
Two (2) each Class 125, High pressure fog foam crash truck

(3) Personnel.

(a) Experienced personnel were unavailable, necessating procurement of the following personnel to organize and maintain the transportation section.

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Two (2) each 1034s appointed transportation officer and assistant transportation officer respectively
One (1) each 405 appointed dispatcher
One (1) each 166 appointed mechanic
One (1) each 144 appointed mechanic
One (1) each 050 appointed mechanic

A major problem in establishing a motor pool at Marham RAF station was acquired qualified maintenance personnel. The above listed men were assigned to the transportation sections of the group, but none were properly qualified for the duties assigned.

(4) Maintenance.

(a) Maintenance of USAF vehicles was accomplished in a corner of an unheated hangar. No enclosed area was provided for securing of vehicles when not in use. First and second echelon maintenance was accomplished at the station, but all third and fourth echelon maintenance was required to be accomplished at the UKAMA, Burtonwood, Manchester.

(5) Recommendations.

(a) It is recommended that a suitable motor pool be established with adequate maintenance and storage space.

(6) Supply.

(a) Vehicle spares were in short supply in the UKAMA, making first and second echelon maintenance difficult. No auto mechanics tools were available and aircraft tools were utilized for maintenance work. Necessary maintenance and dispatching forms were not available and SNL forms were not available for all vehicles.

2. ABNORMAL MAINTENANCE:

a. Abnormal maintenance problems have been negligable due to the types of missions flown and the temperate climate. However, the following minor difficulties were encountered.

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(1) The non-availability of hangar space during short periods of rainy weather.

(2) Moisture freezing in bomb bay door outer edge sealing channels and in bomb bay door safety and salvo switches. (Refer to 97th Bomb Group Unsatisfactory Report #49-3, dated 8 January 1949).

(3) A suitable harmonizing range for aircraft fifty (50) caliber guns is not available at Marham RAF Base.

3. ADEQUACY OF BASE FACILITIES AND MAINTENANCE EQUIPMENT:

a. One Squadron.

(1) Technical supply space was neither suitable nor adequate. Open end quonset type buildings are the only structures available and have inadequate heating and protection from the elements.

(2) Aircraft hangar space is deemed suitable for one (1) squadron in as much as space is generally available for one (1) aircraft only at all times.

(3) RAF crash fire fighting equipment and personnel only are available at Marham and Waddington RAF bases. These facilities are deemed inadequate for B-29 aircraft fire and crash protection. Crash fire fighting requirements for one base are the same for one (1) group as for one (1) squadron.

(4) No aircraft washing facilities are available at Marham and Waddington RAF bases. All necessary aircraft cleaning was accomplished by hand.

b. One (1) Group.

(1) Available parking space would necessitate ten (10) aircraft being parked very far (approximately 3/4 miles) from squadron billeting areas and group offices.

(2) Hangar space, which is made available by the RAF for one (1) aircraft is not adequate for properly maintenance thirty (30) aircraft. Retraction tests must be made inside due to frequent high

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winds. Engine changes and cylinder changes should be made inside to preclude excessive out of commission time due to unfavorable weather conditions.

(3) Technical supply facilities are entirely inadequate for one (1) group.

4. UNSATISFACTORY REPORTS:

a. Forty-three (43) unsatisfactory reports were submitted.

(1) There have been twenty-two (22) unsatisfactory reports submitted on Engine Assemblies due to failure, low compression, etc.

(2) Thirteen (13) unsatisfactory reports submitted on Turbo Superchargers.

(3) Eight (8) unsatisfactory reports have been submitted on miscellaneous items.

(4) All unsatisfactory reports submitted on this TDY are listed by serial number and subject.

#48-1, 02-A Engine Assy, 341st Bomb Sqdn
#48-2, 02-A Engine Assy, 341st Bomb Sqdn
#48-3, Turbo Supercharger, 342nd Bomb Sqdn
#48-4, Turbo Supercharger, 342nd Bomb Sqdn
#48-5, Turbo Supercharger, 342nd Bomb Sqdn
#48-6, Cyl and Piston Assy, 342nd Bomb Sqdn
#48-7, 02-A, Engine Assy, 2nd Bomb Group
#48-8, 02-A, Engine Assy, 2nd Bomb Group
#48-9, O-2D Cyl and Piston Assy, 342nd Bomb Sqdn
#48-10, 02-A Engine Assy, 341st Bomb Sqdn
#48-11, 02-A Engine Assy, 341st Bomb Sqdn
#48-12, 03-C3 Actuator Assy, MLG Operating 24V 340th
#49-1, 02-A Engine Assy, 342nd Bomb Sqdn
#49-2, 02-A Engine Assy, 342nd Bomb Sqdn
#49-3, 02-A Engine Assy, 342nd Bomb Sqdn
#49-4, 02-A Engine Assy, 341st Bomb Sqdn
#49-5, 02-A Engine Assy, 341st Bomb Sqdn
#49-6, 03E Turbo Supercharger, 341st Bomb Sqdn
#49-7, 03-E Distributor Block Assy, 342nd Bomb Sqdn

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#49-8, Plant Assy Aux Power, Type D-2, 342nd Bomb Sqdn
#49-9, 02-A Engine Assy, 342nd Bomb Sqdn
#49-10, 02-A Engine Assy, 341st Bomb Sqdn
#49-11, 03-E Turbo Supercharger, 341st Bomb Sqdn
#49-12, 02-A Engine Assy, 342nd Bomb Sqdn
#49-13, 02-A Engine Assy, 342nd Bomb Sqdn
#49-14, 02-A Engine Assy, 301st Bomb Group
#49-15, 02-A Engine Assy, 340th Bomb Sqdn
#49-16, 02-A Engine Assy, 340th Bomb Sqdn
#49-17, 02-A Engine Assy, 340th Bomb Sqdn
#49-18, 05-D Master Control Assy, 342nd Bomb Sqdn
#49-19, 02-D Cyl and Piston Assy, 341st Bomb Sqdn
#49-20, 10-D Mount Assy Gun Camera nose sta, 341st Bm Sq
#49-21, 02-A Engine Assy, 342nd Bomb Sqdn
#49-22, 03-E Turbo Supercharger, 341st Bomb Sqdn
#49-23, 03-E Turbo Supercharger, 341st Bomb Sqdn
#49-24, Loop Antenna Support, 341st Bomb Sqdn
#49-25, 03-E, Turbo Supercharger, 341st Bomb Sqdn
#49-26, 02-A Engine Assy, 342nd Bomb Sqdn
#49-27, 02-A Engine Assy, 341st Bomb Sqdn

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PART III.

A. CONSUMPTION REPORT

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#49-28, 03-E Turbo Supercharter, 341st Bomb Sqdn
#49-29, 03-E Turbo Supercharger, 341st Bomb Sqdn
#49-30, 03-E Turbo Supercharger, 341st Bomb Sqdn

5. CONSUMPTION REPORTS:

a. Flyaway Kits.

(1) In compliance with Par 6, SAC Regulation 65-4 dated 23 November 1949, "Fly-away Kits Consumption Reports" were sent forward under separate cover on 11 March 1949. Three (3) copies to Headquarters SAC and one (1) copy to Headquarters 8AF.

b. Other USAF Supplies.

Class 03-A
1 ea 4013-60029, Shim Packing Blade Spring 24E50 Series

Class 03-B
2 ea 4103-57584, Brake Assy 14x3 inch appl. C-47 Series

Class 03-01
5 ea 4202-37[illegible]963, Lamp Assy Cabin Dome, Type A-5 Spec 32115
1 ea 4220-3GTR2E4A, Switch Assy Reverse Current Relay
1 ea 4228-1473MK, Motor Assy Prop Feathering Pump

Class 03-C2
1 ea 4202-AN3149, Light Assy Landing Fixed Leading Edge
1 ea 4268-150A, Switch Assy Pressure Regulator and Warning

Class 03-C3
1 ea 4270-VJR24B5X, Coil Assy Induction Vibrator

Class 03-H
1 ea 4701-MJM14K301, Magnetic Assy Type SF14LU71 Apply R-1830-43-43A-65-90-C-92
112 ea 4708-LS88, Plug Sparking

Class 03-I1
1 ea 4802-103960, Valve Assy Fuel Selector Apply C-47A

Class 03-13
2 ea 4832-2P207JA, Pump Assy Vacuum Engine Driven

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Class 04-C
2 ea 3900-340250, Casing Smooth Contour 47"
Type 1, 12 Ply nylon non-skid

Class 05-A
1 ea 6204-CB11CO, Compass Type B-16
1 ea 4209-A70121, Motor Assy Windshield Wiper
24 Volt

Class 05-C
2 ea 6002-5500, Indicator Directional Gyro
1 ea 6002-JR6500A, Indicator Flight Horizon

Class 05-D
1 ea 6126-8T310B, Thermocouple Gasket 18 mm

Class 06-A
1400-100, Fuel 100 Octane, 894,932 gallons
1400-1120, Oil Lubrication Aircraft Eigne, 118,754
gallons

Class 10-C
1 gross 7400-597665, Paper Photographic Type 9,
Contrast 2 10 x 10 inch
1 gross 7400-594700, Photographic Paper, Type 7,
Contrast 3 10 x 10 inch
1 gross 7400-579020, Paper Photographic, Type 1,
Contrast 3 10 x 10 inch
375 feet 7400-269000, Film Photographic, Type 2,
35MMx200 feet Negative
10,000 feet 7400-276325, Film Photographic, Type
3, Class-A 16MMx50 ft.
30 rolls 7400-266853, Film Photographic, Type 1-B, Class
L 9 1/2 in x 74 feet
7400-441600, Pamp Photo, .40000 Lumen seconds
approximately medium screw
24 packs, 7400-288000, Film Photographic, Type 5
Class L 4 x 5 inch
36 packs, 7400-289500, Film Photographic, Type 6,
Class A 4 x 5 inch
7400-655525 Powder Developing Photographic Film,
Type B, High contrast, 1 gallon size
7400-665375 Powder Hardner Fixing Bath Photographic
1 gallon size

c. USMC Supplies.

38-B-105, Brooms Corn 150 each
38-B-3244, Brush Sanitary 30 each

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38-B-3500,	Brush Scouring	134 each
38-B-3630,	Brush Scrubbing	168 each
38-H-315,	Handle Mop	54 each
38-M-162,	Mop Cotton	126 each
51-S-1530,	Soap Grit	480 bars
51-S-1644,	Soap Laundry	5580 lbs
29-P-1020,	Paper Toilet	2325 rolls

d. RAF Supplies.

34A-43	Oil Anti-freeze	40 Imp Gal
34A-135	Gasoline 73 Octane	13974 Imp Gal
34A-159	Fluid Hydraulic	200 Imp Gal
34A-161	Oil Lubrication Winter	100 Imp Gal
34A-162	Oil Lubricant	109.5 Imp Gal
34A-169	Grease Lubricant #2	56 lbs
34B-300	Kerosene	3354 Imp Gal
33C-720	Fluid De-Icing	179 Imp Gal
33C-1032	Killfrost	440 Imp Gal
	Gun Camera Film	5000 feet
	Developer	115 Imp Gal
	Hypo	55 imp gal

6. MISCELLANEOUS:

a. Recommended Changed in Flyaway Kits.

(1) In compliance with par 6c SAC Regulation 65-4, the following changes of subject kits are recommended. These changes are based on the consumption and/or line items that were not usable due to Technical Order compliance and other line items that are not usable on the B-29 type aircraft, and the recommended increase of items as indicated by consumption. These changes are as follows:

(a) Deletions.

8 ea 0108-BCA-2745T4-66, Bushing and Bearing
10 ea 0108-11101, Joint Assy Collar Rear Exhaust
4 ea 0108-3-22856, Clamp Assy Exhaust Collar
1 ea 0108-7-2287-2, Tail Stack Assy Exhaust
1 ea 0108-7-2287-3, Tail Stack Assy Exhaust
1 ea 0108-9-6980-3, Tail Stack Assy Exhaust
1 ea 0108-14-2261-16, Shroud Assy Rear Upper

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7 ea 0108-9-6980-4, Tail Stack Assy Exhaust
(Note: Above items deleted by T.O. 01-20EJ-177)
10 ea 0232-114345, Gasket Carb Air Inlet Screen
(by T.O. 01-1-70)
50 ea 0232-126323, Nut Exhaust Flange
(by T.O. 01-1-282)
2 ea 0232-2083D5, Ring Packing (Ref T.O. 02-35JA-4 Figure index number 2-R-1084, 4th ech.)
2 ea 0232-2179D4, Clamp push rod housing
(Trfd to 65-293715-45)
1 ea 4223-25258, Inverter Assy Rotary Type, MG-149F (T.O. 01-20EJ70)
4220-2CM73B6 and 4220-2CM73B6F, Generator Assy Engine Driven Type R-1 (by T.O. 01-1-315) 2319-ATG19AAF, Transmitter Position Flap and Wheel (not used on B-29 aircraft)
4 ea 4305-135498, Spring-Strainer, (Req. returned from SAAMA indicating item was for 4th echelon only)
10 ea 4305-135458, Gasket By-pass Adjustable Plug, (Ref T.O. 03-10CA-1 item coded "O" for depot supply only)
2 ea 4502-AN5845-1, Dome Navigators
(Superceded by 4519-123-14-811 Dome Navigator Type A1A)
4 ea 4506-2CD5521, Cylinder CO_2 15 lb Cap.
(See stock list, not for use on B-29 type aircraft)
1 ea 4704-10-29975, Harness Assy Ignition
(See stock list for B-2000 Engines)
4832-3P207JA, Bump Assy Vacuum Engine Driven
(See stock list, not for use on B-29 aircraft)
1 ea 4904-AN3151, Battery Storage Shielded
(See stock list, not for use on B-29 type aircraft)
5 ea 6022-JH6500, Indicator Gyro Horizon (by T.O. 01-1-254)

(2) It is recommended that consideration be given to delete the following items from the flyaway kits in that there are twelve (12) built-up engines which could be utilized if needed. Records in this unit indicate that there were two

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failures of units of these assemblies in the past eighteen (18) months and since compliance with T.O. 01-20EJ-177 and T.O. 01-20EJ-178 and the answer to the unsatisfactory reports indicated that the segments were the first ones procured and were fabricated from .050 material, whereas, the remainder of these segments were constructed of .063 thickness material. In view of this, it is felt that failure of these assemblies will be nile.

4 ea 0108-AO-8801, Section Assy, Exhaust Stack, Ports 2 & 4
4 ea 0108-AO-8802, Section Assy, Exhaust Stack, Ports 6 & 8
1 ea 0108-AO-8803, Section Assy, Exhaust Stack, Coll Ring, Port 10
1 ea 0108-AO-8804, Sect, Assy, Exhaust Stack, Ports 12 & 14
2 ea 0103-AO-8805, Sect Assy, Exhaust Stack, Ports 16 & 18
2 ea 0108-CA-12204, Tube Assy Manifold Exhaust Rear
6 ea 0108-LA-008, Manifold Exhaust Rear
3 ea 0108-LA-122, Ring Assy, MTG Exhaust, collector Rear Eng

(3) Recommend the following assy, be deleted, since records in this unit show no consumption of this item: in addition, it is very bulky for loading in the B-29 type aircraft.

1 ea 0108-15-5145, Fram Assy, Ring Cowl

(4) Deletion of line items due to duplicate of entries.

0232-117236, Gasket Rocker Box Cover
0232-129014, Hose Push Rod Housing
0232-131036, Hose Push Rod Housing

(5) Recommend that the following items be increased as indicated in order to have new gaskets available for installation of replacement items available in the kits.

0108-1-22166, Gasket Oil and Gas Fitting Temp Reg, increase from 1 each to 12 each
0108-1-23711, Gasket Supercharger Intake, increase from 10 each to 16 each

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0232-127742, Gasket Fuel Injection Pump, increase from 20 each to 25 each

(6) Additions of line items which are not presently listed in the flyaway kit.

10 ea 0232-130364, Housing Push Rod. For replacement of like items in compliance with T.O. 02-35JA-23
30 ea 0232-133172, Ring Push Rod Housing for replacement of like items in compliance with T.O. 02-35JA-23
1 ea 4223-25281, Inverter Assy, Rotary Type MG-449H. for compliance with T.O. 01-20EJ-70
1 ea 4704-890772, Harness Assy Ignition, replacement for 4704-10-29975-2 listed above
4 ea 4519-28553, Cylinder and Valve Assy, CO_2 15 lb Cap for replacement of 4506-2CD5521 listed above.
100 ea 6500-011854-5, Bolt Corrison Resistant steel for replacement of like items in compliance with T.O. 01-20EJ-177
15 lb 7500-326250, Grease Lube AN-G-5, for compliance with T.O. 01-1-316
10 ea 01-8-SH45A224, Pin Taper
2 ea 0108-2-144220l, Lense
2 ea 0108-2-14420Z, Lense
5 ea 0232-124027, Nut Distributor Finger
2 ea 4259-BYL2066, Actuator Assy
2 ea 4704-10-31050, Head Assy Distributor
2 ea 4704-10-31054, Head Assy Distributor
2 ea 5901-800500606, Cotour Follower Assy
2 ea 5901-807953P3, Cable Flexible
2 ea 5901-8097914G1, Switch Assy Elev
2 ea 5901-809721G1, Switchette Assy
2 ea 5901-3242391G1, Mechanism Assy
2 ea 5901-8098061G1, Mechanism Assy
2 ea 5901-8641495G1, Cover Assy Elev Switchette
2 ea 5901-8641723P1, Seal
2 ea 5901-8652740P1, Stop Assy Four Gun
2 ea 5901-8652790P1, Stop Assy
2 ea 5901-8652791P1, Stop Assy
2 ea 5901-867323G1, Mechanism Assy
2 ea 5901-9005506G1, Guide Rod Assy Lower
2 ea 5901-900506G2, Guide Rod Assy Lower
2 ea 5917-86-019, Grip Assy

Note: Addition of line items nine thru thirty are based on consumption and/or the items required and/or would have been consumed during the current TDY period. Items that could be procured will show in the consumption report.

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(7) Recommend the increase of the quantities of the following items:

0108-1-17932, Spacer from 10 to 50 each
0108-6-9880, Pane Assy Bombardier from 1 to 3 each
0108-6-1059-4, Valve Assy Brake Metering from 1 to 4 each
0108-15-9068-4, Spacer, from 1 to 3 each
0232-117954, Gasket Rocker Box 6 hold, from 112 to 400 each
0232-126506, Nut Push Rod Housing from 4 to 14 each
0232-126673N1, Seal Assy from 2 to 9 each
0232-130469, Washer Rocker Box Lube Fitting from 16 to 50 each.
0232-208D45, Seal Cylinder Barrel from 3 to 20 each
0232-421370, Seal and Collar Assy from 1 to 5 each
0232-5051H95, Stud Cylinder to Exhaust from 10 to 15 each
6119-8DJ19AAX, Indicator Tachometer from 2 to 6 each
6119-8DJ19AAW, Indicator Tachometer from 2 to 6 each
6800-153035, Alum Tubing 1/4" from 15 in, to 10 feet
8500-494550, Fluid Anti-Icing from 165 to 260 gallons

(8) Recommended that the unit of issue (Page 57 SAC Manual 67-50-1) be changed from pounds to each on line items beginning with 6700-785544-22 Screw Button Head thru 6900-114950 Screw Machine Steel.

(9) It is further recommended that the line items of Class 16 series, pages 43 thru 47 of SAC Manual 67-50-1 be deleted and these line items be compiled in logical sequence book form according to the pertient 00-30 series Technical Order as listed on page 42 of above manual. In order that units will be furnished a list comprising all line items pertient to the type aircraft being maintained (i.e., if any airplane has an APQ-9 set installed) the unit will utilize the book form of T.O. 00-30-AF-APN-9 list of spares.

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(10) The above information was compiled from screening the present listing in SAC Manual 65-50-1 against stock lists and Technical Order compliance. This list is not complete in its entirety. Example: T.O. 01-20EJA-86 parts and/or assemblies for compliance with T.O.s were not included in that the installation is now being accomplished on the assigned aircraft.

(11) Request permission to use flyaway spares kit book form received from Fifteenth Air Force before departing Smoky Hill Air Force Base. All reference to Fifteenth Air Force will be deleted, these books can be utilized for the following:

(a) Maintaining a list of component parts stored in each bomb bay bin in accordance with par 5d (3) SAC Reg 65-4.

(b) Maintaining a master check list of all items comprising the flyaway kit in accordance with par 5d(4) SAC Reg 65-4.

b. Recommend Supply level of B-29 parts at Lagens AFB, Azores and Kindley AFB, Bermuda, be as follows:

(1) It is recommended, if feasible, that a study be made of aircraft spares for B-29 type aircraft at Lagens AFB and Kindley AFB, for the purpose of establishing minimum levels of subject spares for utilization by transient B-29 aircraft.

(a) The following is a recommended list of B-29 spares to be spotted at each station:

Class 02-A
5 ea 0230-3350-57 Engine Assy

Class 02-D
5 ea 0232-113340 Gasket Fuel Pump or Sub Cover
20 ea 0232-116720 Packing Intake Pipe
4 ea 0232-117371 Gasket From Oil Pump and Sump
20 ea 0232-117812 Gasket Oil Strainer

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20 ea 0232-127742 Gasket Fuel Injection Pump to Adapter
10 ea 0232-128236 Nut Rocker Lube Tube Connection
10 ea 0232-129014 Hose Push Rod Housing Lower
15 ea 0232-2083D45 Seal Cylinder Barrel
15 ea 0232-2182D1 Ring Tube to Adapter Screw Packing
15 ea 0232-2182D2 Ring Nozzel Screw Packing
5 ea 0232-890809A Cylinder and Piston Assy Front
10 ea 0232-890810A Cylinder and Piston Assy Rear

Class 03-D
10 ea 4305-135078-1 Pump Assy Fuel Injection Right
10 ea 4305-135087-1 Pump Assy Fuel Injection Left

Class 03-E
2 ea 4400-8467170 Supercharger Assy

Class 03-F
2 ea 4519-28553 Cylinder and Valve Assy CO_2

Class 03-I1
6 ea 4824-57D100 Valve Assy Regulator
6 ea 4805-2R16002 Cooler Assy Oil Elliptical
6 ea 4805-6D10067 Gasket Valve to Cooler

Class 03-13
2 ea 4805-TFD13400 Pump Assy Booster
2 ea 4839-TFD2100 Pump Assy Fuel Engine Driven
2 ea 4836-2F-3070 Pump Assy Fuel Transfer

Class 04-A
96 ea 6500-011854-5 Bolt Corrision Resistant Steel
96 ea 6500-513295-327, Nut Self-Locking Corrision resistant Steel

Class 04-C
2 ea 3900-330000, Casing smooth contour 36" type 1
6 ea 3900-344500, Casing smooth contour 56" type 1 16 ply non-skid Spec ANC-55
2 ea 3900-749500, Tube inner 36" regular

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6 ea 3900-758000, Tube inner 56" regular

(2) It is recommended that consideration be given for establishing the above line items of supply at the above mentioned USAF bases, which if approved, will eliminate the necessity of "flying in" spares from bases in the ZI for grounded B-29 aircraft and expedite the movement of these aircraft thru the subject bases.

c. Conclusion.

(1) It has been indicated by higher headquarters, that Marham RAF base will be evacuated by all RAF personnel except a small housekeeping unit, and that USAF air base group personnel including a base accountable officer will be permanently stationed there. When the above contemplated action is consumated, it is felt that many of the obvious mentioned difficulties will be eliminated.

"THIS IS A TRUE COPY"

John E. Hall.

JOHN E. HALL
Major, USAF
Adjutant General

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RESTRICTED

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas
15 April 1949, 2000Z

OPERATIONS ORDER NO: 7-49

CHART AND MAP REFERENCES: As desired.

TASK ORGANIZATION:

509th Bomb Wing — Colonel C. S. Irvine

1. GENERAL SITUATION:

a. See Intelligence Annex.

b. Base facilities, fuel and communications will be provided by MATS, 311TH AIR DIVISION, THIRD AIR DIVISION, and 15TH AIR FORCE.

2. MISSION:

This command prepares 21 modified ruralist B-29s and 9 tanker B-29s of the 509TH BOMB WING for 90 days TDY in UNITED KINGDOM. Nine (9) aircraft will proceed from WALKER AIR FORCE BASE to UNITED KINGDOM non-stop utilizing air-to-air refueling.

TDY Bases: 2 squadrons MARHAM, ENGLAND (52°38'N - 0°33'E)

1 squadron LAKENHEATH, ENGLAND (52°25'N - 0°32'E)

Route Out: Aircraft going non-stop:

WALKER AF BASE - WESTOVER AF BASE - LAKENHEATH or MARHAM, ENGLAND

Six Aircraft: WALKER AF BASE - MCGUIRE AF BASE - KEFLAVIK, ICELAND, LAKENHEATH or MARHAM, ENGLAND

Other Aircraft: WALKER AF BASE - KINDLEY AF BASE - LAKENHEATH or MARHAM, ENGLAND

Route Back: Six Aircraft: TDY BASES - KEFLAVIK, ICELAND - MCGUIRE AF BASE - WALKER AF BASE

Other Aircraft: TDY BASES - LAGENS AF BASE, AZORES - MACDILL AF BASE - WALKER AF BASE

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Special Foreign Clearing Stations: WALKER AF BASE - MCGUIRE AF BASE - MACDILL AF BASE

3. TASKS FOR SUBORDINATE UNITS:

a. 509TH BOMB WING

(1) Dispatch group in increments of squadrons at 24 hour intervals, first squadron to arrive TDY base by 1200 local time, 30 April 1949.

(2) One (1) day RON authorized at KINDLEY AF BASE - MCGUIRE AF BASE - LAGENS AF BASE - KEFLAVIK, ICELAND.- MACDILL AF BASE enroute to and from TDY base. Not more than two aircraft will RON at one time at KEFLAVIK, ICELAND.

(3) A maximum of 875 personnel will accompany movement.

(4) This is not an organization movement.

(5) Upon arrival UK group comes under jurisdiction of THIRD AIR DIVISION.

(6) Group will return to home station upon completion of TDY.

(7) Advance party of 81 personnel will be airlifted by EIGHTH AIR FORCE to WESTOVER AF BASE on 13 April 1949. MATS will furnish air transportation from WESTOVER AF BASE to UK. Air Priority Designator UK-USR-2D-2078-AF-4 will apply to movement of advance party. Baggage allowance 125 pounds per person. Following personnel will be included in advance party:

1 Operations Officer	1 0200 Communications Officer
1 Supply Officer	1 Powerman 166
2 Supply Clerks 835	2 Teletype Operators 237
1 Supply Tech 826	1 Wire Tech 261
1 Adjutant	1 Communications Tech 542
1 Armament Officer	1 Msg Center Clerk 667
1 Administration Spec.	2 Radio Oper HS Man 766
1 Mess Officer	2 Crypto Tech 805
1 3100 Medical Officer	1 Radio Rep 648

(8) EIGHTH AIR FORCE will airlift 169 personnel to WESTOVER AF BASE in increments of 40 per day at 24 hour intervals commencing 30 April 1949. Commercial aircraft will be utilized from WESTOVER AF BASE to UK. Baggage allowance 125 pounds per person. No priority designator required.

(9) Special Orders covering movement of personnel by MATS will include authority for travel by commercial air, with appropriate procurement authority to cover cost of transportation.

(10) 509th Wing Commander will accompany first aircraft scheduled to arrive in UK and will remain in the theater for 30 days.

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(11) All B-29 aircraft will be equipped to perform primary mission and normal training.

(12) Tanker aircraft to be equipped as desired.

(13) 625 personnel will be transported in unit aircraft.

(14) Nine (9) additional B-29 aircraft authorized to make flight to UK and return via KINDLEY AF BASE for support of tanker aircraft.

(15) Rotation of nine (9) crews and aircraft authorized at end of sixth week.

(16) Reports:

(a) Compliance with paragraph 2 a of SAC Letter 354 (21 March 1949) is directed with Final Report consisting of original and three (3) copies.

(b) Immediately after landing in ENGLAND, senior officer will notify United States Air Attache, London, England or arrival.

(17) For publicity purposes this movement will be considered as routin training, however no mention of air-to-air refueling will be made. News releases can be made after departure of initial squadron.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. See Administrative Annex.

5. COMMAND AND COMMUNICATION MATTERS:

a. Priority will be given to complying with ICAO procedures.

b. Tactical call signs and voice call signs as assigned by SACCOM.

Route ground station call signs as briefed.

c. Route air/ground frequencies as briefed.

d. VHF Crystallization:

A. 116.10
B. 118.10
C. 137.88
D. 140.58
E. 122.10
F. 119.70
G. 137.70
H. 117.90

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. Aircraft will carry crystals for 133.02 mcs for installation after
. arrival in UK. Use of 116.10 mcs will be held to a minimum consist-
. ent with operational requirements.

e.. Position, departure, and arrival reports will be addressed to HQ, SAC,
. HQ EIGHTH AIR FORCE and home station.

f.. COMMAND POSTS:

CG SAC, OFFUTT AF BASE, OMAHA, NEB
CG EIGHTH AIR FORCE, CARSWELL AF BASE, TEXAS
CG, THIRD AIR DIV, BUSHY PARK, LONDON, ENGLAND
CO, 509TH BOMB WING, WALKER AF BASE, NEW MEXICO

ANNEXES:

Intelligence Annex No. 1 (See Distribution)
Administrative Order No. 1

BY COMMAND OF MAJOR GENERAL RAMEY:

JOHN A. ROBERTS, JR.
Colonel, USAF
Chief of Staff

Distribution:

CG Strategic Air Command (5)
CO 509th Bomb Wing (10)
CO First SSSq (3) (Intelligence Annex omitted)
CG Westover AF Base, Mass (3) (Intelligence Annex omitted)
CG 307th Bomb Wing (3) (Intelligence Annex omitted)

OFFICIAL:

W. H. Blanchard
Colonel, USAF - for
Opns

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CONFIDENTIAL

1 March 1949

SUBJECT: Report of Navigation Mission in Carribean Area

TO: Commanding Officer
27th Fighter Wing
Kearney Air Force Base
Kearney, Nebraska

1. In compliance with Eighth Air Force Regulation 55-2, the following report is submitted:

2. As authorized by SAC Operations Order No. 3 dated 28 January 1949 the 27th Fighter Croup departed Kearney Air Force Base at 0915 hours, CST, 1 February 1949 with forty-nine (49) F-82E aircraft for direct flight to MacDill Air Force Base. The Group arrived at 1415 CST, and was later joined by an additional six (6) F-82's from KAFBase, February 2 was spent at MacDill and was utilized for maintenance and necessary briefing and coordination with Air-Sea Rescue representatives. The Group departed MacDill on 3 February 1949 at 0900 hours, EST, with fifty-three (53) F-82's for direct flight to Ramey Air Force Base, Puerto Rico. Four (4) aircraft aborted prior to cross-out at the Florida coast and the remaining forty-nine (49) aircraft arrived at Ramey at 1414 EST. Due to the late arrival of ground crew personnel the group remained at Ramey on 4 February for maintenance and departure for Howard Field, CZ, was at 0830 EST on 5 February with a total of forty-eight (48) aircraft. There were five aborts at Ramey, the remaining forty-three (43) aircraft proceeded to Howard Field without incident. One of the Ramey aborts arrived at Howard Field later in the day making a total of forty-four (44) aircraft at Howard with five (5) remaining at Ramey. Departure from the Canal Zone was at 0900 EST, 8 February with the total of forty-four (44) aircraft. There was one (1) abort back into France Field from a position approximately one hundred miles off shore. This aircraft later rejoined the Group at Vernam Field, Jamaica that same day. The Group was also rejoined at Jamaica by all five (5) of the aircraft which had remained at Ramey Field thus bringing the total to forty-nine (49), the same number which originally departed MacDill, Forty-five (45) aircraft departed Vernam Field at 0940 EST, 9 February for direct flight to Carswell Air Force Base and the remaining four aircraft cleared by way of MacDill due to lack of or mal-functioning drop tanks. There were no aborts, and all aircraft arrived at Carswell during the afternoon of 9 February. Return to Kearney was on 10 February with the total of forty-nine (49) F-82's the same number which had departed the coast of Florida on 3 February 1949.

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SUBJ: Rpt of Navigation Mission in Carribean Area, 1 March 1949

3. PERSONNEL - Due to the fact that only three C-47 aircraft were utilized for supply and maintenance personnel it was possible to carry a total of only thirty-nine (39) airmen to accomplish the required maintenance. The personnel load of the transports was reduced by the installation of auxiliary cabin fuel tanks and the necessary spare parts and supplies which had to accompany the Group for the entire trip. The F-82's were crewed by the normal pilot and co-pilot with the exception of the Group Commander's aircraft which carried a rated pilot-navigator in the right cockpit.

4. ABORTS - The following is a list of the aborts and the causes:

a. MacDill Air Force Base - One aircraft was grounded at MacDill for engine change due to the discovery of an internal failure of the supercharger drive.

(1) One aircraft did not take-off due to a burned out starter. No replacement was available.

(2) Four aircraft aborted in flight (one due to failure of supercharger, one due to complete loss of the electrical system and two due to rough engines - manifold pressure regulator and poor ignition).

b. Ramey Air Force Base

(1) One aircraft came into Ramey under reduced power due to supercharger failure. Did not attempt take-off on schedule.

(2) One aircraft dropped auxiliary tanks due to pilot error and later rejoined the Group.

(3) One aircraft had hydraulic pump failure and was unable to retract the gear.

(4) One aircraft had complete brake failure and was unable to taxi out.

(5) One aircraft lost a complete main tire on take-off and returned to Ramey and successfully landed with one good tire after having jettisoned his drop tanks.

(6) Group Commander blew one tail wheel tire while taxiing out but take-off and subsequent landing at Panama was accomplished on remaining three tires without damage or difficulty.

(7) One flight leader lost the entire rubber ply from one main wheel tire on take-off but landed successfully at Panama with nothing on one main wheel but the cord of the tire.

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c. Howard Field, CZ

(1) One aircraft aborted due to failure of one engine when about thirty minutes off-shore. Single engine return to France Field was successful. Difficulty was improper timing due to slippage of timing-disc. Aircraft rejoined at Vernam that same day.

d. Vernam Field, Jamaima

(1) No aborts

e. Carswell Air Force Base

(1) No aborts

5. MAINTENANCE AND SUPPLIES

a. The maintenance load was heavy for so few support personnel and undoubtedly the total number of aircraft could not have been returned to the States on schedule except for the excellent performance of the airmen and the long hours worked. An additional factor in the maintenance on such a mission as this is the assistance rendered by the pilots. All combat-crew pilots in this organization are very familiar with the mechanical features of the aircraft and are expected to work with the crew-chief the number of hours necessary to insure that their individual aircraft is airworthy for the next day. All servicing, fuel, oil, coolant, oxygen, etc., is done by the pilots thus leaving the mechanics free to work on the more technical problems. As noted in the decrease in the number of aborts the aircraft were actually in better condition as the flying hours increased than they were at the start of the mission. This was to be expected since the climatic conditions were such as to allow unlimited maintenance, and the same pilot flew the aircraft for the entire period thus adding the personal interest factor since 90% of the flight was over-water.

b. The supplies carried were from the fly-away kit list and were generally adequate with a few exceptions:

(1) Due to unavailability, it was not possible to carry such critical items as starters, fuel boost pumps, aileron boost motore, and thermeisters. These items are vital in the operation of this aircraft but never yet has this organization succeeded in obtaining an adequate stock level of these parts. Due to the favorable weather in the Carribean area the malfunction of thermeisters was not too important and in the case of aileron boost, four ships flew over half the flight without aileron boost. This lack of control boost is not too important in good weather but is not a desirable situation; in instrument weather it is nothing less than dangerous where a large formation is involved.

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(2) An unprecedented amount of trouble was experienced with tires. U.R's are being submitted on the general failures. Tires which were new and appeared absolutely serviceable developed "blisters" while parked overnight and as mentioned before there were several instances of complete tire failure at a time which could have been disasterous except for excellent pilot technique and a good share of luck. Possibly these tires have been too long in storage and the change from the sub-zero temperature of Nebraska to the hot runways of the Carribean was their undoing.

(3) The failure of the superchargers indicates there is a definite need to carry at least two superchargers as complete assemblies on a flight of this length. This requirement will not exist when a fix is determined for the failure of this unit.

(4) Where any mechanical difficulty develops immediately after take-off it is often necessary for the pilot to jettison his drop tanks before returning for a landing. Spare drop-tanks are non-existant except at the home station of the aircraft. A few 165-gallon tanks at strategic locations would do much to insure that individual aircraft could continue the mission. To carry these tanks in a C-47 is impracticable due to space limitations and other requirements for personnel and supplies.

6. AIR-SEA RESCUE - The air-sea rescue service was provided by one PBY from MacDill which accompanied the flight the entire time, and by supporting air-sea rescue craft from the stop-over points. The general plan was to have the MacDill aircraft take-off two or three hours before the fighters and continue on course to the next destination. It was always possible to establish radio contact between the fighters and the rescue craft as soon as the fighter formation had reached altitude. Usually one air-sea rescue craft would come out from the next point of landing and accompany the fighters into his home base. Without any attempt at homing the navigation was of such accuracy that in every case the fighter formation passed within visual range of all air-sea rescue craft although in some cases the interception was made after a distance of some five hundred (500) miles had been flown over water. Fortunately it was not necessary to call the air-sea rescue for any actual recovery operation, however the general efficiency and thoughtful planning of all air-sea rescue personnel left no doubt in the minds of the fighter pilots that an actual rescue would have been a routine matter.

7. NAVIGATION - One purpose of the flight was to prove the feasibility of this type fighter operating without the usually required escort bomber for "navigation" services. A rated pilot-navigator was carried in the right seat of the Group Commanders aircraft, this aircraft is a standard F-82E with the exception that gyro flight instruments have been installed in the right side, a folding plotting board 22 inches by 22 inches is provided along with facilities for stowing an AIC-A sextant, an astro-compass, and the

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usual plotting instruments. Several previous flights within the Continental limits under VFR conditions served to provide correction factors for the error which resulted from sighting through various sections of the bubble canopy. On this flight shots were taken when the sun was dead ahead to positions within 20° of the tail of the aircraft and ranging in altitude from 22° to 63° above the horison. Shots were accurate to plus or minus five miles for all positions of the sun. On the flight from Vernam Field to Carswell direct across the Gulf of Mexico the radio compass in the Group leaders aircraft was never turned on, and the navigation was based solely on the reports of the navigator. A total change of course of 12° was made during the flight and landfall on the Louisiana coast was within two to three miles of the plotted course line. Actually during normal times there is no requirement for the navigator in the Carribean area due to the radio aids that are available and the excellent performance of the radio equipment installed in the F-82E; however, it is believed that this flight proves beyond a doubt that the F-82E, aircraft is thoroughly capable of being operated over any and all terrain depending only on the navigational equipment available within the fighter group.

8. FUEL CONSUMPTION - Every attempt was made to keep an accurate record of the fuel and oil consumed by each aircraft. This effort was successful in the majority of cases, however there were some fuel units which did not have operating fuel meters consequently and fuel serviced was estimated from the gauge readings of the aircraft. All aircraft were equipped with two 165-gallon drop tanks on departure from Kearney and all normal combat equipment (except ammunition) was installed in the aircraft. Full service was used on all legs of the flight except the return from Carswell to Kearney. Average altitude on the flight was from ten to eleven thousand feet and cruising power settings varied according to the length of the flight. The longest flight was from Vernam to Fort Worth (1636) miles with a total flight time of 6:30. This flight gave a ground speed of 295 mph and the average fuel consumption for the Group was 2.29 miles/gallon; airspeed was calibrated at 280 true. The average aircraft could have continued at the same power settings for an additional hour and forth five minutes.

a. Oil consumption presented no problem as had been anticipated. Previous flights have proven that the F-82E requires from one hald to three fourths gallon oil/engine/hour.

b. Inasmuch as this entire flight was conducted as a normal group mission that is: - the entire group took off, formed up in group formation, then set course with all landings being made from a group formation. It appears entirely practical to move the Group as a unit for a distance of 1800 - 1900 miles with 165-gallon drop tanks and still have sufficient fuel remaining for individual aircraft to hold over the landing strip for forty-five minutes to one hour if the landing is delayed.

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SUBJ: Rpt of Navigation Mission in Carribean Area, 1 March 49

9. FACILITIES ENROUTE: As has been mentioned before the services of Air-Sea rescue were excellent, and radio aird in the area were sufficient for an individual pilot to make the same flight with no hesitancy as to navigational difficulties. The following points might be mentioned as to the bases visited.

a. Ramey Air Force Base - The runways and parking ramp are excellent and are in good condition. Very little flying activity locally so all facilities were available including the hangars. Number of operating fuel and oil trucks rather limited but servicing was accomplished in about four hours. Housing and mess facilities were superior.

b. Howard Air Force Base - Two parallel runways for landing, both in good condition. Parking space on ramp is limited so fighters were parked on one of the runways. In dry season aircraft could be parked most anywhere but in wet season two groups would pretty well crowd the area. Servicing, maintenance, transportation, housing, etc., all superior. This base has about ten F-82's operating and a detachment of Air-sea rescue.

c. Vernam Air Force Base - Runways are narrow and in poor condition. Taxiways are around the perimeter and are of asphalt composition in poor state of repair. Three F-82's broke through the taxiways and had to be jacked up before being towed out. Fuel servicing is limited to two fuel trucks (one not operating) and four gas pits (one not operating and one had only one hose). The gas pits are located on the perimeter taxiway consequently the aircraft have to be brought up single-file and as each one is serviced it has to be moved off and the next ship brought up. Servicing was quite tedious but was accomplished in about five hours. The phycical plan is such that one or more aircraft stuck in the taxiway can effectively stop all servicing at any one fuel pit until the other aircraft are towed out backwards. Bombers would have to stay on the runways and be serviced by fuel trucks. There is no parking ramp except a closed runway and no hangars. Housing, messing and general living conditions leave little to be desired.

10. GENERAL-

a. The flight as a whole was quite successful. A total of some 1100 flying hours were accomplished in the ten day period which included six actual flying days. There was one accident and it occurred during the landing at Kearney on the last leg of the flight and has been attributed to pilot error and the presence of snow on the runway. Valuable experience was gained by all pilots both as to flying and maintenance of the aircraft. Most certainly those individuals who had never flown over water in fighters are now convinced that such flights are nothing less than everday routine if proper planning is accomplished.

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SUBJ: Rpt of Navigation Mission in Carribean Area, 1 March 49.

b. As mentioned in previous correspondence the support of an operation of this nature by C-47's definitely limits the day to day schedule unless a sufficient number of C-47's are available to allow at least two aircraft to remain one day ahead of the fighters. The Ground crew personnel usually work a good part of the night readying the aircraft for the next day's flight then they wait until the ships are off the ground before departing in the transports. The support echelon usually arrive at the next stop several hours after the fighters and are again faced with another nights work. By using three C-47's on this mission it was possible to dispatch one aircraft so as to arrive at about the same time as the fighters, but after about three days operation it is necessary to stop all maintenance for at least one night in order to insure that the limited number of crew chiefs are not fatigued to the point of affecting the quality of the maintenance performed.

c. The solution for the support echelon would appear to be faster transports such as the Martin 202 or larger aircraft which could carry sufficient personnel to allow some of the men to have a few hours rest while the remainder continued to carry the maintenance load.

d. As soon as sufficient 310-gallon drop tanks are available there appears to be no reason why a Group of F-82's can not successfully accomplish navigational flights of from 2800 to 3000 miles. This possibility will be more closely examined by actual test flights when the subject equipment is received.

CY WILSON
Colonel, USAF
Commanding

" A TRUE COPY"

John E. Hall

JOHN E. HALL
Major, USAF
Adjutant General

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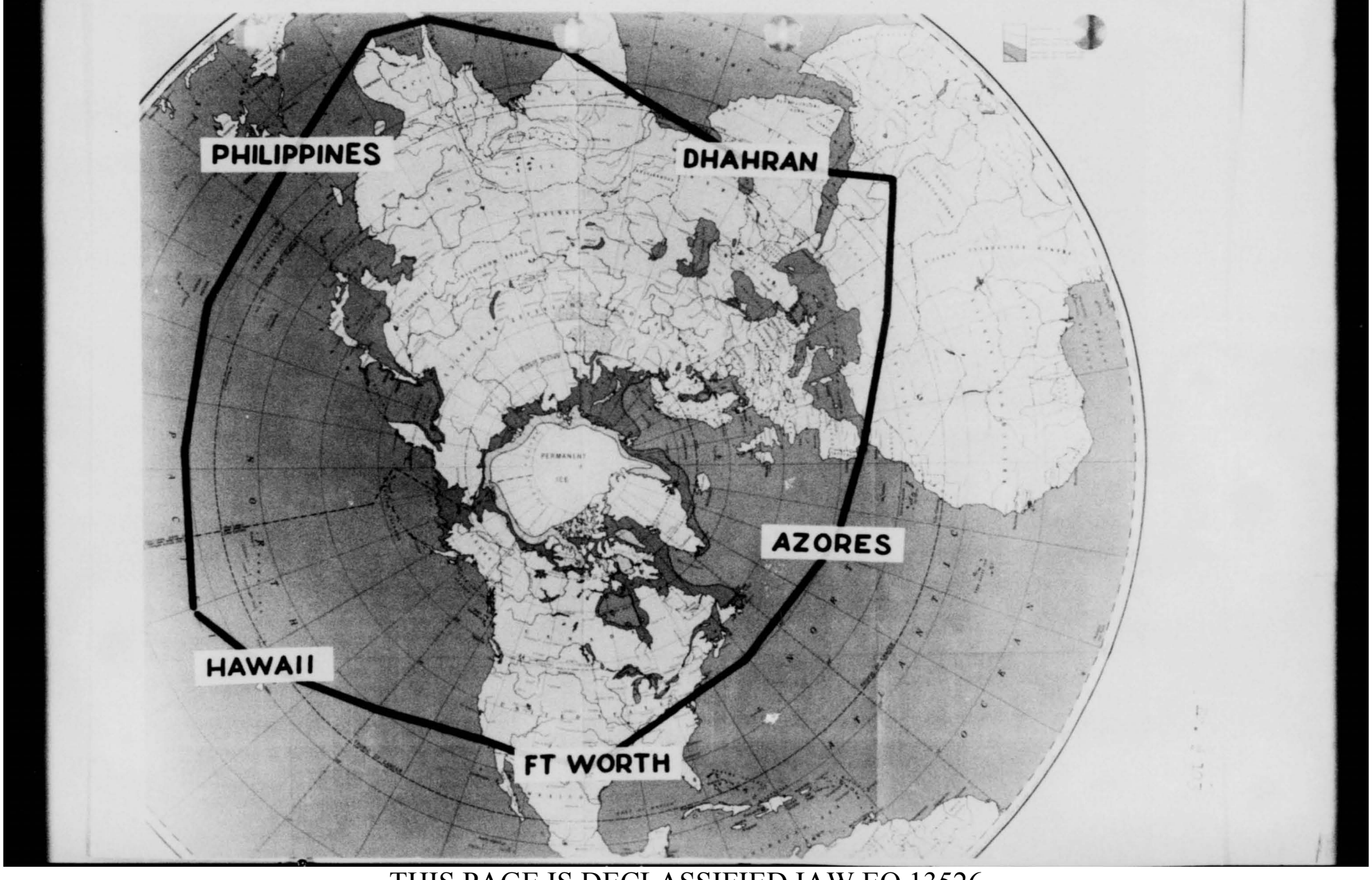

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FUTURE RELEASE
PLEASE NOTE RELEASE DATE

FOR RELEASE 10:00 A.M., CST
THURSDAY, 3 MARCH 1949

FROM: Public Information Office
Hq., Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas
Tel. 7-7221, Exts. 358 & 524

2 March 1949

NOTE: The following log was kept of the B-50 round-the-world non stop Air Force flight. Authors were Capt. J. C. Gallagher, first pilot, and Capt. Arthur M. Neal, second pilot, both of the Eighth Air Force's 43d Bomb Wing, Tucson, Arizona. Only deletions are for security reasons. The pilots were asked to be reasonably non-technical, detailed and descriptive, to give news correspondents a readable, interesting log of the trip in their own words.)

TAKE-OFF

CARSWELL AFB, FT. WORTH, TEXAS

Time 1120 CST Date 26 Feb. Description of flight to Azores.

Takeoff was normal except for an extended takeoff run. On instruments at about 2500 feet, remained on instruments at 5000 feet for one and one-half hours. Broke out into nice clear sunshiny weather over the Mississippi river. We continued our cruise at 5000 feet to Charleston, South Carolina, where we climbed to 10,000 feet. The weather is remaining clear with haze down near ground level. Darkness is closing in quite rapidly as we approach the coast line. Some of the fellows are starting their sleeping shifts now, that we will maintain for the rest of the flight. By the looks of the inside of this airplane we have enough food to last for 30 days instead of 5—only one thing is lacking; a frying pan and some bacon and eggs. About half way out to sea we climbed on up to 20,000 feet to give us a faster and better cruise. While climbing and on part of the cruise at 20,000 we passed thru a cold front with moderate turbulence and no ice or rain.

The remainder of the trip to the Azores was quite uneventful, with the exception of a very beautiful sunrise just before reaching the islands.

(Signed) Neal

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AROUND THE WORLD FLIGHT LOG Add 1

AZORES

Time 0900Z (over Azores) Date 27 Feb. First refueling.

Picked up the tankers over the radio station and continued on course. Actual refueling was underway about 15 minutes after first contact. No difficulty in refueling was encountered with either tanker. Tanker crews reported the champagne at Lagens is excellent and inexpensive. Weather is perfect for refueling--no turbulence. We were refueled from ships flown by Lt. Dorman and Capt. Bowley. 63 Squadron, 43 Bomb Group.

Description of flight to Dhahran.

Flew for hours and hours across the Sahara without seeing a sign of civilization. Nice clear night--excellent for celestial navigation. Looks like we will arrive at Dhahran about two hours earlier than predicted. Good tail wind at 13,000 feet. Coming into Dhahran--visibility restricted--have radar contact with tankers. First tanker hooked up--we're receiving fuel. Ran into severe turbulence after ... gals. Made contact with second tanker and filled up. On the way to Clark AFB, P. I.

(Signed) Gallagher

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AROUND THE WORLD FLIGHT LOG Add 2

DHAHRAN

Time 0465Z (over Dhahran) Date 28 Feb. Description of second refueling.

Have an undercast below us at about 9,000 feet and very poor visibility below the clouds. Sun came up just before our arrival here and it certainly is beautiful and clear flying up here "on top."

Met our tankers over town at about 8,500 feet and started on course for Manila, Philippines, receiving gas as we go. Ran thru a pretty severe squall line weather front about 100 miles east of Dhahran. We were refueled by two ships flown by Lt. Sontag and Capt. Slipp of 65 Squadron, 43 Bomb Group.

Description of flight from Dhahran to Philippines.

This is the leg where we pass the halfway mark! And everyone knows it too! We are all quite happy that we have encountered no major difficulties so far and hope our luck will remain as good for the second half. Weather so far has been excellent. Fatigue is starting to rear its ugly head among quite a few of the crew members myself included. But if we are able to make this flight successful we won't be half as tired as we will be happy. -- Last comment. -- this is one sweet airplane!!

(Signed) Neal

(more)

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AROUND THE WORLD FLIGHT LOG Add 3

PHILIPPINES

Time 0129Z (over Philippines) Date 1 Mar. Description of refueling.

Rendezvous with first three tankers made over Clark radio upon arrival. Had to circle Clark Field twice waiting for other two tankers to climb up thru undercast. First hookup was made immediately after departure. Transferred ... gallons. Transferred another ... gallons. On our way to Hawaii--we're all sweating it out now. One more hookup and continued engine performance will see us back to Carswell.

Description of flight from Philippines to Hawaii.

This leg has given us the most cause for worry to date. With a little luck we'll be in Fort Worth in about 34 hours. Most of the crew members are showing signs of fatigue, making errors in their logs mostly. Suppose I should write this after a nap instead of before one if anyone intends to read it.

(Signed) Gallagher

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AROUND THE WORLD FLIGHT LOG Add 4

HAWAII

Time 0010Z (over Hawaii) Date 2 Mar. Description of refueling over Hawaii.

Met our first two tankers over Johnson Island and started immediate refueling operations on our way into Hawaii. First tanker gave us ... gallons and as soon as he broke away the second tanker swung on in and gave us another ... gallons. He had a pretty rough time trying to get the fuel flow started; but once it had started everyone breathed a sigh of relief and it was no time at all till we were full. Tanker aircraft were flown by Lt. Hagan and Lt. Hamilton of Air Refueling Squadron, 43 Bomb Group.

Description of flight from Hawaii to Fort Worth.

We are all pooped but we feel pretty wonderful. Weather here around Hawaii and on our route East is the worst that I have ever seen it and I've been out here quite a few times. There are about 4 and 5 layers of clouds that are patchy and broken.

(Signed) Neal

--End--

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RADAR OFFICERS LOG ON EPIC ROUND-THE-WORLD FLIGHT

1300Z. Jim woke me up. Major Rowlett had called and said we were it. Whole crew happy. Showered, shaved, ate and then to operations at 1830. Find poop there. Takeoff set at approximately 1145 CST. Off to pack clothes.

1602Z Weather briefing for us. Pilots, navigators, engineers, radar, radio and gunners at aircraft.

1615Z At aircraft, everything looks O.K. Pulled props at 1045 CST, started engines at 1100, took off at 1121. Gas fumes delayed takeoff a minute, but "We're off." (Normal takeoff.)

On the Way

1800. Everyone is settling down to work now. We still have a few fumes in the bomb bay but they seem to be dissipating. Wish Mary and the kids could have been there for the takeoff.

Fumes gone, cigarettes lit, out of the soup and in the clear. Fort Worth here we come. Bill's working this leg. Talking to Davis and Traugh, and they are really happy. All four running smooth and very little turbulence. Perfect day. Hope the whole trip goes as smoothly. Straightened out compartment and made beds.

2000Z. Finished our 1st meal - chicken sandwhiches, milk and a bar of candy for dessert. Still at 5,000 but making our predicted G.S. (ground speed). Set up chow. Cantrell and I going to sleep.

2130Z. Relieved Traugh at scanner for awhile and then Bill came back and said he wanted to sleep so I went on the radar set. Climbed 5,000 -

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10,000. Almost to Charleston, Va., 360 scant mi. to the East Coast. We will pass left of Washington about 15 mi. I wonder how many of the boys there are sweating us out. MacLeroy's on the radio and getting his reports through OK. Davis on the panel, Rigor is at the desk, and Gallagher just relieved Neal. Morris is riding the right seat. Hope we can feel like this all the way.

We are 20 mi N of Washington, D.C., pretty well on our flight plan and everybody is happy.

Leave U. S.

2319Z. Well here we go. Leaving the good old U. S. Should be back in four days. It seems like a long time to go but we should make it.

2335Z. Turned the radar set off (over the Atlantic). Now to rest for awhile.

0800Z. Navigator woke me up. Didn't sleep too well, but got about 3 hours actual sleep. Turned radar on and flew a landfall on Flores Island. Judge's ETA and course were perfect on to Lagens. In contact with tankers. Tankers in sight. Col. Stanley flying with Lt. Dorman in No. 1. We are starting the hook up now. Fuel is flowing. Perfect hookup on first tanker. We have had good luck so far. Took on full load. Everything O. K.

Over Gibraltar

1400Z. Passed over Gibraltar but had an undercast so couldn't see it. Saw the coast of Spain and now N. Africa.

1700Z. Bill went on the set and I'm going to sleep. Over North Africa and still going strong.

2100Z. Had a good sleep and feel pretty good. We're getting some visitors from the front end. Davis and Young came back. We had a pretty good meal tonight from our standpoint. Everyone ate what they wanted. Our

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milk is holding up O.K. and we dug up some Toddies. We should have . . . gallons at Dhahran. Davis says we might have to go to Washington, D.C. if we can make it around. I'd rather see Mary and the kids.

Dhahran, Arabia

0200Z. We're getting good winds. ETA Dharan ahead of schedule. This sure is uninhabited (at least it seems to be) country. No lights for miles. Bill sure works. He's a good partner. Bill, Cantrell, Traugh, and I awake in the back. R. G. and M. G. Davis asleep. Judge is at the desk, Neal at the wheel and Young on the panel.

Picked up the tankers on the scope. It won't be long now until we get a little more gas. Another full load, I hope. Traugh and Davis are ready to go to work. We've all had our coffee and feel pretty good. Well, we made it again. We are full. Sontag (refueling pilot) flew a perfect job or we might still be there.

1902Z. India at last. We just passed over Dwarka Point. The boys in the back are really cleaning up. Shave and as good a bath as you can get with a wash rag and basin (small). It looks like we are going to have plenty of water and food for the trip. Except for a few minor things, everything is going O.K.

400,000,000 People

1300Z. Almost past India. I see where they have 400,000,000 people now. There are little villages all over the country. It looks like they burn fires for lights, though. Very few radar check points, but Judge has us within 5 miles of course so we're O.K.

1335Z. Over water. Now it's my turn to clean up. We are really getting the visitors from the front today. Everyone but Jim has been back.

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The winds aren't helping us very much this leg. I'm going to work on through until we get to Clark Field and let Bill get a good sleep. We sure have a good crew. Everyone so far has been on the ball and no arguments.

1600Z. Back to work. Andaman Isles next. Cantrell has some music on the liaison set so this shift shouldn't be too bad. I cleaned up and feel 100% better. Bill made a remark today that sure hit the mark. He said I always intended to go around the world and see all those countries but I sure didn't think I would do it this way.

The Philippines

1830Z. Over tip of Thailand now; all the sleepers are waking up and making the coffee. Indo-China next, then Manila and another load (I hope). Right on course and plenty of gas.

0130Z. Radar works all right. Picture comes in beautifully. Air is pretty bumpy but it should calm down.

Bill picked the tankers up at _____. We have our 1st load now. ETA Hawaii on schedule which should get us there with enough daylight to get our last two loads. I'm still keeping my fingers crossed, but at least we are on the home stretch. It doesn't seem like we've been in the air as long as we have. I feel pretty good and everyone else is in good spirits and health. I'm sure going to be glad to get home, though.

0630Z. We picked up our full load of gas some time ago and are well on our way to Hawaii. Here's hoping we make it the rest of the way.

1300Z. Back to work again. Wake Island is coming up on the screen and it sure looks good. Radio at Wake wants to know where we are going and when

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we told him to Rogers Field (Hawaii) he couldn't believe it. If he only knew how far we have come he would really be surprised.

Go Into Yesterday

1800Z. We are going into yesterday now. Everything smooth, but everyone is getting a little tense because we only have about 24 hours to go and we'll have it made. I'd hate to get stopped now. We are over a partial overcast and the clouds are building up pretty rapidly. I hope we get through this area before they build up to us. It's beautiful, though.

1830Z. Just a few thoughts on the trip. Crews should be carefully screened as far as congeniality is concerned. A whist broom should be carried as it is hard to keep the compartments clean. 70 gallons of water is plenty, we have plenty of food. All in all, we have been pretty well set up for this trip.

Jonathan just made his crossover and contacted us. Here's hoping. Only 20 hours to go. If this one is good and our engines hold up, we'll need only one more refueling before we get to Ft. Worth. The crew is really sweating it out now because we're so close and yet so far from completion. Well, we had our first drink but we're still thirsty so No. 2 is moving into position. The way these refuelers talk about our Lady Lucky II and treat her is a shame, but we love it. Now we're all through and we're filled up. Next and last stop is Fort Worth. (I hope).

Past Hawaii

0030Z. Past Hawaii. Most of it socked in, but saw Hickam and John Rogers. If we keep going 16 hours should see us in Ft. Worth. Everyone's happy and they should be.

0600Z. Back to civilization. We have a San Francisco station on the

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radio compass and it sure sounds good. ETA Los Angeles radio 1035Z. Traugh, Cantrell and I awake. The rest of the crew in the back asleep. We should fly right over Mary and the kids. Wish they knew what we are doing. (Bonner is from Bakersfield, Calif.)

Pass Over D-M

1000Z. We have been flying in between two layers of clouds and last, but not least, we went through a front about 100 miles out. Radar was on so it didn't bother us and we have the coastline between Santa Barbara and Los Angeles in the scope. Now maybe we can relax. We are picking up three refuelers at Tucson as escort to Ft. Worth. Five more hours and we're in.

1300Z. Jim and Judge are shaving. We have our escort and 2½ hours should put us in Ft. Worth. For some reason, everyone is wide awake and all cleaned up. At least we'll look like human beings when we get out. The flight hasn't been too bad. Everyone got along all right and no one got too tired. Judge is using a straight razor to shave with. (What an optimist about the stability of the air in this part of the country.)

1513Z. We did it! (09:21 CST.)

-Bonner.

TRUE COPY

John E. Hall

JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
FORT WORTH, TEXAS

PDS2 200.6 21 Mar 1949

SUBJECT: Recommendation for Distinguished Flying Cross (Oak Leaf Cluster)

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska
ATTN: Awards and Decorations Branch

1. It is recommended that James G. Gallagher, Captain, AO 49174, USAF, be awarded the Distinguished Flying Cross (Oak Leaf Cluster), for extraordinary achievement while participating in a non-stop aerial flight around the world from 26 February to 2 March 1949.

2. In compliance with AR 600-45 and changes thereto and Air Force Regulation 35-7, the following information is submitted:

a. James G. Gallagher, Captain, AO 49174, USAF, 63d Bombardment Squadron, 43d Bombardment Group, 43d Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona, Pilot, permanent address, 5326 Broad Brach Road, NW Washington, D. C., is not to be separated from the service in the near future.

b. Captain Gallagher has been assigned as Pilot from 5 January 1949 to the present, and his efficiency rating has been superior. The service of Captain Gallagher has been honorable subsequent to the date of world circling flight for which recommendation is made.

c. Other individuals who are recommended for participation in the same flight are as follows:

Glenn R. Hacker, Captain, AO 790077
James H. Morris, Captain, AO 53056
David B. Parmelee, Captain, AO 45072
Roland B. Bonner, 1st Lt., AO 47946
William F. Caffrey, 1st Lt., AO 1054932
Arthur M. Neal, 1st Lt., AO 745221
Earl L. Rigor, 1st Lt., AO 2071830

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PDS2
Subject: Recommendation for Distinguished Flying Cross
(Oak Leaf Cluster)

Burgess G. Cantrell, T Sgt, AF 6948240
Melvin G. Davis, T Sgt, AF 39021618
Virgil L. Young, T Sgt, AF 33682613
Robert D. Davis, S Sgt, AF 36465996
Robert E. McLeroy, S Sgt, AF 18016118
Donald G. Trauph, Jr., S Sgt, AF 33464281

d. (1) Captain Gallagher has received the following awards:

AM (3OLC), GO 50, Sec 1, Hq XX BC, 9 November 1944
DFC, GO 45, 20 AF, 26 August 1945
DUC (2OLC), GO 135, Hq 20AF, 24 December 1945

(2) There are no recommendations for awards pending at this time.

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 made for the same period of time.

h. Captain James G. Gallagher, AO 49174, was airplane commander on B-50 aircraft #46-010, "Lucky Lady II", which established a long distance non-stop flight record around the world of over 23,000 miles in approximately ninety-four (94) hours, from 26 February to 2 March 1949. The flight started and ended at Carswell Air Force Base, Fort Worth, Texas. This was the first non-stop flight around the world in aviation history, and was made possible through the difficult technique of air-to-air refueling.

i. The undersigned has personal knowledge of the facts as stated in this recommendation.

1 Incl:
Proposed
Citation (Trip)

/s/t/ R. M. Ramey
R. M. RAMEY
Major General USAF
Commanding

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John S. Hall
JOHN S. HALL
Major, USAF
Adjutant General

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SAC 200.6 (21 Mar 49) 1st Ind DP4B3

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Omaha, Nebraska

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

1. Returned without action

2. Telephone conversation with Awards and Decorations Branch, Headquarters, USAF disclosed that aircrew members of Lucky Lady II are being awarded appropiate decorations by order of the Secretary of The Air Force and therefore, recommendations are not required.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

1 Incl
n/c

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

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John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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PROPOSED CITATION

Captain James G. Gallagher, AO 49174, is awarded the Distinguished Flying Cross for extraordinary achievement while serving as airplane commander on B-50 aircraft #46-010, "Lucky Lady II", which established a long distance non-stop flight record around the world of over 23,000 miles in approximately ninety-four (94) hours, from 26 February to 2 March 1949. This was the first non-stop flight around the world in aviation history, and was made possible through the difficult technique of air-to-air refueling. Through Captain Gallagher's superior command supervision over the performance of his crew his piloting ability, and untiring energy, this long and arduous flight was successfully completed. He demonstrated outstanding capabilities as a bombardment airplane commander and reflected great credit upon himself and the United States Air Force.

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LIST OF NEWSMEN AT CARSWELL AF BASE FOR RETURN OF THE "LUCKY LADY"

1. Frank Burkholzer - National Broadcasting Company
2. Clyde Clark - National Broadcasting Company
3. Tony Link - Life Magazine
4. Jim Lucas - Scripps-Howard
5. Robert Richards - Copley Press
6. John Bossman - Mutual Broadcasting Company
7. Art Hallan - Mutual Broadcasting Company
8. James Bell - Time Magazine
9. Bill Huie - Readers Digest
10. Paul Leach - Knight Press
11. John Giles - Washington Star
12. Max Cook - Scripps-Howard
13. Ben Lee - Armed Force
14. Dick Davis - Newsweek
15. Don Mace - Air Force Times
16. Ray Brandt - St Louis Post-Dispatch
17. Karl Hess - Pathfinder
18. Bob Hotz - Aviation Week
19. Keith Saunders - Aviation Daily
20. William Hardcastle - Reuters
21. Mr. Vadala - NBC Television
22. John Langenegger - NBC Television
23. Walter Waggoner - New York Times
24. C. B. Allen - New York Herald-Tribune
25. Leon Schloss - International News Service
26. Elton Fay - Associated Press
27. John Wingate - WOR
28. Charles Corddry - United Press
29. David Sentner - Hearst Newspapers
30. Robert Ruth - Baltimore Sun
31. Richard Morris - Washington Post
32. Al Oeth - Paramount News
33. Tom Craven - Paramount News
34. John Martinsen - 20th Century Fox
35. Al Simoson - 20th Century Fox
36. Murry Alby - Warner-Pathe
37. Clarence Ellis - Warner-Pathe
38. Frank Cancellare - Acme Pictures
39. James Lyons - Universal Newsreal
40. Al Shuster - Universal Newsreal
41. Robert Brockhurst - International News Photo
42. George Tames - New York Times
43. Mr. Bockhurst - MGM
44. Mr. Peden - MGM
45. Henry Griffin - Associated Press
46. Frank Holeman - New York Daily News
47. Harry Tugander - Telenews
48. Dave McKee - Telenews

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49. Marquis Childs - United Features
50. Lloyd Norman - Chicago Tribune
51. Joe Wershba - Columbia Broadcasting System
52. Howard Stephens - Columbia Broadcasting System
53. Ned Root - Air Force Magazine

54. Robert Wear - Fort Worth Star Telegram
55. Doug McPhail - Fort Worth Star Telegram
56. Carl Freund - Fort Worth Press
57. Jud Dixon - United Press, Fort Worth
58. Frank King - Associated Press, Dallas
59. John McKnight - Dallas Morning News
60. Roy Baumgardner - International News Service, Dallas

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Take-off of Lucky Lady II on the historic, around-the-world flight.

(Photo CAFB Photo Lab)

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Lucky Lady II landing after around-the-world flight, taxiing toward reception committee (shadows, lower right).

(Photo CAFB Photo Lab)

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General Hoyt S. Vandenberg, Chief of Staff, USAF; Lt. General Curtis E. LeMay, Commanding General, SAC; Mr. Amon Carter, Fort Worth, Texas; Secretary For Air Stuart Symington; Major General Roger M. Ramey, Commanding General, Eighth Air Force meet on the ramp at Carswell Air Force Base, prior to the completion of the historic around-the-world flight by an Eighth Air Force B-50.

(Photo CAFB Photo Lab)

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Air Secretary Stuart Symington with General Hoyt S. Vandenberg, Chief of Staff, USAF, congratulating crew members of the Lucky Lady II, after the around-the-world flight.

(Photo CAFB Photo Lab)

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Air Secretary Stuart Symington and General Hoyt S. Vandenberg, Chief of Staff, USAF, with crew of the Lucky Lady II around-the-world flight, interviewed over a local radio hook-up.

(Photo CAFB Photo Lab)

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Ex. #113

General Hoyt S. Vandenberg, Chief of Staff, USAF, discussing Lucky Lady II around-the-world flight with Lt. General Curtis E. LeMay, Commanding General, SAC, prior to post-flight interrogation.

(photo CAFB Photo Lab)

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The crew of the Lucky Lady II face a battery of microphones and reporters as they answer questions about their historic flight in the B-50. Place is the briefing room at Carswell Air Force Base, Fort Worth, Texas

(Photo CAFB Photo Lab)

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HEADQUARTERS
1st Strategic Support Squadron
Biggs Air Force Base
Biggs Field, Texas

AJL/GJE/Wjh

1SSS 3

29 March 1949

SUBJECT: Final Report on Aircraft Mission.

TO : Commanding General
97th Bombardment Wing, Medium
Biggs Air Force Base
Biggs Field, Texas

1. In compliance with Eighth Air Force Regulation 55-2, dated 2 December 1947 the following is submitted as the final report on three (3) C-54D aircraft and one (1) YC-97 aircraft on SCORDO mission out of Biggs Air Force Base in support of the 43rd Bomb Wing. The first aircraft departed this station 16 February 1949 and the last aircraft returned to this station 14 March 1949. Authority for this mission was Eighth Air Force TWX ODO 2099, 15 February 1949.

2. Missions.

a. Primary Mission: Airlift of personnel and classified cargo from Davis-Monthan Air Force Base, Tucson, Arizona to Clark Air Force Base, Manila, P. I., to Hickam Air Force Base, Hawaii, to Lagens Field, Azores and to Dhahran, Saudi Arabia in support of the 43rd Bomb Wing.

b. Secondary Mission: Airlift of cargo from Scampton, England to Smoky Hill Air Force Base, Salina, Kansas in support of the 22nd Bomb Group, and airlift of cargo and personnel from Hickam AFB to Fairfield-Suisun AFB, California in support of MATS.

3. Participants:

a. A total of three (3) C-54D aircraft and one (1) YC-97 aircraft participated in this mission.

b. A total of forty three (43) personnel in the following categories participated in this mission:

(1) Twenty nine (29) flight crew personnel.

(2) Fourteen (14) maintenance personnel.

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4. Performance of Mission:

a. One (1) C-54D aircraft arrived at Davis-Monthan AFB 17 February 1949 and supported the 43rd Bomb Wing to and from Clark AFB and returned to this station 14 March 1949.

b. One (1) C-54D aircraft arrived at Davis-Monthan AFB 17 February 1949 and supported the 43rd Bomb Wing to Hickam AFB and returned to this station 24 February 1949.

c. One (1) C-54D aircraft arrived at Davis-Monthan AFB 16 February 1949 and supported the 43rd Bomb Wing to Lagens Field. It then proceeded to Scampton to pick up cargo for Smoky Hill AFB in support of the 22nd Bomb Group. This aircraft returned to this station 25 February 1949.

d. One (1) YC-97 aircraft arrived at Davis-Monthan AFB 16 February 1949 and supported the 43rd Bomb Wing to Dhahran. It then proceeded to Scampton to airlift cargo to Smoky Hill AFB in support of the 22nd Bomb Group. The YC-97 aircraft returned to this station 4 March 1949.

5. Mission Statistics:

a. Aircraft hours flown 315:50

b. Cargo and baggage airlifted. . . . .

(1)	Davis-Monthan AFB to Clark AFB	8,450 lbs.
(2)	Davis-Monthan AFB to Hickam AFB	8,589 lbs.
(3)	Davis-Monthan AFB to Lagens	9,762 lbs.
(4)	Davis-Monthan AFB to Dhahran	16,002 lbs.
(5)	Clark AFB to Davis-Monthan AFB	7,655 lbs.
(6)	Scampton to Smoky Hill AFB	22,380 lbs.
(7)	Hickam AFB to Fairfield-Suisun	4,000 lbs.

c. Personnel airlifted:

(1)	Davis-Monthan AFB to Clark AFB	6
(2)	Davis-Monthan AFB to Hickam AFB	7

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(3) Davis-Monthan AFB to Lagens 7

(4) Davis-Monthan AFB to Dhahran 11

(5) Clark AFB to Davis-Monthan AFB 7

(6) Hickam AFB to Fairfield-Suisan 5

6. The following major difficulties were encountered on this mission:

a. One (1) C-54D aircraft was delayed five (5) days at Clark AFB for #4 engine change.

b. This aircraft was further delayed from 2 March 1949 to 7 March 1949 awaiting results of search for missing B-29 near Clark AFB.

c. This aircraft was further delayed for four (4) days at Hickam AFB for change of engines #1, #2 and #3. Engine #1 was using an excessive quantity of oil and engine #2 and #3 were using oil and had near their maximum time.

d. The YC-97 aircraft developed a split oil tank at Lagens on return to 2.I. causing a five (5) day delay awaiting a new tank flown in by aircraft from Topeka, Kansas.

c. The same aircraft had four (4) cylinder changes at Lagens.

7. The following minor difficulties were encountered on this mission:

a. The VHF of the YC-97 aircraft became inoperative enroute to Miami from Davis-Monthan AFB.

b. The same aircraft landed at Miami due to weather at McDill AFB.

8. In all other respects this mission was routine.

/s/t/ Avery J. Ladd
AVERY J. LADD
Lt Col, USAF
Commanding

" A TRUE COPY"

John E. Hall

JOHN E. HALL
Major,
Adjutant

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HEADQUARTERS 7TH BOMBARDMENT GROUP (H)
Carswell Air Force Base
Fort Worth, Texas

S37BG 24 January 1949

SUBJECT: Final Mission Report

TO: Commanding Officer
7th Bombardment Wing (H)
Fort Worth, Texas
ATTN: Wing A-3

1. In compliance with par 4, c (1) Eighth Air Force Regulation 55-2, dated 2 December 1947 the following narrative report is submitted relative to Field Order #79, Headquarters Eighth Air Force, dated 18 January 1949:

a. Ten (10) B-36 aircraft and crews were readied to participate on the mission, three (3) of which were designated as airborne spares and were to fly to the rendezvous point at Langley Radio, Va.

b. A formal briefing was held at 1400 hours on 19 January 1949. All details pertaining to the flight were given at this time.

c. (1) At 0440 CST, 20 January 1949, the first B-36 #44-92029, commanded by Maj. General Roger M. Ramey, became airborne, followed by five (5) additional aircraft. Four (4) crews aborted due to mechanical failure. A complete status of scheduled aircraft will follow. The command aircraft was forced to return to base at 0626 CST due to damage inflicted to the horizontal stabilizer caused by failure of the landing gear door. Colonel Alan D. Clark in aircraft #44-92033 assumed command of the five (5) remaining airborne aircraft.

(2) The lead aircraft arrived over Langley Radio, Va, at 1107 EST at 2500' MSL, and effected assembly with the remaining four (4) B-36's. The formation departed Langley at 1219 for Assateague Island, arriving as briefed at 1254 1/2 EST. Ten (10) minutes before arrival at Chesapeake Beach (IP), instructions were received from Andrews Airways to delay IP time ten (10) minutes. A large circle to the left was executed and the formation passed over the IP at 1330 1/2 EST. At 1340 EST, five (5) B-36's passed over the Capitol and continued to Leesburg, Va. where the formation dispersed and each aircraft reverted to individual

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flight plans. All aircraft had arrived home base by 2158 CST, 20 January 194f after making a GCA approach under IFR conditions.

d. Following is a list of scheduled aircraft with T.O. time and/or reasons for aborting.

AIRCRAFT NUMBER	TAKE-OFF TIME	REASON ABORTED
44-92029	0440 CST	Structural failure Landing gear door blow off
44-92033	0445	- - - - - - - - - -
44-92010	0452	- - - - - - - - - -
44-92031	0552	- - - - - - - - - -
44-92037	0626	- - - - - - - - - -
44-92042	0650	- - - - - - - - - -
44-92035	----	Turbos stuck in single operation
44-92039	-----	Flaps inoperative
44-92028	-----	One constant speed drive failure
44-92036	-----	One constant speed drive failure. One alternator failed to excite.

2. In all other respects the mission was routine.

/s/t/ Bryan B. Harper
BRYAN B. HARPER
Colonel, USAF
Commanding

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Left to right: Ramey, Spaatz, Baker, LeMay, Kepner, McMullen, Landry, Smith, and Roberts.

Ex. #117

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Ex. #118

LT GEN IRA C EAKER
1942-1943

BRIG GEN ASA N DUNCAN
1942

GEN CARL SPAATZ
1942

LT GEN JAMES P DOOLITTLE
1944-1945

MAJ GEN WILLIAM E KEPNER
1945-1946

MAJ GEN CLEMENTS McMULLEN
1946-1947

MAJ GEN ROGER M RAMEY
1947-1948-1949

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Lightning-struck B-36, hit while in flight.

(Photo CAFB Photo Lab)

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MAL/wdp

HEADQUARTERS 7TH BOMBARDMENT WING, HEAVY
Carswell Air Force Base
Fort Worth, Texas

A4A

31 March 1949

SUBJECT: Initial B-36B Gunnery Training Mission.

TO: Commanding General
Eighth Air Force
Fort Worth, Texas

1. Initial B-36B Gunnery Training Mission was flown by 98th Bombardment Squadron (H), this Station, being Aircraft Number 44-92050, Monday 28 March 1949. Preflight was accomplished by crew, and fifty (50) rounds of ammunition was loaded per gun. Take-off was approximately 1145 hours. Aircraft entered Matagorda Gunnery Range at approximately 1340 hours, at an altitude of approximately ten thousand (10,000) feet. Firing commenced immediately and continued for approximately one (1) hours and thirty (30) minutes. A total number of four hundred (400) rounds of ammunition were fired from the total load of six hundred (600) rounds carried.

2. A description of individual turret and gun performance, as reported by the gunnery Personnel, follows:

a. Upper Left Forward Turret:

(1) Right Gun: Fired forty (40) rounds and ceased firing due to a second position stoppage. One (1) round had fired but failed to eject from the gun. This round was not shown in the photograph of stoppage. Another round was fed partially into the breach of the gun. This round was fired out of battery by a third round that was attempting to enter the mouth of the gun from the feedway, resulting in slight damage to turret.

(2) Left Gun: Fired all rounds of ammunition,

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b. Upper Right Forward Turret:

(1) Right Gun: Fired all rounds of ammunition.

(2) Left Gun: Fired all rounds of ammunition.

c. Upper left Aft Turret:

(1) Right Gun: Fired all rounds of ammunition.

(2) Left Gun: Fired all rounds of ammunition.

d. Upper Right Aft Turret:

(1) Right Gun: Fired all rounds of ammunition.

(2) Left Gun: No rounds fired, but one (1) round was chambered. The chambered round proves the gun charger operated but the extractor failed to extract round from the chamber. The chambered round was not fired due to a defective firing circuit. Two (2) more rounds were fed into the gun by the gun charger, but were buckeled and crimped, because the chambered round was not extracted.

e. Lower Left Aft Turret:

This turret was red-lined prior to take-off. Turret had malfunction and could not be extracted.

f. Lower Right Aft Turret:

(1) Right Gun: Sixteen (16) rounds were fired. Gun stoppage was due to a malfunction of the recoil Group. Recoil action of the gun coming into contact with the receiver contact group, stud tore loose the recoil contact group, breaking the firing circuit. No round was left in the chamber of the gun, indicating the gun charger failed to charge any additional rounds into the gun.

(2) Left Gun: No rounds fired or charged, apparently the gun charger failed to operate

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A4A
Subject: Initial B-36B Gunnery Training Mission.

g. Radar Tail Gun:

(1) Radar system operated satisfactorily.

(2) Right Gun: No rounds fired. The first and second rounds charged into the gun resulting in a ruptured case. Some twenty (20) additional rounds were charged through the gun, but the gun still failed to fire. The malfunction appeared to be within the gun itself, since the firing circuit was checked and found to be operative.

(3) Left Gun: Fired all rounds of ammunition.

3. Armament difficulties and malfunctions, as reported by the Squadron Armament Section, follows:

a. The basic difficulty that caused the malfunctions on the gunnery training mission, was due to faulty ammunition.

b. The malfunctions that were encountered were for the most part, due to failures to extract, failures to eject and new rounds jamming into the feedway.

4. RECOMMENDATIONS: As recommended by various Technical Representatives present on the base, it is recommended that Class I ammunition be made available to give the equipment a fair test. There is no way of determining the grade or class of ammunition used on this mission. The type used was T.F. M-99. Lot PA-77-8 for 20MM electrically fired by M24 cannon. This ammunition is believed to be class III and the major cause of the difficulties and malfunctions encountered on this Gunnery Training Mission.

FOR THE COMMANDING OFFICER:

A CERTIFIED TRUE COPY:

John E. Hall

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MAL/wdp

HEADQUARTERS 7TH BOMBARDMENT WING, HEAVY
Carswell Air Force Base
Fort Worth, Texas

5 April 1949

A4A

SUBJECT: Second B-36 b Gunnery Training Mission.

TO: Commanding General
Eighth Air Force
Fort Worth, Texas

1. The second B-36 B gunnery mission was flown on Thursday, 31 March 1949, by 98th Bombardment Squadron (H), using Aircraft number 44-92050. Pre-flight was accomplished by the crew, and one hundred (100) round of ammunition was loaded per gun for seven (7) turrets. Take-off was at approximately 1230 hours. Aircraft entered Matagorda Gunnery Range at an altitude of approximately ten thousand (10,000) feet, and firing commenced at approximately 1420 hours. Firing continued for one (1) hour and twenty-five (25) minutes. Total of one thousand one hundred twenty seven (1,127) rounds were fired from total load of one thousand four hundred (1,400) rounds. Figure represents 80.5% of ammunition fired.

2. A description of individual turret and gun performance, as reported by the Gunnery Personnel, follows:

a. Upper Forward Left Turret:

(1) Right Gun: Fired all rounds of ammunition.

(2) Left Gun: Fired Six (6) rounds and ceased firing due to improper installation of feeding mechanism.

b. Upper Forward Right Turret:

(1) Right Gun: Fired all rounds of ammunition.

(2) Left Gun: Fired sixty two (62) rounds before it ceased firing due to ammunition links binding in the ammunition chute causing position stop.

c. Upper Aft Left Turret:

(1) Right Gun: Fired fifty four (54) rounds before stoppage due to broken link.

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(2) Left Gun: Fired all rounds of ammunition.

d. Upper Aft Right Turret:

(1) Right Gun: Fired all rounds of ammunition

(2) Left Gun: Fired fifty (50 rounds before stoppage due to ruptured cartridge.

e. Radar Tail Turret:

(1) Right Gun: Fired fifty (50) rounds before stoppage due to short round.

(2) Left Gun: Fired all rounds of ammunition.

f. Lower Aft Left Turret:

(1) Right Gun: Fired all rounds of ammunition.

(2) Left Gun: Fired all rounds of ammunition.

g. Lower Aft Right Turret:

(1) Right Gun: Fired all rounds of ammunition.

(2) Left Gun: Fired all rounds of ammunition.

2. Malfunctions encountered on mission, as reported by the Gunnery Personnel, follows:

a. Failure to fire due to improper installation of the feeding mechanism. The gunner apparently failed to engage the operating lever into position between the lugs of the operating bracket and making certain that the operating lever was latched to the operating crank.

b. Failure to fire was due to links binding and causing the ammunition belt to break between the 80th and 81st round and between the 99th and 100th round. These links caught in the chute, creating an induced drag on the gun charger which slowed down the rate of fire and eventually caused a second position stoppage.

c. Failure to fire after 60 rounds was due to broken link. All rounds charged into the gun were fired.

d. Failure to fire after 50 rounds was due to ruptured cartridge case, and also to short round, resulting in failure to feed.

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A4A
Subject: Second B-36 B Gunnery Training mission.

3. A description of turret and gun operation as reported by Armament Section, follows:

a. As previously reported, it was again noticed that several of the guns were firing at a very slow rate of fire. These slow firing guns were firing at one third of the rate of the other guns. All guns were set to fire approximately six hundred and fifty (650) rounds per minute. The exact cause of the above has not yet been determined.

b. The only other difficulty encountered was the lack of experience which will be corrected as other missions are flown.

4. RECOMMENDATIONS: This mission was flown with the same ammunition lot number as the first mission. Four of the five malfunctions were caused by the ammunition and links, therefore is recommended that class I, ammunition, be made available as soon as possible.

FOR THE COMMANDING OFFICER:

A CERTIFIED TRUE COPY:

John R. Hall.

JOHN [illegible] HALL
Ma[illegible]
A[illegible]neral

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HEADQUARTERS 2D BOMBARDMENT WING (M)
Office of the Commanding Officer
Davis-Monthan Air Force Base
Tucson, Arizona

2WCO 319.1 23 February 1949

SUBJECT: Final Mission Report (Dayton Bomb Plot 3, 5, 9, 11 February 1949)

TO : Commanding Officer
43d Bombardment Wing (M)
Davis-Monthan Air Force Base
Tucson, Arizona

1. In compliance with Eighth Air Force Regulation 55-2 the following final mission report is submitted.

2. Summary:

a. Mission. In compliance with Eighth Air Force Field Order 80, the 2d Bombardment Wing took part in simulated combat missions against the Dayton, Ohio, Radar Bomb Scoring Sets on 3, 5, 9, 11 February 1949.

b. Personnel. Full combat crews were carried on all participating aircraft.

c. Operations. In view of the fact that all squadrons were under a heavy load due to previous committments, it was decided that the 2d Bombardment Group Staff would brief each of the four missions to be run during this phase. Prior to the start of the mission, it was estimated that approximately thirteen aircraft from this group could be committed to the effort. This low figure was due to several reasons; four crews from this unit were on loan to the 43d Air Refueling Squadron, a number of ferry flights were scheduled, and eight aircraft commanders were on TDY to Sandia Base.

(1) On 3 February 1949, four aircraft were scheduled from the 2d Bombardment Group. The 2d Bombardment Group Staff conducted the briefing at 2030 Zebra on 1 February 1949, at which time the IP times were assigned to the crews. However, prior to take off time of the first aircraft, a

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Red Cross fechnical Order Compliance was received on this station requiring immediate action and it was necessary to ground all aircraft until this was complied with.

(2) The second mission was scheduled for 5 February 1949 with five aircraft of the 2d Bombardment Group participating. The crews were briefed for the mission by the 2d Bombardment Group Staff at 2030 Zebra, 4 February 1949. Special emphasis was placed on target identification and crew procedure. Crews were assigned IP times between 0615 Zebra and 0715 Zebra. Actual take off time was at the discretion of the crews, to be determined by forecast winds for the route. Aircraft took off at approximately fifteen minute intervals and climbed to the initial route altitude of 13,000 feet. There were two early returns from this mission. One aircraft, B-29 #44-86336, developed a serious oil leak in #3 engine within one hour after take off and returned to base. A second aircraft, B-29 #44-69986, had #4 engine failure approximately two hours after take off and it also returned to this base. A third aircraft encountered radar difficulty at Target altitude and was unable to complete the run. No further difficulties were encountered enroute and weather was reasonably good. All aircraft returned to base.

(3) Five aircraft from the 2d Bombardment Group were scheduled for the third mission on 9 February 1949. The 2d Bombardment Group Staff conducted the briefing at 2030 Zebra, 8 February 1949. Again special emphasis was placed on target identification, an accurate wind run prior to the IP, and a complete calibration prior to reaching the IP. Control times at the IP were established for all aircraft between 0615 Zebra and 0715 Zebra at the briefing. Crews were given

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the prerogative of setting their own take off time based on forecast winds. Aircraft departed at approximately fifteen minute intervals and climbed to the route altitude of 13,000 feet. Some icing was encountered between Tucson and El Paso but it dissipated shortly thereafter and caused little trouble. Weather on the remainder of the flight was fair to good. All aircraft climbed to altitude at St Louis and completed wind runs between that point and Indianapolis. At this time one aircraft developed radar pressurization trouble and could not complete the run. Considerable difficulty was experienced by all aircraft in contacting Dayton Bomb Plot by VHF and it was necessary to receive the bomb plot on 4220 Kcs. This was attributed to a malfunction at the bomb plot and caused several aircraft to be delayed for periods up to one hour before being cleared to make their runs. This in turn caused high fuel consumption and it was necessary for one aircraft to land at Tinker Air Force Base, and one to land at Carswell Air Force Base to refuel. All aircraft returned to Davis-Monthan Air Force Base after refueling. Comments on the runs by interrogation of the crews upon return varied from poor to good. The target was obscured by an undercast and bombardiers could add little to the comments of radar operators.

(4) Six aircraft from the 2d Bombardment Group were scheduled for the mission on 11 February 1949. Briefing was conducted by the 2d Bombardment Group Staff at 2030 Zebra, 10 February 1949. Emphasis again was placed on proper preflighting of equipment, an accurate wind run, and good target identification. As all crews scheduled on this mission had been to this target at least once, comments were invited on target identification by the radar operators. All agreed that the target was

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exceedingly difficult to place, and only by careful study could an approximation of the target area be established. IP times were assigned to the crews at fifteen minutes intervals commencing at 0815 Zebra. Four aircraft were airborne on this mission with two ground aborts occurring prior to take off. One was due to an electrical short in the propeller system. On the other abort the aircraft originally scheduled was dispatched on another committment that arose on the day of the mission, and an attempt was made to get another aircraft in commission to make the mission. This attempt was unsuccessful. All aircraft that took off climbed to route altitude of 13,000 feet and proceeded on course. The weather was clear the entire route except for an undercast over the target area. All aircraft climbed to altitude in the vicinity of St Louis, and at this point one aircraft experienced radar difficulties and was forced to abort. The remaining aircraft continued to the IP and completed runs. Very strong headwinds were present on the return flight, and two aircraft found it necessary to land for refueling before proceeding to Davis-Monthan Air Force Base. Results of the attacks were considered to be fair to good.

d. Maintenance. On the mission of 5 February 1949, one aircraft was an air abort due to an excessive oil leak in #3 engine, and one aircraft had #4 engine failure enroute to the target and after feathering returned to Davis-Monthan Air Force Base. On 10 February 1949 on aircraft aborted on the ground due to an electrical fire caused by a short in #2 engine. In addition there were three aborts due to radar malfunctions.

8 Incls
Annexes 1 thru
8

/s/t/ William E. Eubank
WILLIAM E. EUBANK
Colonel, USAF
Commanding

" A TRUE COPY"

John E. Hall.

JOHN E. HALL
Major, USAF
Adjutant General

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Headquarters Eighth Air Force
Fort Worth, Texas
21 April 1949, 1530Z

OPERATION'S ORDER NO: 8-49

CHART AND MAP REFERENCES: As provided by representative of this Hq..

TASK ORGANIZATION:

97th Bomb Wg	Brig General D. W. Hutchison
7th Bomb Wg	Colonel A. D. Clark
43d Bomb Wg	Colonel J. C. Selser, Jr.

1. GENERAL SITUATION:

a. Omitted.

b. Normal base facilities provided by EIGHTH AIR FORCE.

2. MISSION:

a. EIGHTH AIR FORCE units conduct similulated radar bombing attacks 27 Apr 49 on SAN FRANCISCO, CALIFORNIA; DENVER, COLORADO; and FORT WORTH, TEXAS, to determine usefulness of radar scope photo predictions for target material.

Route: Home Base - Turning Point - First IP - First Target (SAN FRANCISCO) - Turning Point - Second IP - Second Target (DENVER) - Turning Point - Third IP - Third Target (FORT WORTH) - Home Base.

b. Turning Points - At discretion of Wing Commanders.

c. IP - SAN FRANCISCO (SANTA CRUZ) 36°58'N - 122°02'W.
DENVER (COLORADO SPRINGS) 38°50'N - 104°49'30"W
FORT WORTH (MINERAL WELLS) 32°48'N - 98°07'W.

d. Axis of Attack - SAN FRANCISCO - 336° true
DENVER - 351° true
FORT WORTH - 086° true

e. Target - SAN FRANCISCO (GOLDER GATE BRIDGE - East support of North tower) 37°49'32"N - 122°28'41"W.

DENVER (D and RGW Roundhouse - Southeast corner of smoke vent on Southeast end) 39°43'36N - 105°00'18"W.

FORT WORTH (SAGINAW flour mill - Southwest corner of large building) 32°51'30"N - 97°22'W.

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f. Method of bombing - Individual aircraft at 15 minute intervals

g. Bomb load - 1 simulated 1000 lb bomb AN-M59 type SAP.

h. Bomb altitude - 30,000 feet pressure.

3. TASK FOR SUBORDINATE UNITS

a. 97th Bomb Group

(1) Prepare 8 B-29 aircraft for strikes.

(2) Times over IP: SAN FRANCISCO 1800Z - 1945Z, 27 Apr 49. First aircraft over IP at 1800Z. Each additional aircraft over IP at 15 minute intervals until all crews have participated.

DENVER - from SAN FRANCISCO breakaway to DENVER all aircraft will fly a controlled true air speed which will correspond to a true indicated air speed of 200 MPH at 30,000 feet pressure.

FORT WORTH - from DENVER breakaway to FORT WORTH all aircraft will fly a controlled true air speed which will correspond to a true indicated air speed of 200 MPH at 30,000 feet pressure.

(3) A qualified representative will be present at DENVER RBS during entire bombing and will bring RBS plotting papers to HQS EIGHTH AIR FORCE for analysis.

b. 43d. Bomb Group

(1) Prepare 8 B-50 aircraft for strikes.

(2) Times over IP:

SAN FRANCISCO - 1600Z - 1745Z on 27 Apr 49. First aircraft over IP at 1600Z. Each additional aircraft over IP at 15 minute intervals until all crews have participated.

DENVER - from SAN FRANCISCO breakaway to DENVER all aircraft will fl a controlled true air speed which will correspond to a true indicate air speed of 200 MPH at 30,000 feet pressure.

FORT WORTH - from DENVER breakaway to FORT WORTH all aircraft will fly a controlled true air speed which will correspond to a true indicated air speed of 200 MPH at 30,000 feet pressure.

(3) A qualified representative will be present at SAN FRANCISCO RBS during entire bombing and will bring RBS plotting papers to HQS EIGHTH AIR FORCE for analysis.

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o. 7th Bomb Group

(1) Prepare 6 B-36 aircraft for strikes.

(2) Times over IP:

SAN FRANCISCO - 2000Z - 2115Z on 27 Apr 49. First aircraft over IP at 2000Z. Each additional aircraft over IP at 15 minute intervals until all crews have participated.

DENVER - From SAN FRANCISCO breakaway to DENVER all aircraft will fly a controlled true air speed which will correspond to a true indicated air speed of 200 MPH at 30,000 feet pressure.

FORT WORTH - From DENVER breakaway to FORT WORTH all aircraft will fly a controlled true air speed which will correspond to a true indicated air speed of 200 MPH at 30,000 feet pressure.

(3) A qualified representative will be present at FORT WORTH RBS during entire bombing and will bring RBS plotting papers to HQS EIGHTH AIR FORCE for analysis

x. (1) Each unit participating will hand carry, to this HQS, NLT 1000, 2 May 49, a report to include: Number of aircraft scheduled, number of aircraft aborted and reason for each abort, any unusual difficulties encountered, a crew roster to include aircraft number, aircraft commander, bombardier, navigator and radar operator. Average circular error for radar observer previous to this mission will be included. Also included will be special questionnaire for radar operators as furnished by this HQ.

(2) Complete narrative report will be subaitted to this HQ, original and three copies.

(3) All reports of RBS bomb missions will be classified SECRET.

(4) Scope photos between IP and bombs away will be taken by all crews participating, with special emphasis on photos at 50 miles, 30 miles and 15 miles ranges from target.

(5) At completion of attack on FORT WORTH, Wing Commanders may direct any additional training they desire.

(6) One half the force from each unit will use special briefing material as furnished by this HQ. Remainder of crews will use only 1:1000000 WAC and photo mosaic of target area. None of crews will utiline radar scope photos for either briefing, target study or attacks.

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4. Omitted.

5. COMMAND AND SIGNAL MATTERS:

a. (1) Call signs:

(a) Tactical as assigned by SACCOM.

(b) Aircraft serial number for working civil stations.

(2) Codes and ciphers: Not required.

(3) VHF radio

(a) In accordance with circuit #4, Annex "A" SACCOM.

(b) Contact bomb plot when over IP on VHF common.

(4) HF radio

(a) RBS stations and all aircraft will guard SAC air ground common.

(b) Instructions to aircraft in flight will be transmitted on SAC air ground common.

(c) Aircraft will not call RBS for score or completion of run.

b. COMMAND POSTS

CG EIGHTH AIR FORCE CARSWELL AFB FORT WORTH TEXAS

CG 97TH BOMB WING BIGGS AFB BIGGS FLD TEXAS

CO 7TH BOMB WING CARSWELL AFB FORT WORTH TEXAS

CO 43D BOMB WING DAVIS MONTHAN AFB TUCSON ARIZONA

CO 3903D RBS SQUADRON, CARSWELL AFB FORT WORTH TEXAS.

BY COMMAND OF MAJOR GENERAL RAMEY:

JOHN A. ROBERTS, JR.
Colonel, USAF
Chief of Staff

Distribution:
97th Bomb Wg (10)
7th Bomb Wg (10)
43d Bomb Wg (10)
Hqs SAC (5)
3903d RBS Sq, Ft. Worth, Texas (5)
Det 3, 3903d RBS Sq, Treasure Island, Naval Station, San Francisco, Calif (5)

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Det A, 3903d RES SQ, Lowry AFB, Denver, Colorado (5)
Hqs 15th Air Force (5)

OFFICIAL:

W. H. Blanchard
Colonel, USAF
Opns

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Amendment No. 1 to Eighth Air Force Operations Order No. 8-49.

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3.

c.

(1) Dispatch sufficient B-36 acft to insure a minimum of 6 acft over targets.

* * * * * * * * * * * * * * * *

Amendment No. 2 to Eighth Air Force Operations Order No. 8-49.

* * * * * * * * * * * * * * * *

3.

a.

(2) Times over IP:

SAN FRANCISCO - 1900Z - 1945Z, 27 Apr 49. First acft over IP at 1800Z. Each additional acft over IP at 15 minute intervals until all crews have participated.

DENVER - from SAN FRANCISCO breakaway to DENVER all acft will fly a controlled true air speed which will correspond to a true indicated air speed of 180 miles per hour at 30,000 feet pressure.

FORT WORTH - from DENVER breakaway to FORT WORTH all acft will fly a controlled true air speed which will correspond to a true indicated air speed of 180 miles per hour at 30,000 feet pressure.

* * * * * * * * * * * * * * * *

Amendment No. 3 to Eighth Air Force Operations Order No. 8-49.

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The following times over IP will be substituted in paragraph 3.

97th Bomb Group: 1900Z to 2045Z.
43d Bomb Group: 1600Z to 1745Z.
7th Bomb Group: 2200Z to 2345Z.

* * * * * * * * * * * * * * * *

BY COMMAND OF MAJOR GENERAL RAMEY:

JOHN A. ROBERTS, JR.
Colonel, USAF
Chief of Staff

Distribution:
See 8AF Opns Order

OFFICIAL:
W. H. Blanchard, Colonel, USAF

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HEADQUARTERS
97th Bombardment Group Medium
Biggs AFB, Givvs Field, Texas

BGS3 319.1 11 May 1949

SUBJECT: Narrative Report (8AF Reg 55-2) on RBS Mission, 27 April 49.

TO: Commanding General,
97th Bombardment Wing, Medium,
Biggs Air Force Base,
Biggs Field, Texas.

1. The operations order issued by the Commanding General, Eighth Air Force, directing simulated RBS attacks on San Francisco, Denver, and Fort Worth on 27 April 1949 was received in this headquarters on 22 April 49. This allowed ample time for flight planning and briefing.

2. A general briefing for the mission was given to all combat crew members at 1400M, 26 April 49. Specialized briefings were then given to airplane commanders, navigators, bombardiers, and radar observers. The general briefing covered all general aspects of the mission and fluorescent material was utilized for the first time by this organization. This fluorescent briefing material has a distinct advantage over normal briefing layouts in that it unconsciously focuses the attention of the combat crews on the data presented.

3. A weather breifing was held at 0500M, 27 April 1949, for airplane commanders, navigators, and radar observers. Aircraft were scheduled to take off at 0700M (00002) 27 April. At this time final navigator flight plans were completed using the latest winds aloft available.

4. Eight aircraft and eight crews were scheduled for the mission with two additional aircraft prepared for ground aborts. Of these ten aircraft nine aborted for various reasons shown below - only one aircraft succeeded in pressing attacks on all three briefed targets, and this aircraft was forced to land at Fort Worth for fuel before returning to Biggs AFB. Listed here are the abortive aircraft and the reasons for their abort:

AC # 7299 - Ground abort at 0320 because fuel shut-off valve was inoperative. Investigation revealed that the shut-off relay was sticking.

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Ltr,Hq, 97th Bomb Gp, BGS3 319.1, "Narrative Rpt on RBS Mission 27 Apr 49, 11 May 49, contd.

AC # 2027 - Air abort at 1220 because of number two engine failure. Investigation revealed that exhaust stacks were loose allowing escaping gases to raise the thermocouple reading and allowing gases to escape before furnishing power to the turbo.

AC #6437 - Air abort at 1210 because of number four engine failure. Investigation revealed that exhaust stack bolts were broken allowing the exhaust gases to escape. Accessory wiring was damaged by these gases. Investigation further revealed that ordinary aircraft bolts had been used to secure the stacks rather than triple-nickel or stainless steel required by T.O.

AC # 6291 - Air abort at 1730 (Targets at San Francisco and Denver were struck) because of radar failure. Investigation revealed that RF unit synchronizer was out of time, and that pressure was being lost. This aircraft encountered a hailstorm at 18000' eighteen miles north of Roswell which caused minor damage to the aircraft.

AC # 6394 - Air abort at 1020 because of number one engine failure. Investigation revealed internal failure on the engine.

AC # 1638 - Ground abort at 0910 because of excessive mag drop on number three engine. Investigation revealed that engine was out of time.

AC # 6328 - Ground abort at 0915 because of excessive mag drop on number three engine. Investigation revealed that engine was out of time.

AC # 2152 - Air abort at 0930 because of radar failure. Investigation revealed that a loose connection in the RF unit allowed pressure to leak at altitude.

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AC # 1749 - Air abort at 1430 because radar was out. This aircraft made a visual first run on San Francisco as scheduled. Investigation revealed that leak in the RF unit allowed pressure to leak at altitude.

5. The Staff Radar Observer and the Asst Group S-3 were present in the RBS site at Denver, Colorado, during the strikes on that target. The plotting sheets and RBS scores for this target were hand carried to Biggs AFB.

6. A critique of the mission was held on 28 April 49 for airplane commanders, radar observers, bombardiers, and navigators. Criticism was requested on the mission. The following comments and recommendations were those considered to be most constructive.

a. Recommendations made by the airplane commanders implied that the effort expended by the maintenance personnel, and aircrews was not rewarded with a proportional amount of training. It is appreciated that the primary purpose of this mission was to evaluate the effectiveness of the prepared radar scope presentations, and it is believed that this mission was accomplished.

b. The four radar observers who were briefed only with the aid of USAF WAC charts and Mosaics commented that the briefing was inadequate. At critique, the predicted scope presentations were shown to all observers participating in the mission. Not only did all of them agree that these drawings would increase the value of the briefing and increase the probability of hitting the target, but all of them suggested that similar charts be prepared to show the approach to the IP as well.

c. It was recommended by the airplane commanders and navigators that less time be allowed for headwinds when establishing a takeoff time to meet a controlled IP or target time. This is an old problem, but none the less important. In this case, the original flight plan was based on a probable thirty five knot headwind at 14,000' increasing to forty five knots at 30,000'. The actual wind encountered on the flight was roughly equivalent to a seven knot headwind, a quartering tailwind being experienced along the first leg of the flight. It is the opinion of the organization that the loss of time

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and range involved when winds do not reach the anticipated velocity or direction is justified. The one alternate solution of withholding takeoff times until a flight plan can be drawn up on late winds aloft reports is not worth the risk involved. This risk is that the controlled time will not be met because of the general inaccuracy of winds aloft reports and because of unavoidable confusion which exists whenever planning data such as takeoff times are withheld until the last possible moment. The other alternate solution to this problem is to replace controlled IP or target times with controlled intervals over the IP or target. The use of the controlled interval is not feasible when a heavy concentration of aircraft is desired over a specific target; nor is it dependable when the desired interval is of more than one hour in that winds aloft encountered by the aircraft will probably differ. However, on this specific mission it is felt that a controlled interval could be utilized with concurrent fuel economy and increased range.

d. It was recommended by airplane commanders and radar observers that future simulated combat mission simulate probable target times and conditions as well as altitude and terrain characteristics. Target times from midnight local time through dawn would be more appropriate, and less thunderstorm activity could be expected in the target areas, increasing the effectiveness of the radar.

7. In conclusion, it is the opinion of this organization that the mission was of benefit in that it revealed the weaknesses of the aircraft maintenance and that it exemplified the advantages of radar briefing which includes scope presentation predictions. That it was of benefit to the maintenance section of the organization was realistically proven by the execution eight days later of a max effort mission at 25000'. On this mission, only one abort occurred out of twenty three aircraft which participated.

/s/t/ D. E. Bailey,
E. E. BAILEY
Colonel, USAF
Commanding

A3 319.1 1st Ind

HEADQUARTERS, 97TH BOMBARDMENT WING, MEDIUM, Biggs Air Force Base, Biggs Field, Texas 12 May 1949.

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

Noted and forwarded.

/S/ Pelham D. Glassford Jr
Colonel, USAF
Commanding

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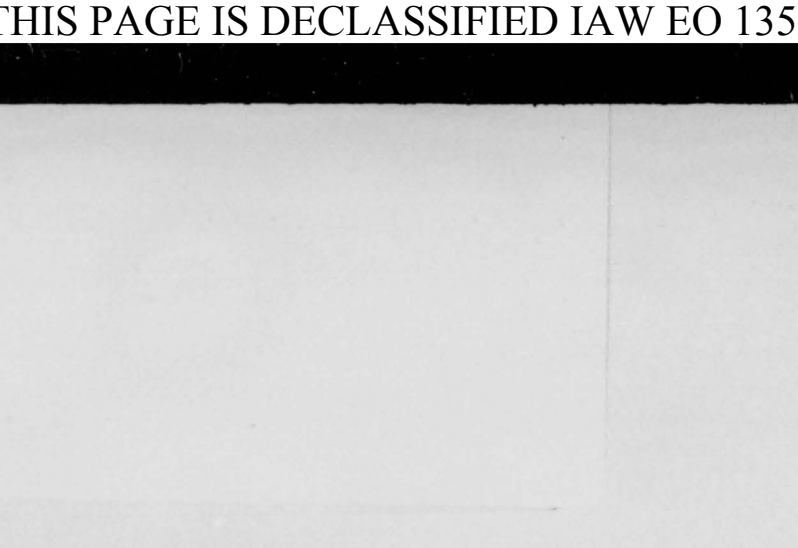

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EIGHTH AIR FORCE

HISTORY

1 May - 31 August 1949

Prepared by Historical Section,
Adjutant General's Office, Headquarters Eighth Air Force
Fort Worth, Texas

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CHRONOLOGY

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28-30 Apr 49	509th Group Departs for England	142
1 May 49	YC-97A Starts Service Test on Berlin Airlift	176
9-13 May 49	ORT for 27th Wing	166
10 May 49	Activation of 4004th Base Service Squadron	6
10 May 49	Activation of Lead Crew Training Squadron	20
11 May 49	Colonel William P. Fisher Assumed Command of 7th Wing	23
17-20 May 49	Birmingham RBS Mission	149
20 May 49	Colonel Don D. Flickinger Appointed Staff Surgeon, Headquarters Eighth Air Force	23
25 May 49	Ground Broken for Private Rental Housing Project at Chatham AF Base	110
1 June 49	Organization of 2d Air Refueling Squadron	10
6-7 June 49	B-36 Supply Conference	62
7 June 49	Integration of Negro Airmen Started in Wings	51
8 June 49	Colonel Marion D. Unruh named Director of Materiel, Headquarters Eighth Air Force	23
13 June 49	First Lead Crew Training Class at Walker AF Base	135
24 June 49	Colonel Richard H. Carmichael Assumed Command of 11th Group	23
26-27 June 49	Assignment of Corollary Units	12
1 July 49	464th Signal Aviation Heavy Construction Company and 812th Engineer Aviation Battalion assigned this command	8

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DATE	EVENT	PAGE
1 July 49	Transfer of Chaplain Activities from Army to Air Force	22
9 July 49	Second Lead Crew Training Class at Walker AF Base	137
19 July 49	B-36 Lands on Three Engines	162
22-26 July 49	2d Group Conducts ECM Missions	164
26 July 49	Transfer of Medical Personnel from Army to Air Force	21
5 Aug 49	Military Housing Construction Started at Carswell AF Base	100
8 Aug 49	Sherry-Spence Bill Passed	106
10 Aug 49	Lt Col C. H. Scott named Public Information Officer, Headquarters Eighth Air Force	23
11 Aug 49	Military Housing Construction Started at Bergstrom AF Base	101
15-17 Aug 49	43d Group Departs for England	170
16 Aug 49	Colonel John A. Roberts named Commanding Officer of 7th Group	23
27 Aug 49	Third Lead Crew Training Class at Davis-Monthan AF Base	138
28-30 Aug 49	509th Returns to Walker AF Base	143
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CHAPTER I

MISSION

One of the two numbered air forces assigned to the Strategic Air Command, the Eighth Air Force, with headquarters at Carswell Air Force Base, Fort Worth, Texas, is commanded by Major General Roger M. Ramey. The Eighth Air Force, noted for it's strategic air operations in Europe during World War II, was reactivated at the Texas installation in November 1946, and since that date has been assigned the following mission:

"Assume command of and administer such units and installations as may be assigned thereto, including the administration of military justice to all personnel subject to military law.

Man, train and equip, in accordance with priorities established by this headquarters, such tactical units and their associated services as are designated; maintain these units in a state of training and indoctrination with the latest available equipment necessary to permit immediate long range offensive bombardment, reconnaissance, photographic, mapping, sea search, anti-submarine patrol and long range fighter and fighter escort operations in any part of the world, either independently, or in cooperation with land and naval forces.

Train units, crews and individuals for maintenance of the combat efficiency of strategic combat units assigned to separate theater commands to include long range bombardment, reconnaissance, photographic, mapping, sea search, anti-submarine patrol and long range fighter and fighter escort, based upon requirements furnished by the Commanding General, Strategic Air Command.

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Assist the Air Materiel Command in aerial experimentation in connection with development of the Atomic Bomb.

Conduct such Universal Military Training as may be directed by the Commanding General, Strategic Air Command.

Support the Air Reserve and National Guard programs in accordance with instructions issued by this Headquarters.

Perform such special missions and assignments as the Commanding General, Strategic Air Command may direct." 1/

During the period covered by this history there have been no changes in the normal mission of the command, however it is expected that in the near future certain provisions of the mission will be eliminated. Reference is made to that portion which refers to "reconnaissance, photographic mapping, sea search and anti-submarine patrol." Since the activities of the various units of this air force are not primarily concerned with these operations, officials are expected to recommend that that part of the assigned mission be deleted. Within the present framework of the Strategic Air Command these functions are normally the responsibility of the 311th Air Division with headquarters at Forbes Air Force Base, Topeka, Kansas.

That part of the mission referring to bombardment and fighter operations has been the primary concern of this air force during the entire post war period and is reflected

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1/ Secret Ltr, Hq SAC to CG, 8AF, Subj "Mission of the Eighth Air Force," 10 Jan 47. SAC 322.

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by the training and operational activities engaged in. Units of this command have actively participated in the Air Reserve progran and this activity has been stepped up during recent months with the assignment of Air Force Reserve Corollary Units at several Eighth Air Force stations.

The individual mission assignments of the various organizations of this command are based on the mission quoted above and since attention was given to this subject in the preceding history, no additional time will be spent on this matter other than to state that individual assignments remain unchanged. One new unit was activated during the period 1 May through 31 August 1949, and the mission for the organization was assigned on 27 May 1949. 2/

During the period since the reactivation of the Eighth Air Force, the organization has aimed at a high operational mobility as a basic part of the assigned mission. As a long range striking arm, this air force has had to develop and perfect it's ability to maintain limited, self sustaining operations anywhere in the world on short notice. The Eighth Air Force operates on the premise that tactical units would be able to move out a few hours after receipt of the first warning, and the training of bombardment units of the command has followed this line of reasoning. Initial

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2/ Ltr, Hq 8AF to CO, 27th Fighter Wing, Subj "Mission of the 4004th Base Service Squadron Matagorda Island," 27 May 49, 8AF 322. See exhibit #1.

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training of tactical units in overseas theaters was limited to individual squadrons, however the program has gradually expanded and for the last year complete tactical groups have been rotated to England for periods of training of from three to four months. Eighth Air Force units trained in the United Kingdom during the period covered by this history were the 509th and 43d Bombardment Groups. In passing it should be noted that while in England, Strategic Air Command units are under the operational control of the Third Air Division, a part of whose mission is as follows:

* * * * * * *

"Be responsible for the following activities as they pertain to Strategic Air Command units stationed in the United Kingdom and report directly thereon to the Commanding General, Strategic Air Command: (1) operations; (2) training; (3) rotation or movement of units; (4) intelligence; and (5) personnel.

* * * * * * *

Provide depot support for USAF combat units based in the United Kingdom consistent with facilities available. In connection therewith, first priority normally will be given to the support of units of the Strategic Air Command staging through or based in the United Kingdom." 3/

* * * * * * *

3/ Secret Ltr, USAF to CGs, All Major Commands in the ZI and Overseas, Subj "Mission of Third Air Division," 26 July 49, AFOPO 322. See exhibit #2.

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CHAPTER II

ORGANIZATION

The four month period ending 31 August 1949, was one of relative calm insofar as major organizational changes were concerned. For the first time in several reporting periods the command did not gain or lose an installation. By the same token there were no gains or loses with respect to the number of tactical units assigned to this air force. For the most part activities were of a routine nature consisting of such items as activation of one base service squadron, organization and manning of the 2d Air Refueling Squadron, transfer of medical personnel from the Department of the Army to Department of the Air Force, assignment of Air Reserve Corollary Units, and changes in certain key personnel.

Activation of the 4004th Base Service Squadron

As was reported in the preceding history, the Eighth Air Force acquired Matagorda Island Bombing and Gunnery Range from the Air Training Command effective 16 February 1949. 1/ Matagorda Island is a long and narrow strip of land lying just off the southern coast of Texas in the Gulf of Mexico, and was used as a bombing and gunnery training range during World War II. Upon assumption of jurisdiction of the installation by this command, a program of rehabilitation was started to get the facilities in condition for training operations of the 27th Fighter Wing and

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1/ G. C. #19, SAC, 8 April 1949.

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bombardment units of this air force. The task of setting up housekeeping and beginning the rehabilitation of barracks, runways and other facilities was assigned to the 27th Air Base Group, 27th Fighter Wing, Bergstrom AF Base, Texas. Personnel to man the project were drawn mainly from the 27th Wing and it's component units, and during the month of April, six officers and 71 airmen were transferred to the island. The unit comprised Detachment "A", Headquarters and Headquarters Squadron, 27th Air Base Group, and was to function until the organization of a base service squadron. Lieutenant Colonel Roswell Freedman was appointed Commanding Officer of the satellite base on 1 April 1949.

On 10 May 1949, the 4004th Base Service Squadron with duty station at Matagorda Island, was activated under the provisions of General Order No. 27, Strategic Air Command, dated 12 May 1949. 2/ This directive provided for assignment of the squadron to Eighth Air Force with the unit to be attached to the 27th Fighter Wing. In a subsequent General Order, dated 2 June 1949, the place of organization was changed to read Bergstrom AF Base, Texas, rather than Matagorda Island Bombing and Gunnery Range, Texas. 3/ On 9 June 1949, the 27th Fighter Wing issued Special Order No. 110, which relieved personnel at the island from assignment to Headquarters and Headquarters Squadron, 27th Air Base

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2/ G. O. #27, SAC, 12 May 49. See exhibit #3.

3/ G. O. #32, SAC, 2 June 49. See exhibit #4.

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Group, and assigned them to the 4004th Base Service Squadron. 4/

The Table of Distribution for the new unit authorized a total of three officers and 76 airmen, and although recommendations were made for additional personnel, no change in authorization had been received as of the close of this reporting period on 31 August 1949. Due to the isolated position of the island and the fact that dependents could not accompany married personnel, the 27th Wing announced in May that a rotational policy would be followed in assigning personnel to the island base. Personnel are returned to Bergstrom after serving a 90 day tour of duty. On 1 August 1949, Lieutenant Colonel Charles E. Schroeder, assumed command of the unit replacing Colonel Freedman.

In passing, it should be noted that the mission of the 4004th Base Service Squadron is to organize and train an organization capable of maintaining the necessary facilities, the ranges and targets used for gunnery, bombing, and rocket firing by organizations of the command, and in addition, operate a recreational camp for military personnel of the Eighth Air Force and other SAC units. 5/ Regarding the secondary mission of the unit, the following is quoted from a report of staff visit made by Colonel William C. Kingsbury, Director of Plans, Headquarters Eighth Air Force:

4/ S. O. #110, 27th Wing, 9 June 49.

5/ Ltr, Hq 8AF to CO, 27th Wing, Subj "Mission of the 4004th Base Service Squadron Matagorda Island," 27 May 49. See exhibit #1.

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"Colonel Packard (Commanding Officer, 27th Wing) feels that until adequate funds become available, no extensive planning should be done for a recreational center. As sufficient funds are not even a possibility for the balance of this year the writer concurs. It is felt that limited recreational facilities can be provided in the near future along with the development of the base for its primary mission, however it is felt that the recreational center should be a second phase to follow the setting up of the base for its primary mission of gunnery and bombing training." 6/

* * * * * * *

Subsequent reports indicate that by the middle of August, transient facilities had been provided for 40 officers and 80 airmen. It is expected that recreational facilities will be expanded as funds become available and as the general rehabilitation program progresses.

In the preceding history of this air force, attention was called to the fact that a joint use agreement was executed between the Eighth and Twelfth Air Forces providing for use of Matagorda facilities for training reserve units of the Twelfth Air Force. 7/

Service Units Assigned This Command

Additional units assigned to this air force during the current reporting period were the 464th Signal Aviation Heavy Construction Company and the 812th Engineer Aviation Battalion. Both units were assigned to the Eighth Air Force effective 1 July 1949, under the provisions of Strategic

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6/ Report of Staff Visit, Col. Kingsbury, Dir of Plans to CG, 8AF, 13 May 49.

7/ Ltr, CO, 27th Wing to CG, 8AF, Subj "Interim Agreement for Joing Use of Matagorda Island Bombing and Gunnery Range," 19 May 49.

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Air Command, General Order No. 30. 8/ The order provided for the attachment of the 464th Signal Company to the 27th Fighter Wing at Bergstrom AF Base, Austin, Texas and in addition to accomplishing construction and maintenance of communication lines at that base, the unit is to be employed as required at other command installations. During the early part of the summer a detachment of the company was utilized in rehabilitation of communication facilities at Matagorda Island. The unit is authorized seven officers and 149 enlisted personnel, and the primary mission of the organization is to assist the command in maintaining bases, construction of primary and secondary power circuits, and constructing and maintaining communications lines. 9/

The second unit referred to above, the 838th Engineer Aviation Battalion, was attached to the 7th Bombardment Wing, Carswell AF Base, Fort Worth, Texas, This organization is composed of Headquarters and Headquarters Service Company, Company "A", Company "B", and Company "C". The first two units are located at Carswell AF Base, while Companies "B" and "C" are attached to the bombardment wings at Walker and Davis-Monthan AF Bases, respectively. Personnel assigned to these three companies are engaged in construction of parking ramps and other projects at the bases indicated.

8/ G. O. No. 30, SAC, 20 May 49. See exhibit #5.

9/ History, 464th Signal Aviation Heavy Const Co, June 49.

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During this reporting period, Company "B" was on temporary duty at Camp Hood Airstrip, Killeen, Texas.

On 27 June 1949, SAC issued General Order No. 40 revoking the assignment of the above units to Headquarters Eighth Air Force, however the units were to remain attached to the bases shown above. 10/

Organization of 2d Air Refueling Squadron

As stated in a previous history, the 2d Air Refueling Squadron was activated at Davis-Monthan AF Base on 1 January 1949. 11/ For several months following activation the unit remained on a one and one basis, and when the 2d Bombardment Wing moved to it's new station at Chatham AF Base, Savannah, Georgia, the 2d Air Refueling Squadron remained at Davis-Monthan AF Base attached to the 43d Wing. 12/ On 1 June 1949, two additional officers and one additional airman were assigned to the squadron, and on 16 June 1949, Major Clarence E. Hoke was appointed squadron commander. By the end of June the strength of the squadron had risen to 21 officers and 85 airmen. The following month saw continued assignment of personnel and by the last day of July unit strength was 50 officers and 116 airmen. Lieutenant Colonel

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10/ G. O. #40, SAC, 27 June 49. See exhibit #6.

11/ G. O. #49, SAC, 21 Dec 48.

12/ Movement Order, Hq 8AF to CO, 43d Wing, Subj "Amendment #2, Movement Orders, 2d Bombardment Wing, Medium," 2 May 49.

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Edwin A. Loberg, assumed command of the squadron on 11 July 1949. Prior to assumption of command of the refueling unit, Colonel Loberg was assigned to the 7th Bombardment Wing, Carswell AF Base. Most of July was given over to setting up the squadron organization, including the orderly room, squadron supply, and other necessary facilities. Squadron strength at the end of August was 78 officers and 165 airmen and of this number 51 officers and 143 airmen were present for duty. As of the end of August no aircraft were assigned to the unit and squadron personnel received their flying training with the 43d Air Refueling Squadron. It is expected that upon assignment of aircraft and additional training at Davis-Monthan, the 2d Air Refueling Squadron will rejoin it's parent wing at Chatham AF Base.

Rotation of Air Force Bands

Due to the shortage of Air Force bands it is established policy of the Air Force to rotate the available bands among the different installations. On 18 May 1949, SAC directed that the three bands assigned to stations of this command be moved as follows: 611th Band from Walker AF Base to Biggs AF Base, 775th Band from Davis-Monthan AF Base to Castle AF Base, and 585th Band from Carswell AF Base to Bergstrom AF Base. 13/ Effective date of the move was 16 June 1949, and

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13/ Ltr, Hq SAC to CG, 8AF Subj "Movement Orders, AF Bands," 18 May 49. See exhibit #7.

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the order directed that temporary duty of the bands at the stations listed was to be for the customary 30 days after which units would return to their home stations. The order also directed that on 1 September 1949, the 775th Band would be moved from Davis-Monthan AF Base to March AF Base. On 24 June 1949, SAC amended the original movement order and directed that the units listed above would be moved to stations indicated on 5 July 1949. 14/ Action to accomplish the move was initiated by this headquarters on 22 June 1949. 15/ Subsequent to publication of this order, Headquarters Eighth Air Force directed that movement of 585th Band from Carswell to Bergstrom be delayed from 5 July to 1 August 1949. 16/ The three bands assigned to this air force accomplished the temporary duty as directed. The 740th Air Force Band stationed at MacDill AF Base was on TDY at Chatham AF Base during the month of August.

Assignment of Reserve Corollary Units

Reference has been made in past histories to the Reserve Training Program conducted in the various organizations of this command, and present indications are that the general training of reserve personnel will receive added emphasis

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14/ Ltr, SAC to CG, 8AF, Subj "Amendment No. 2, Movement Orders, AF Bands," 24 June 49. See exhibit #7A.

15/ Ltr, Hq 8AF to CO's, 7th 43d, and 509th Wings, Subj "Movement Orders, AF Bands," 22 June 49. See exhibit #8.

16/ Ltr, Hq 8AF to CO, 7th Wing, Subj "Amendment No. 1, Movement Orders, AF Bands," 6 July 49.

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during the months ahead. This statement is made in view of the recent assignment of Air Force Reserve Corollary Units to several units of this command. The first of these units were assigned to the Eighth Air Force effective 26 June 1949, and on the same date were attached to parent organizations of the 7th Bombardment Wing at Carswell AF Base. These units and their parent organizations are as follows: 446th Bombardment Group (H) - 7th Bombardment Group (H), 704th Bombardment Squadron (H) - 9th Bombardment Squadron (H), and 705th Bombardment Squadron (H) - 436th Bombardment Squadron (H). 17/ The Tables of Organization for these units authorize 15 officers and 28 airmen for the 446th Bombardment Group, and 62 officers and 260 airmen for each of the two bombardment squadrons.

Effective 27 June 1949, additional Corollary Units were assigned to this command and further attached to regular organizations stationed at Bergstrom, Biggs, and Davis-Monthan AF Bases. At Bergstrom AF Base the 27th Fighter Group, 524th Fighter Squadron, 27th Communications Squadron, and 27th Finance Disbursing Unit were designated as parent organizations for the following units: 87th Fighter Group, 535th Fighter Squadron, 87th Communications Squadron, and 87th Finance Disbursing Unit. 18/ The same directive provided for the attachment of the 401st Bombardment Group (M) and 612th Bombardment Squadron (M) to medium units stationed

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17/ G. O. #43, SAC, 30 June 49.

18/ G. O. #44, SAC, 6 July 49.

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at Biggs AF Base. Parent organizations at that station were the 97th Bombardment Group (M) and 340th Bombardment Squadron (M), respectively. Units attached to Davis-Monthan AF Base were the 459th Bombardment Group (M) and 759th Bombardment Squadron (M). Training for these two units to be provided by the 43d Bombardment Group (M) and 63d Bombardment Squadron (M). 19/

The complete list of Eighth Air Force Corollary Units and parent organizations on 31 August 1949, follows:

Corollary Unit	Parent Organization	Station
87th Fighter Group	27th Fighter Group	Bergstrom
535th Fighter Squadron	524th Fighter Squadron	Bergstrom
87th Comm. Squadron	27th Comm. Squadron	Bergstrom
87th Finance Unit	27th Finance Unit	Bergstrom
401st Bomb Group (M)	97th Bomb Group (M)	Biggs
612th Bomb Squadron (M)	340th Bomb Squadron (M)	Biggs
446th Bomb Group (H)	7th Bomb Group (H)	Carswell
704th Bomb Sqdn. (H)	9th Bomb Squadron (H)	Carswell
705th Bomb Sqdn. (H)	436th Bomb Squadron (H)	Carswell
459th Bomb Group (M)	43d Bomb Group (M)	Davis-Monthan
759th Bomb Sqdn. (M)	63d Bomb Squadron (M)	Davis-Monthan

It is expected that the major difficulty to be encountered in providing training for the Corollary Units will be with regard to flying training activities. Units of this command have heavy commitments in their own flying programs and this together with high AOCP rates in some organizations makes it virtually impossible to furnish tactical aircraft and transition crews for the reserve program. In such cases the alternative is to use administrative aircraft, however, here again

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19/ G. O. #48, SAC, 5 Aug 49. See exhibit #9.

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individual units are placed in a strain since most of the flying time of these aircraft is required to meet flying requirements of regular rated personnel. The prime example of this situation is the 7th Bombardment Wing where three Corollary Units have been attached to tactical organizations. The following is quoted from a letter written by A-3, 7th Wing, dated 21 June 1949:

* * * * *

"No B-36 flying time will be available to corollary units if the combat crews of the 7th Bombardment Group (H) meet their minimum requirements set forth by the Strategic Air Command. This is based upon forty hours per combat crew per month.

The 7th Bombardment Group (H) flew 3237 hours during the last six months. To meet SAC minimums, 4320 flying hours were required.

Total flying hours required did not include flying time for Wing and Group staff personnel."

* * * * *

"The 7th Bombardment Wing (H) has six C-47 and one B-25 type aircraft assigned. These planes are used to haul high priority freight and transport personnel.

The administrative aircraft have been flown 2890 hours during the last six month period. Rated administrative personnel require 2550 hours in these planes to meet their AFR 60-2 requirements. The next six months should parallel the last six months, leaving 340 hours available for the corollary units. These aircraft have been flown over the week-end during this period.

This Wing presently has 79 pilots on mobilization assignment. If these pilots are to get their flying requirements in administrative aircraft there would

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be none left for the corollary unit." 20/

Clovis and Kearney AF Bases Listed as Surplus

In the preceding history of this command attention was called to the fact that Clovis AF Base, Clovis, New Mexico, was slated to be declared surplus to the needs of the Air Force. Reference was also made to the fact that Kearney AF Base, Kearney, Nebraska, was placed on the inactive list effective 1 April 1949. These two installations are presently maintained by the 4000th and 4003d Base Service Squadrons. Although no final action was taken to dispose of the bases during the current reporting period, a letter listing United States Air Force stations to be declared surplus was forwarded to this headquarters on 7 October 1949. 21/ Both Clovis and Kearney AF Bases were included on the list of surplus installations, however no indication was given as to the date final action would be taken. Reports of staff visits to Kearney AF Base, indicate that the 4003d Base Service Squadron is clearing that station of supplies and equipment left behind by the 27th Fighter Wing, and buildings are being turned over to the City of Kearney as soon as they are vacated. 22/ Under normal disposal procedures surplus bases and facilities are transferred to

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20/ Ltr, A-3, 7th Wing to CG, 8AF, subj " Corollary Units," 21 June 49. See exhibit #10.

21/ Ltr, Hq SAC to CG, 8AF, Subj "Reduction of Maintenance and Repair Work at Certain Air Force Bases," 7 Oct 49. See exhibit #11.

22/ Report of Staff Visit, Dir of Materiel to CG, 8AF, 25 July 49. See exhibit #12.

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adjacent cities or other local government agencies.

Limestone AF Base - Future Home of 11th Bombardment Group (H)

During the closing weeks of 1948, the 11th Bombardment Group (H) was assigned to the Eighth Air Force and activated as a unit of the 7th Bombardment Wing (H) at Carswell AF Base, Fort Worth, Texas. Due to limited facilities for handling two tactical groups, plus command headquarters, at the Fort Worth base, it was evident that eventually one of the bombardment units would have to be moved to another station. Construction was already under way on a base at Limestone, Maine, and preliminary planning called for the 11th Group to occupy that station. The Limestone project is a multi-million dollar undertaking and in all probability will not be completed for permanent occupancy before 1953. 23/ In the meantime equipping and manning of the 11th Bombardment Group continued and as the new tactical organization took shape the shortage of housing and other facilities at Carswell became more critical. On 28 June 1949, this headquarters queried Strategic Air Command regarding the possibility of moving the 11th Group to another station until such time as the Limestone facilities are available. In a reply dated 26 July 1949, SAC stated that that headquarters was pressing for the completion of Limestone to

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23/ a. Confidential Report of Staff Visit, Dir of Materiel, 8AF to CG, 8AF, 4 April 49. See exhibit #13.
b. Secret Report of Staff Visit, Dir of Plans, 8AF to CG, 8AF, 20 June 49. See exhibit #14.
c. Secret Ltr, Hq SAC to CG, 8AF, Subj "Plans for Development of Limestone Air Force Base," 21 June 49. See exhibit #15.

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accomodate the 11th Group at the earliest possible date. It was also pointed out that completion of additional ramp space at Carswell would provide parking facilities for 48 B-36 type aircraft, and under the present delivery schedule the base would not reach that total until the second quarter of fiscal year 1951. At that time SAC can control the total aircraft on hand at Carswell by assignment of excess B-36s to other stations and units, if deemed necessary. Attention was also called to the fact that with completion of the parking project the Engineer Battalion accomplishing the work would be moved which would alleviate the housing problem to some extent. 24/

From this exchange of correspondence it appears that the 11th Group will remain at Carswell AF Base until completion of Limestone AF Base. Any subsequent changes in the status of the unit concerned will be reported in later histories.

Possible Movement of 2d Strategic Support Squadron

As previously indicated both the 1st and 2d Strategic Support Squadrons are assigned to this air force and have as their primary function the furnishing of airlift support to tactical units of the Eighth Air Force and other Strategic Air Command organizations. In a letter dated 3 June 1949,

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24/ Secret Ltr, Hq 8AF to CG, SAC, Subj "Future Plans for the 11th Bombardment Group, Heavy," 28 June 49. See exhibit #16. Secret 1st Ind, Hq SAC to CG, 8AF, 26 July 49 to Ltr, Hq 8AF to CG, SAC, Subj "Future Plans for the 11th Bombardment Group, Heavy," 28 June 49. See exhibit #17.

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Fifteenth Air Force recommended to SAC that the 2d Strategic Support Squadron be assigned to the Fifteenth with the unit to be based at Smoky Hill AF Base, Salina, Kansas. 25/

On 12 July 1949, SAC requested this headquarters to submit comments and recommendations on the proposed movement of the unit. 26/ In a reply dated 18 July 1949, this headquarters advised against the reassignment of the squadron, with the following being quoted from that indorsement:

> "1. This headquarters does not recommend the movement of the 2d Strategic Support Squadron for the following reasons:
>
> a. Present pooling of available aircraft, as well as air and ground crews, permits greater operational capabilities. To divide this strength would weaken not one but two organizations.
>
> b. Under the present method of operation, the supporting efforts of the two Strategic Support Squadrons are available to both the Fifteenth and Eighth Air Forces for special exercises and TDY movements to and from the ZI." 27/

* * * * *

As of 31 August 1949, higher headquarters had taken no action toward reassignment and movement of the unit in question from it's present location at Biggs AF Base.

25/ Confidential Ltr, Hq 15th AF to CG, SAC, Subj "Assignment of 2d Strategic Support Squadron to 15th Air Force," 3 June 49, 322. See exhibit #18.

26/ Confidential Ltr, Hq SAC to CG, 8AF, Subj (Same), 12 July 49, SAC 322. See exhibit #19.

27/ Confidential 1st Ind, Hq 8AF to CG, SAC, 18 July 49 to Ltr, Hq SAC to CG, 8AF, Subj "Assignment of 2d Strategic Support Squadron to Fifteenth Air Force," 12 July 49. See exhibit #19A.

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Lead Crew Training Squadron

On 10 May 1949, Headquarters Eighth Air Force issued a General Order providing for the organization of the Lead Crew Training Squadron, Bombardment, Medium, at Walker AF Base, effective as of that date. 28/ The mission of the provisional organization was to provide training for selected lead crews from the tactical units of the Eighth and Fifteenth Air Forces. Training was scheduled in two phases with phase one conducted at Walker AF Base, Roswell, New Mexico, while the final phase was to be given at Davis-Monthan AF Base, Tucson, Arizona. The original schedule called for training at Walker AF Base to be conducted from 9 May until 31 July 1949, with the training at Davis-Monthan set from 1 August to 15 September 1949. Personnel for the provisional squadron were drawn from sources under control of the Commanding Generals, Eighth and Fifteenth Air Forces. Training was scheduled at the two bases on the dates shown to coincide with overseas TDY of the tactical groups occupying those stations.

As the training program developed the squadron was not moved to Davis-Monthan AF Base on the date originally scheduled, however Eighth Air Force, Movement Order, dated 4 August directed movement of the unit on or about 15 August 1949. 29/

28/ G. O. #11, 8AF, 10 May 1949. See exhibit #20.

29/ Ltr, Hq 8AF to CO, 509th Wing, Subj "Movement Orders, Lead Crew Training Squadron, Bombardment, Medium (Prov)," 4 Aug 49. PLD 370.5.

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Activities of the squadron will be discussed in another chapter.

Transfer of Medical and Chaplain Activities

On 26 July 1947, President Truman signed into law a bill providing for unification of the armed forces of the United States. One of the major provisions of Public Law 253, known as the "National Security Act of 1947," was the establishment of an autonomous Air Force on equal status with the Army and Navy. Under the terms of the Act, the Department of the Air Force and the United States Air Force came into legal being on 18 September 1947, however the actual transfer of functions was to require several months and it was not until early in 1949 that steps were taken to effect transfer of Medical and Chaplain activities to direct control of the Air Force. Organization of the United States Air Force Medical Service was provided for in directives dated 8 June 1949. 30/

On 18 May 1949, United States Air Force notified this headquarters that action would be taken to transfer Medical Department personnel from Department of the Army to Department of the Air Force not later than 26 July 1949. 31/ This message was transmitted to units of the Eighth Air Force on 24 May 1949. In general, personnel concerned were allowed ten days from receipt of notice in which to submit requests for transfer between the two branches of the service.

30/ a. G. O. #35, DA, 8 June 1949.
b. Air Force Reg 21-10, 8 June 1949. See exhibit #21.

31/ TWX, PDPlA 2632, 18 May 1949.

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Information received from the Office of the Air Surgeon, Headquarters, Eighth Air Force, indicates that the transfer of personnel was accomplished as directed, with only three Medical Corps officers of this command choosing to remain under the Department of the Army. 32/ From an organizational standpoint the change-over in this air force was effective on 26 July 1949. It was during this same period that the Office of the Air Surgeon, Headquarters Eighth Air Force, was moved from the Directorate of Personnel to a staff position directly under the Chief of Staff. Effective date of this change was 1 June 1949. 33/

The transfer of Chaplain activities from Department of the Army to Department of the Air Force was accomplished on much the same principle as that of medical personnel. Chaplains were given their choice of the two services and those desiring transfer to the Air Force had ten days in which to submit their requests. 34/ The change-over in this command was effective 1 July 1949, with all Eighth Air Force chaplains requesting transfer to the Air Force.

Changes in Key Personnel May - August 1949

The following is a list of changes in key personnel in this command during the period 1 May through 31 August 1949:

32/ Interview, Captain Lawrence B. Roberts, Adm Asst to Air Surgeon, 8AF, 29 Nov 49. See exhibit #22.

33/ Ibid

34/ TWX, WDL 40557, WAF DA, 16 May 1949.

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11 May 1949 - Colonel William P. Fisher assumed command of the 7th Bombardment Wing (H). He succeeded Colonel Alan D. Clark. 35/

20 May 1949 - Colonel Don D. Flickinger appointed Staff Surgeon, Headquarters Eighth Air Force, replacing Colonel Edward M. Sager. 36/

8 Jun 1949 - Colonel Marion D. Unruh succeeded Colonel Frank G. Jamison as Director of Materiel, Headquarters Eighth Air Force. 37/

20 Jun 1949 - Colonel James B. Knapp appointed Deputy Commander, 2d Bombardment Wing (M). 38/

24 Jun 1949 - Colonel Richard H. Carmichael assumed command of 11th Bombardment Group (H), succeeding Lieutenant Colonel Harry E. Goldsworthy. 39/

8 Aug 1949 - Colonel Lawrence M. Thomas designated Deputy Commander, 43d Bombardment Wing (M). 40/

10 Aug 1949 - Lieutenant Colonel C. H. Scott succeeded Captain Glade F. Haist as Public Information Officer, Headquarters Eighth Air Force. 41/

16 Aug 1949 - Colonel John A. Roberts appointed Commanding Officer, 7th Bombardment Group (H), succeeding Colonel Charles Farr. 42/

16 Aug 1949 - Colonel Cecil E. Combs, Deputy Commander, Eighth Air Force, assigned additional duty as Chief of Staff, Eighth Air Force, vice Colonel John A. Roberts. 43/

35/ S.O. #46, 8AF, 10 May 49.
36/ S.O. #51, 8AF, 23 May 49.
37/ G.O. #12, 8AF, 8 June 49.
38/ S.O. #104, 2d Wg, 20 June 49.
39/ G.O. #7, 11th BGp, 24 June 49.
40/ S.O. #178, 43d Wg, 8Aug 49.
41/ S.O. #83, 8AF, 3 Aug 49.
42/ G.O. #9, 7th BGp, 16 Aug 49.
43/ G.O. #15, 8AF, 15 Aug 49. See exhibit #23.

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Roster of Key Personnel - 31 August 1949

Following is a list of key personnel of this air force on 31 August 1949:

Headquarters Eighth Air Force

Major General Roger M. Ramey, Commanding General

Colonel Cecil E. Combs, Deputy Commander

Colonel John B. McPherson, Director of Personnel

Lieutenant Colonel Edwin M. Kirton, Director of Intelligence

Colonel William H. Blanchard, Director of Operations

Colonel Marion D. Unruh, Director of Materiel

Colonel William C. Kingsbury, Director of Plans

Colonel William B. Offutt, Inspector General

Colonel Don D. Flickinger, Air Surgeon

Lieutenant Colonel Thomas C. McNeal, Comptroller

Lieutenant Colonel Cecil H. Scott, Public Information Officer

Major John E. Hall, Adjutant General

Lieutenant Colonel Russell L. Blaisdell, Air Chaplain

Lieutenant Colonel Donald S. Dundas, Judge Advocate

Major Homer E. Adams, Headquarters Commandant 44/

Field Units

Colonel F. E. Glantzberg, CO, 2d Bombardment Wing (M)

Colonel W. P. Fisher, CO, 7th Bombardment Wing (H)

Colonel J. C. Selser, CO, 43d Bombardment Wing (M)

Brigadier General D. W. Hutchison, CG, 97th Bombardment Wing (M)

Colonel C. S. Irvine, CO, 509th Bombardment Wing (M)

44/ Roster of Officers, Hq 8AF, 15 Aug 49. See exhibit #24.

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Colonel A. B. Packard, CO, 27th Fighter Wing

Lieutenant Colonel A. J. Ladd, CO, 1st Strategic Support Squadron

Major E. A. Powell, CO, 2d Strategic Support Squadron

Captain C. S. Linville, CO, 4000th Base Service Squadron

Major A. D. Lucas, CO, 4001st Base Service Squadron

Lieutenant Colonel C. C. Woolwine, CO, 4002d Base Service Squadron

Major W. M. Thompson, CO, 4003d Base Service Squadron

Lieutenant Colonel C. E. Schroeder, CO, 4004th Base Service Squadron 45/

Stations and Organizations - 31 August 1949

Although previous histories have included lists of stations and major units assigned to the Eighth Air Force, no single history has presented a complete, up-to-date list of all units and organizations assigned to this command. This information is believed to be of sufficient historical import to justify inclusion in the current history and the following list of command units is correct as of 31 August 1949:

Hq and Hq Sq, Eighth Air Force	Carswell AF Base
18th Communications Squadron	Carswell AF Base
Hq and Hq Sq, 27th Fighter Wing	Bergstrom AF Base
Hq, 27th Fighter Group	Bergstrom AF Base
522d Fighter Squadron	Bergstrom AF Base
523d Fighter Squadron	Bergstrom AF Base
524th Fighter Squadron	Bergstrom AF Base
Hq, 27th Maintenance and Supply Group	Bergstrom AF Base
27th Maintenance Squadron	Bergstrom AF Base
27th Supply Squadron	Bergstrom AF Base
27th Motor Vehicle Squadron	Bergstrom AF Base
Hq and Hq Sq, 27th Air Base Group	Bergstrom AF Base
27th Communications Squadron	Bergstrom AF Base

45/ Command Book, 8AF, 1 Sept 49. See exhibit #25C.

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27th Air Police Squadron	Bergstrom AF Base
27th Food Service Squadron	Bergstrom AF Base
27th Installations Squadron	Bergstrom AF Base
27th Base Service Squadron	Bergstrom AF Base
Air Force Separation Point	Bergstrom AF Base
27th Medical Group	Bergstrom AF Base
464th Signal Aviation Co. (Attached)	Bergstrom AF Base
4004th Base Service Squadron (TDY Matagorda)	Bergstrom AF Base
Hq and Hq Sq, 97th Bombardment Wing (M)	Biggs AF Base
Hq, 97th Bombardment Group (M)	Biggs AF Base
97th Air Refueling Squadron (M)	Biggs AF Base
340th Bombardment Squadron (M)	Biggs AF Base
341st Bombardment Squadron (M)	Biggs AF Base
342d Bombardment Squadron (M)	Biggs AF Base
Hq, 97th Maintenance and Supply Group	Biggs AF Base
97th Maintenance Squadron (M)	Biggs AF Base
97th Supply Squadron (M)	Biggs AF Base
97th Motor Vehicle Squadron (M)	Biggs AF Base
Hq and Hq Sq, 97th Air Base Group	Biggs AF Base
97th Communications Squadron (M)	Biggs AF Base
97th Air Police Squadron (M)	Biggs AF Base
97th Food Service Squadron (M)	Biggs AF Base
97th Installations Squadron (M)	Biggs AF Base
97th Base Service Squadron (M)	Biggs AF Base
Air Force Separation Point	Biggs AF Base
Air Force Assembly Station	Biggs AF Base
97th Medical Group	Biggs AF Base
1st Strategic Support Squadron (Operational Control, 8AF)	Biggs AF Base
2d Strategic Support Squadron (Operational Control 8AF)	Biggs AF Base
Hq and Hq Sq, 7th Bombardment Wing (H)	Carswell AF Base
Hq, 7th Bombardment Group (H)	Carswell AF Base
9th Bombardment Squadron (H)	Carswell AF Base
436th Bombardment Squadron (H)	Carswell AF Base
492d Bombardment Squadron (H)	Carswell AF Base
Hq, 7th Maintenance and Supply Group	Carswell AF Base
7th Maintenance Squadron (H)	Carswell AF Base
7th Supply Squadron (H)	Carswell AF Base
7th Motor Vehicle Squadron (H)	Carswell AF Base
Hq and Hq Sq, 7th Air Base Group	Carswell AF Base
7th Communications Squadron (H)	Carswell AF Base
7th Air Police Squadron (H)	Carswell AF Base
7th Food Service Squadron (H)	Carswell AF Base
7th Installations Squadron (H)	Carswell AF Base
7th Base Service Squadron (H)	Carswell AF Base
Air Force Staging Area	Carswell AF Base

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Air Force Separation Point	Carswell AF Base
Air Force Assembly Station	Carswell AF Base
7th Medical Group	Carswell AF Base
Hq, 11th Bombardment Group (H)	Carswell AF Base
26th Bombardment Squadron (H)	Carswell AF Base
42d Bombardment Squadron (H)	Carswell AF Base
98th Bombardment Squadron (H)	Carswell AF Base
585th Air Force Band	Carswell AF Base
Hq, Hq Ser Co, 838th Engineer Bn (Attached)	Carswell AF Base
Company "A", 838th Engineer Bn (Attached)	Carswell AF Base
3903d Radar Bomb Scoring Sq (Attached)	Carswell AF Base
Hq and Hq Sq, 2d Bombardment Wing (M)	Chatham AF Base
Hq, 2d Bombardment Group (M)	Chatham AF Base
2d Air Refueling Sq (M) (At Davis-Monthan)	Chatham AF Base
20th Bombardment Squadron (M)	Chatham AF Base
49th Bombardment Squadron (M)	Chatham AF Base
96th Bombardment Squadron (M)	Chatham AF Base
Hq, 2d Maintenance and Supply Group	Chatham AF Base
2d Maintenance Squadron (M)	Chatham AF Base
2d Supply Squadron (M)	Chatham AF Base
2d Motor Vehicle Squadron (M)	Chatham AF Base
Hq and Hq Sq, 2d Air Base Group	Chatham AF Base
2d Communications Squadron (M)	Chatham AF Base
2d Air Police Squadron (M)	Chatham AF Base
2d Food Service Squadron (M)	Chatham AF Base
2d Installations Squadron (M)	Chatham AF Base
2d Base Service Squadron (M)	Chatham AF Base
2d Medical Group	Chatham AF Base
Hq and Hq Sq, 43d Bombardment Wing (M)	Davis-Monthan AF Base
Hq, 43d Bombardment Group (M)	Davis-Monthan AF Base
43d Air Refueling Squadron (M)	Davis-Monthan AF Base
63d Bombardment Squadron (M)	Davis-Monthan AF Base
64th Bombardment Squadron (M)	Davis-Monthan AF Base
65th Bombardment Squadron (M)	Davis-Monthan AF Base
Hq, 43d Maintenance and Supply Group	Davis-Monthan AF Base
43d Maintenance Squadron (M)	Davis-Monthan AF Base
43d Supply Squadron (M)	Davis-Monthan AF Base
43d Motor Vehicle Squadron (M)	Davis-Monthan AF Base
Hq and Hq Sq, 43d Air Base Group	Davis-Monthan AF Base
43d Communications Squadron (M)	Davis-Monthan AF Base
43d Air Police Squadron (M)	Davis-Monthan AF Base
43d Food Service Squadron (M)	Davis-Monthan AF Base
43d Installations Squadron (M)	Davis-Monthan AF Base
43d Base Service Squadron (M)	Davis-Monthan AF Base
Air Force Staging Area	Davis-Monthan AF Base
Air Force Assembly Station	Davis-Monthan AF Base

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43d Medical Group	Davis-Monthan AF Base
2d Air Refueling Squadron (M) (Attached)	Davis-Monthan AF Base
775th Air Force Band	Davis-Monthan AF Base
Company "C", 838th Engineer Bn (Attached)	Davis-Monthan AF Base
Hq and Hq Sq, 509th Bombardment Wing (M)	Walker AF Base
Hq, 509th Bombardment Group (M)	Walker AF Base
509th Air Refueling Squadron (M)	Walker AF Base
393d Bombardment Squadron (M)	Walker AF Base
715th Bombardment Squadron (M)	Walker AF Base
830th Bombardment Squadron (M)	Walker AF Base
Hq, 509th Maintenance and Supply Group	Walker AF Base
509th Maintenance Squadron (M)	Walker AF Base
509th Supply Squadron (M)	Walker AF Base
509th Motor Vehicle Squadron (M)	Walker AF Base
Hq and Hq Sq, 509th Air Base Group	Walker AF Base
509th Communications Squadron (M)	Walker AF Base
509th Air Police Squadron (M)	Walker AF Base
509th Food Service Squadron (M)	Walker AF Base
509th Installations Squadron (M)	Walker AF Base
509th Base Service Squadron (M)	Walker AF Base
Air Force Staging Area	Walker AF Base
Air Force Separation Point	Walker AF Base
Air Force Assembly Station	Walker AF Base
509th Medical Group	Walker AF Base
611th Air Force Band	Walker AF Base
Company "B", 838th Engineer Bn (Attached)	Walker AF Base
4000th Base Service Squadron	Clovis AF Base
4001st Base Service Squadron	Camp Hood
4002d Base Service Squadron	Campbell AF Base
4003d Base Service Squadron	Kearney AF Base
4004th Base Service Squadron	Matagorda Island

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CHAPTER III

PERSONNEL

In preceding histories of this command it has been stated that the primary mission of the Eighth Air Force is to man, train, and equip tactical organizations and their associated service units to the end that long range offensive operations can be launched immediately and effectively should the occasion demand. With this in mind it is obvious that the matter of personnel, or manning, is of major consideration in discussing the activities of this command. The success with which this air force is capable of performing it's assigned mission is primarily contingent upon the percentage of personnel assigned with relation to the number of personnel authorized. Of equal importance is the effective utilization of the available personnel. The degree to which assigned personnel are trained and qualified in their respective specialties, and the extent of effective employment of these personnel to achieve maximum productiveness in the tactical organizations are of special concern to manning officials.

A study of personnel activities in this command during the current period indicates that in general activities were along the same lines as in the previous reporting period. Items of major concern include Strategic Air Command Development Plan, personnel authorizations and assignments, discharges and rates of reenlistment, utilization of technical schools, critical shortages in certain SSNs, elimination of sub-standard officers, and other miscellaneous subjects

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relating to the overall manning picture. One project receiving special attention during the period was implementation of the program concerning the integration of negro airmen into regular units of the command.

SAC Development Plan

Since the early part of the calendar year manning officials have concentrated on the implementation and development of a priority manning program initiated by Strategic Air Command. The program is referred to as the SAC Development Plan and was established under the provisions of a SAC letter, dated 8 February 1949. In general the plan provided for the manning of all units on a predetermined basis, and although no definite date was established for completion of the program, it was proposed that manning be accomplished by phases. Upon completion of the program six medium bombardment units and their air refueling squadrons would be at full war strength, and all other units would be fully manned to peace strength. Of the six bombardment wings, four are assigned to the Eighth Air Force and are as follows: 509th, 43d, 2d, and 97th. It was determined that the manning would proceed through five phases as follows:

Phase I - The four tactical wings of this command to be manned to full peace strength of 30 combat crews, plus six additional crews in the 509th, 43d, and 2d Bombardment Groups. Other units to be manned to full peace strength as priority allows.

Phase II - Bombardment units listed above to be manned from the 30 or 36 crews required under Phase I, to a total of 45 combat crews each.

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Phase III - Each of the Air Refueling Squadrons will be increased from 12 to 20 crews.

Phase IV - During this phase the bombardment groups will have their total number of combat crews increased from 45 to 60 each.

Phase V - The Air Refueling Squadrons to be manned to full war strength of 30 crews per squadron.

As indicated in the preceding history, manning during the first four months of the year was concerned with the beginning of Phase I of the general program. Although it was expected that manning of units would be accomplished on a priority basis until all organizations were at 100 percent strength, SAC indicated at the time of the original letter that the program was subject to revision later in the year. Consequently, on 1 June 1949, SAC rescinded the original directive and issued new instructions for the manning program. Although the five phase plan was abandoned, the general objectives of the program remained the same, namely to man all units to full strength on a priority basis. Under the letter referred to above, manning was to be accomplished to a point comparable to Phase I of the original program. Upon reaching that goal, excess crew personnel would be allocated to units authorized war strength to a total of 45 crews. When this point was reached additional crew personnel would be assigned until the war strength units had a total of 60 crews each. At the same time excess personnel other than combat crew would be assigned to support the capability reflected in the priority assigned

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the tactical units. 1/ Although the revised plan does not call for manning by phases in so many words, it would appear that this is to be the case since there seem to be three definite phases required in reaching full strength in all units. For purposes of discussion in this and subsequent histories, the three phases are as follows:

Phase I - Manning of 509th, 43d, and 2d Bombardment Wings to 36 combat crews, and the 97th Bombardment Wing to 30 crews. The 7th and 11th Bombardment Groups to be manned to 18 crews, while the 27th Fighter Wing will have 75 crews. The last three organizations are on peace strength authorizations.

Phase II - Crew personnel excess to the above requirements will be allocated to the four medium bombardment wings to bring them up to 45 combat crews each.

Phase III - Medium bombardment wings will have combat crews increased from 45 to 60 each.

Personnel officials indicate that as of the end of August, this command is still engaged in Phase I of the revised manning program. Originally it was thought that by this date the program would be advanced to the second stage of manning of medium wings to 45 crews, however manning of the 11th Bombardment Group, 2d Air Refueling Squadron, and providing the six additional crews for the 509th, 43d, and 2d Wings has slowed the overall program. Other factors entering the picture were, effectiveness of

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1/ Secret ltr, Hq, SAC to CG, 8AF, Subj "Strategic Air Command Manning Policy," 1 June 1949. See exhibit #24A.

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personnel assigned, critical shortages in certain SSNs, and losses of personnel through separation from the service.

Authorized and Assigned Strength

In studying the personnel strength of the command and the individual tactical units, there are three major factors to be considered. The first point to be considered is the question of authorizations as provided for in Tables of Organization, Tables of Distribution, and Tables of Distribution Augmentation. These instruments establish the total number of personnel required to operate a given unit. The Tables of Organization also indicate the number of personnel authorized by individual job specialties within the framework of organizations. Following the establishment of authorizations, the next point for consideration is that concerning the number of personnel available or actually assigned. The third problem concerns the effective employment or utilization of the available manpower.

A study of personnel statistics reveals that at the end of April 1949, command personnel authorizations amounted to 23,781 as compared to total assignments of 20,336. At the end of August 1949, the total authorizations were 23,831 as against a total of 23,204 personnel assigned. From these figures it will be noted that total authorizations remained relatively static over the four month period, whereas in the matter of personnel assigned there was a net gain of 2,868.

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Looking back briefly it is noted that at the beginning of the calendar year authorizations amounted to 19,026 and assignments totaled 18,162. Thus during the first eight months of 1949, the net increase in authorizations amounted to 4,805, and the increase in the number of personnel assigned totaled 5,042. The large increase in authorizations during the early part of the year was occasioned by the change-over from peace to war strength in the 2d and 97th Bombardment Wings, activation of the 2d and 97th Air Refueling Squadron, and activation and organization of the 2d Strategic Support Squadron. Since the activation of those units, changes in authorization have been confined mainly to slight revisions in existing Tables of Organization of various units and the activation of the 4004th Base Service Squadron at Matagorda Island, Texas. The most significant result of the increase in authorizations during the early months of the year, has been the steady influx of new personnel into the command. Of the 5,042 personnel gained during the eight month period, 2,868 were acquired between 1 May and 31 August. This represents a gain of 559 officers and 2,309 airmen over the four month period. 1/

Effectiveness of Personnel Assigned

The immediate conclusion after reading the above would be that personnel wise, the command was in very good shape at the end of the current reporting period. In reality the manning situation is far from being in the advanced stage that the figures indicate. To say that assignments are only

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1/ Command Books, 8AF, June through Sept 49. See exhibit numbers 25, 25A, 25B, 25C.

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577 short of total authorized strength would indicate that the whole command is approximately 97 percent manned. From the standpoint of numbers alone this is true, however in the entire command there are 3,599 personnel listed as non-effectives. 2/ This number represents approximately 16 percent of the assigned personnel.

In considering the percentages relating to the effectiveness of personnel assigned during the period 1 May through 31 August 1949, it will be necessary to present two separate sets of figures. The first applies to effective strength of units based on Phase I of the SAC Development Plan, whereas the second percentages are based on effectiveness toward war strength manning in the 509th, 43, 2d, and 97th Bombardment Wings and their air refueling squadrons. Information presented below is taken from charts maintained in the Officer and Airmen Sections, Directorate of Personnel, Headquarters Eighth Air Force, and all percentages are as of 31 August 1949. The term "potential effectives" means personnel either working in their primary SSN or those being trained in positions authorized under existing Tables of Organization.

On a command wide basis potential effectives Phase I of the SAC Development Plan are 91.7 percent for officers and 92.6 for airmen. By including non-effectives these two percentages are raised to 132.0 and 130.2. On the basis of war strength manning, potential effectives are 84.3 percent for officers and 82.4 percent for airmen. The inclusion of non-effectives

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2/ Command Book, 8AF, 1 Sept 49. See exhibit #25C.

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brings these figures to 92.6 percent for officers and 98.0 percent for airmen. A comparison of these statistics with percentages for the period ending 30 April 1949, is shown in the following table:

	Phase I, SAC Plan		War Strength	
	Officers	Airmen	Officers	Airmen
30 April 1949				
Potential Effectives	77.7	83.6	72.8	70.7
Plus Non-effectives	106.1	114.6	77.7	84.2
31 August 1949				
Potential Effectives	91.7	92.6	84.3	82.4
Plus Non-effectives	132.0	130.2	92.6	98.0

From this it will be noted that considerable progress has been made in increasing the percentages of potential effectives during the last four months. The increases are even more impressive in view of manning accomplishments in some of the individual units of the command. For example at the end of April the 2d Air Refueling Squadron was still carried on a one and one basis, yet in four months time this unit reached approximately 87 percent effective manning. Another example is the 11th Bombardment Group where potential effective manning jumped from less than 50 percent in April to approximately 80 percent at the end of August.

Considering the figures for 31 August 1949, it is obvious that some effort is still necessary to bring command wide manning up to the required 100 percent under Phase I of the SAC Plan. This will be accomplished by training of personnel through technical schools and on-the-job training, and by the continued assignment of qualified personnel from outside sources. When this phase is accomplished the SAC manning program will advance

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through successive stages to the objective of 100 percent effective strength in all units according to the authorizations established.

Potential effectives and non-effectives in the individual organizations of this command on 31 August 1949, are shown in the following tables:

Effectiveness Under SAC Development Plan, Phase I
31 August 1949

	Officers	Airmen
509th Wing		
Potential effectives	94.7	98.1
Plus non-effectives	162.6	152.6
43d Wing		
Potential effectives	94.7	98.2
Plus non-effectives	151.3	154.8
2d Wing		
Potential effectives	91.9	99.2
Plus non-effectives	166.6	171.2
97th Wing		
Potential effectives	97.7	98.6
Plus non-effectives	182.5	154.5
7th Wing		
Potential effectives	95.5	99.5
Plus non-effectives	110.8	122.2
11th Group		
Potential effectives	82.8	80.3
Plus non-effectives	94.6	99.6
27th Wing		
Potential effectives	96.5	99.7
Plus non-effectives	105.1	113.0
1st Strategic Support Squadron		
Potential effectives	95.3	88.8
Plus non-effectives	98.4	106.7
2d Strategic Support Squadron		
Potential effectives	96.9	87.5
Plus non-effectives	100.0	91.9
Eighth Air Force		
Potential effectives	91.7	92.6
Plus non-effectives	132.0	130.2

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Effectiveness Under War Strength Manning
31 August 1949

	Officers	Airmen
509th Wing		
Potential effectives	89.2	78.1
Plus non-effectives	95.9	93.9
509th Air Refueling Squadron		
Potential effectives	94.6	86.9
Plus non-effectives	100.7	98.8
43d Wing		
Potential effectives	85.7	78.8
Plus non-effectives	89.2	95.2
43d Air Refueling Squadron		
Potential effectives	76.5	80.6
Plus non-effectives	81.8	88.8
2d Wing		
Potential effectives	87.1	86.4
Plus non-effectives	97.9	105.5
2d Air Refueling Squadron		
Potential effectives	48.4	49.2
Plus non-effectives	59.8	52.3
97th Wing		
Potential effectives	83.7	76.5
Plus non-effectives	93.7	88.9
97th Air Refueling Squadron (Carried on one and one basis)		
Eighth Air Force		
Potential effectives	84.3	82.4
Plus non-effectives	92.6	98.0

3/

Regarding the objective of bringing all units of the command to 100 percent effective strength, one point should be mentioned which, from a practical standpoint, interferes with the successful accomplishment of the manning program.

3/ Manning Charts, Directorate of Personnel, Hq 8AF.

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The problem in question is excessive authorization in certain SSNs in the tactical units. The following quotation presents the viewpoint of wing and headquarters personnel officials with respect to the problem:

> "The primary objection to the Manning Program as voiced by a majority of the representatives of the 509th Bomb Wing is the fact that there are certain authorizations in which personnel cannot be profitably utilized in their present operation. The foremost example of this is their large authorization of 901's (Munitions Worker) under War Strength. There are other minor authorizations which, when added together, give a sizeable number of personnel for which there is no actual and immediate need. Inasmuch as the effective manning of a unit is based on total authorization, the above mentioned surplus authorization is a definite limiting factor in preventing a war strength unit from reaching 100% effective manning. The principles upon which war authorizations were originally based were explained by the undersigned and Major Greene and further, the readiness T/O now in process of being prepared was explained.
>
> In view of the fact that the proposed readiness T/O will take some time for publication, it is recommended that the factor of surplus authorizations be taken into consideration when figuring effective manning, and agreement be reached on a desired goal for manning by SSN within certain authorizations that are in doubt.
>
> From the standpoint of economical utilization of personnel, it is not practical to train an individual into a job for which there is no reasonable need. Depending upon the principle upon which SAC is basing its operational plans, it is believed appropriate that this headquarters recommend a deletion of certain authorizations insofar as our training requirements are concerned." 4/

Subsequent to the date of the report quoted above, information was given the Deputy Commander, Eighth Air Force, to the effect that visits to the 43d and 97th Wings revealed

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4/ Report of Staff Visit to 509th Wing, Lt Col Fite, Off of Directorate of Personnel, Hq 8AF, 26 Aug 49.

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the same situation and feeling on the part of organization officials. It was pointed out that the medium bombardment units were submitting list of SSNs which they did not believe practical or feasible to man under their present operations. These lists are to be consolidated and forwarded to SAC in the form of recommendations and since that headquarters is working on a readiness T/O which will reduce certain unnecessary SSNs, it is believed that the recommendations will be favorable considered. 5/

Critical Shortages

In spite of the high percentage of personnel assigned to the command as compared to total authorizations, manning officials are constantly in need of trained personnel to fill shortages in certain critical SSNs. Although the list of critical SSNs and shortages changes slightly from month to month, the majority of critical specialties are repeaters. In the majority of cases these specialties represent key positions and the lack of personnel to fill these slots lowers the overall effectiveness of the tactical units and their service organizations, to say nothing of the adverse effect on percentages of effective manning. During the month of August there were 21 critical SSNs for officer personnel and 47 for airmen. Each critical SSN represented a shortage of from one to several hundred personnel. Figures in the

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5/ R&R, Hq 8AF, Col McPherson to Col Combs, 1 Sept 49.

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following chart represent shortages in some of the critical SSNs:

SSN	Authorized	Assigned by Primary SSN	Shortages, SAC Plan
0141	29	21	8
1028	97	65	32
1037	1016	245	205*
3100	43	17	26
3449	40	15	25
4593	42	26	16
4821	18	6	12
062	632	215	417
166	99	62	37
275	125	93	32
528	116	74	42
580	397	232	165
612	830	601	229
677	645	522	123
684	1918	903	1015
747	1335	1058	277
867	325	134	191
901	517	145	372

6/

*Difference made up by assignment of SSNs 1034 and 1035.

Utilization of Technical Schools

Manning of the positions shown above as well as others not listed is of the utmost importance if Eighth Air Force units are to be completely and effectively manned as required by the SAC Development Program. The condition can be remedied either by assignment of qualified personnel from outside sources, or by the training of non-effective personnel through the utilization of technical schools and on-the-job training. With hundreds of new personnel, both officer and airmen, being assigned to the command every month, the requirements for technical school training have been continuous through the

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6/ Command Book, 8AF, 1 Sept 49. See exhibit #25C.

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	Airmen				
	May	June	July	August	Totals
Carswell					
Entered School	52	70	27	36	185
Graduated	51	40	34	47	172
No. in Trng	157	189	179	159	171 (Avg)
Walker					
Entered School	52	43	20	16	131
Graduated	43	34	62	31	170
No. in Trng	186	193	151	122	163 (Avg)
Davis-Monthan					
Entered School	50	64	22	12	148
Graduated	48	35	43	35	161
No. in Trng	149	170	148	109	144 (Avg)
Bergstrom					
Entered School	31	42	13	16	102
Graduated	23	23	15	34	95
No. in Trng	57	76	73	48	63.5 (Avg)
Biggs					
Entered School	46	49	23	20	138
Graduated	59	34	35	38	166
No. in Trng	157	172	158	132	154.7 (Avg)
Chatham					
Entered School	51	55	23	14	143
Graduated	19	13	20	32	84
No. in Trng	84	134	136	108	115.5 (Avg)

Total Entered School - 847, Total Graduated - 848 Avg in School - 811.7 8/

It will be noted that the total number of airmen graduates amounted to 848 and in addition there were 417 officers graduated from technical schools. During the first four months of the year totals for airmen and officers were 1008 and 284 respectively. Although combined totals for the two periods are approximately the same, it is evident that while there was an increase

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8/ Reports on file, Directorate of Personnel, Hq 8AF.

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period covered by this report. As indicated earlier in this chapter the net gain in personnel was 2,868 and of this number 559 were officers and 2,309 were airmen. Actually the total input of personnel during this period was approximately 900 officers and 4,800 airmen. This was offset of course by the loss of some 3,000 personnel. 7/

Although many of the new personnel were already qualified to fill vacancies in the Tables of Organization of the various units, many of the airmen required training before they could be effectively employed. In addition to the newly assigned personnel, large numbers of personnel already assigned required specialized training before they could be considered as effective.

During this period, as in the past, considerable use was made of technical school facilities as is evidenced by the following chart:

Technical School Attendance May - August 1949
Officers

	May	June	July	August	Totals
Entered School	183	142	74	92	491
Graduated	142	137	108	30	417
No. in Trng	198	210	127	132	166.7(Avg)

7/ Weekly Activity Reports, 8AF, May through August 49.

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in the number of officer graduates during the current period, there was a decided drop in the number of airmen completing technical school training.

Due to the large number of existing shortages in relation to the number of non-effectives assigned, personnel officials are of the opinion that facilities of the Air Training Command and Department of the Army schools are not being utilized to the fullest advantage by stations of this command. It is pointed out that in the main school quotas are procured and allotted to stations based upon the requests for such quotas submitted on the monthly reports by each station entitled "Schedule of Requirements for Training Enlisted Military Personnel." A summary of the station requests for quotas for the first eight months of the year is shown in the following table:

Station	Jan	Feb	Mar	Apr	May	June	July	Aug	Totals
Carswell	0	0	0	35	12	40	17	27	131
Walker	12	20	14	9	5	1	8	0	69
Davis-Monthan	9	22	15	13	8	0	8	5	80
Biggs	30	8	36	0	8	21	14	18	135
Chatham	4	0	0	0	0	10	0	44	58
Bergstrom	0	1	0	1	0	2	20	7	31
Totals	55	51	65	58	33	74	67	101	504

The following is quoted from information presented to wing personnel officials in a manning conference held at this headquarters:

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"It can be readily concluded from the foregoing table that the technical training school program has not been sufficiently implemented throughout this command. The seriousness of existing shortages, especially in light of the mission of the Eighth Air Force and assigned organizations, places a greater responsibility upon all commands in utilizing to fullest advantage all available facilities and personnel resources, particularly non-effectives, in elimination of shortages. While local on-the-job training will partially alleviate the immediate situation in certain SSNs, technical training school facilities should be utilized in order to equip airmen with a theoretical background which will facilitate their progress in the more advanced specialties.

In view of the importance of the current manning program and the increasing availability of courses through expansion of training facilities, a vigorous publicity campaign for volunteer trainees should be conducted. Quotas to fill remaining shortages should be requested to the maximum extent that qualified airmen are available for training. The objective is a volume of training that will furnish sufficient graduates to fill existing shortages in those specialties for which technical training is provided, and to insure thereafter a continuous flow of graduates to replace future losses." 9/

Discharges and Reenlistments

In discussing the overall manning picture of the command one of the factors to be considered is that of discharges and reenlistments. Although discharge of airmen completing enlistment contracts reached a peak in the closing months of 1948, the number of airmen being discharged through the current reporting period was still sufficient to cause concern to personnel officials. During the period just ended, regular discharges in the command amounted to 2752. The majority of

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9/ Report of Manning Conference, 8AF, 9 Nov 49.

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these men were effectively assigned. In the case of airmen reenlisting for their own vacancies no hardships were experienced, however of the 2752 discharged only 1316 reenlisted for their own stations. Thus the percentage of airmen reenlisting for their own stations was 47.8 leaving some 1400 positions to be filled. This is evidence of a continuing need for a steady supply of qualified replacements in order to keep manning effectiveness on an evel keel, and at the same time try to build up "effective" percentages throughout the command. As a matter of comparison during the first four months of the year total regular discharges amounted to 3095 and reenlistment amounted to approximately 46 percent.

Command and individual station discharge and reenlistment statistics for the period May through August 1949, are shown in the following table:

	May	June	July	August	Totals
Bergstrom					
Discharges	45	109	39	51	244
Reenlistments	29	40	11	6	86
Percent Reenlistment	64.4	36.6	28.2	11.7	35.2
Biggs					
Discharges	140	145	62	92	439
Reenlistments	53	76	26	36	191
Percent Reenlistment	37.8	52.4	41.9	39.1	43.7
Carswell					
Discharges	169	329	155	146	799
Reenlistments	86	136	63	47	332
Percent Reenlistment	50.8	41.3	40.6	32.1	41.5
Chatham					
Discharges	23	5	59	81	168
Reenlistments	16	4	34	43	97
Percent Reenlistment	69.5	80.0	57.6	53.0	57.7

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	May	June	July	August	Totals
Davis-Monthan					
Discharges	204	219	93	72	588
Reenlistments	138	133	56	39	366
Percent Reenlistment	67.6	60.7	60.2	54.1	60.5
Walker					
Discharges	142	196	92	84	514
Reenlistments	61	105	48	30	244
Percent Reenlistment	42.9	53.5	52.1	35.7	47.4
8AF Totals					
Discharges	723	1003	500	526	2752
Reenlistments	383	494	238	201	1316
Percent Reenlistment	52.9	49.2	47.6	38.2	47.8

10/

Administrative Discharges

In addition to the discharges for completion of contracts of enlistment, there were a total of 357 discharges for administrative causes during the four month period ending on 31 August 1949. The following table furnishes a breakdown of these discharges by causes for each month of the reporting period:

	May	Jun	Jul	Aug	Total by Cause
Medical (AR 615-361)	1	1	6	1	9
Minority (AR 615-362, Sect II)	2	4	0	6	12
Hardship (AR 615-362, Sect III)	30	42	46	65	183
Fradulent Enlistment (AR 615-366, Sect I)	1	3	6	8	18
Physically Unfit Deserters (AR 615-366, Sect II)	2	1	4	10	17

10/ Command Books, 8AF, May through August 49. See exhibit 25 through 25C.

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	May	Jun	Jul	Aug	Total by Cause
Conviction by Civil Court (AR 615-366, Sect IV)	5	8	2	6	21
Unfitness (AR 615-368)	17	17	20	30	84
Inaptitude, Unsuitability (AR 615-369)	3	1	0	9	13
Totals	61	77	84	135	357

11/

The total of 357 represents an increase of 105 discharges for administrative causes over the preceding four months and the difference is due largely to a marked increase in the number of discharges granted for reasons of hardship and dependency. The increase in hardship discharges over the previous reporting period amounted to 68. Increases were also noted in discharges due to unfitness, fradulent enlistment, and physically unfit deserters, which indicates the effort being expended to rid the command of undesirable airmen.

During the period 1 March through 31 July 1949, the statistical section of the 7th Bombardment Wing made a study of the number of discharges, other than expiration of enlistment, with relation to the AGCT scores of the airmen concerned. This study revealed that the majority of discharges under the provisions of AR 364, 366, 368, and 369, occur among airmen in the lower AGCT groups. During the period shown above there were 59 discharges given under the cited regulations, and of this number 38 airmen had AGCT scores of 100 or below.

11/Reports on file, Directorate of Personnel, Hq SAF.

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The survey included both white and colored airmen and the breakdown by AGCT groups was as follows: 61-70 (5), 71-80 (9), 81-90 (13), 91-100 (11), 101-110 (6), 111-120 (11), and over 120 (4). 12/

Elimination of Sub-standard Officers

The current program for the elimination of sub-standard officers was provided for in Air Force Regulation 36-2. 13/ This regulation set up machinery for the accomplishment of the program, and in the preceding history of this command attention was called to the fact that during the early part of the year a total of 27 sub-standard officers had been identified. 14/ Subsequent developments reveal that of the 27 officers identified, a total of seven tendered their resignations in lieu of Board of Fitness action under the cited regulation. Boards of Fitness were held on four officers and their cases forwarded to higher headquarters for final disposition. Action was dropped on six other cases due to change in policy under which voluntary requests for removal from flying would not be considered a basis for action under Air Force Regulation 36-2.

As of 31 August 1949, ten cases are pending and Board of Fitness action is contemplated on these individuals.

12/ History, 7th Bomb Wing, July 1949.

13/ AF Reg 36-2, 13 Sep 1948.

14/ History, 8th AF, Jan-Apr 1949.

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Integration of Negro Airmen

During the current reporting period one of the major personnel activities of command headquarters and the various units assigned to this air force was implementation of the program for the integration of negro airmen into regular units. The program is Air Force wide and is provided for in Air Force Letter 35-3, 11 May 1949. 15/ The following is quoted from that letter:

> "It is the policy of the United States Air Force that there shall be equality of treatment and opportunity for all persons in the Air Force without regard to race, color, religion, or national origin.
>
> * * * *
>
> To meet the requirements of the Air Force for qualified individuals, all Air Force personnel will be considered on the basis of individual merit and ability and must qualify according to the prescribed standards for enlistment, attendance at schools, promotion, assignment to specific duties, etc.
>
> All individuals, regardless of race, will be accorded equal opportunity for appointment, advancement, professional improvement, promotion, and retention in all components of the Air Force of the United States.
>
> * * * *
>
> Commanding officers are hereby directly charged with the responsibility for implementation of this policy."
>
> * * * *

Although no supplemental directives were issued by intermediate headquarters, a manning conference was held at Headquarters Strategic Air Command on 24 May 1949, for general discussions and indoctrination of personnel officials relative to implementing the program. At this conference it was determined that boards would be appointed at wing bases

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15/ AFL 35-3, Dept of AF, 11 May 49. See exhibit #26.

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for the purpose of screening colored airmen. Placement of individuals in regular white units would be determined by the results of personal interviews.

On 2 June 1949, SAC directed this headquarters to take immediate steps toward implementation of the non-segregation policy as provided for in the letter cited above. 16/ This directive provided for the readjustment of negro personnel strength between stations if necessary, and the establishment of screening boards. These boards were to interview all negro personnel assigned to a station with the view of separating them into four categories as follows: (1) select those who have the desired qualities for immediate assignment to white units, (2) select those who will be qualified after attaining a technical skill through attendance at a technical school, (3) selection of those who are usable in the service but who should remain assigned to a negro unit, and (4) determine those who should be discharged under current regulations. It was further stipulated that those found qualified for assignment to white units would be so assigned for duty, however they would be allowed to remain in all negro units for rations and quarters if they so desired. Those found not qualified for duty in white units but usable in the service were to be assigned to base service squadrons. These instructions were transmitted to wing commanders of this command on 7 June 1949. 17/

16/ TWX DP2C 112, SAC, 2 Jun 49. See exhibit #27.

17/ TWX PDP2B 1899, 8AF, 7 Jun 49. See exhibit #28.

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Implementation of the program was begun immediately by all wing bases of this command as evidenced by report of meetings of screening boards and correspondence on file in this headquarters. A Negro Integration Board was appointed at Headquarters Eighth Air Force effective 1 July 1949, the purpose of the board being to monitor activities in the field and make recommendations concerning integration activities. This board convened for an initial meeting on 11 July 1949, with Colonel John B. McPherson, Director of Personnel, Headquarters Eighth Air Force, as chairman. Other members were Lieutenant Colonel Calvin W. Fite and CWO Robert G. Bell.

It was the consensus of opinion of the board that while the distribution of negro airmen throughout stations of this command was not equal, the number assigned to each respective station was commensurate with the experienced needs of each station concerned, and that it would not be necessary to transfer personnel between stations. A review of board proceedings from the stations indicated that all stations had implemented the initial phase of the Integration Program, ie, assigned all negro airmen for duty in the MOS in which they were qualified. Reports indicated that although there had been no problems in placing negro airmen in their correct MOS in white units, there was apprehension in all stations with respect to quartering negro airmen in barracks with white airmen, and the joint use of NCO clubs.

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The President of the board pointed out that: "the primary aim of the program is to give equal career opportunities to negro airmen. However, if this phase of the integration is to be carried out properly, it is believed that it would be hindered more than helped by simultaneous social absorption, as the full implementation effects a change in the heretofore recognized social customs of the many peoples of this nation. It is, therefore, only logical that such action should be carried out carefully and by phases which will not detract from the new personnel utilization concepts." The board went on to take note of the fact that the geographical location of a station will necessitate the observance of certain local accepted customs as adhered to by the civilian population.

Findings and recommendations of the board, as approved by the Commanding General, are quoted below:

"Findings: 1. That station commanders, under jurisdiction of this command having negro personnel assigned, have complied with the initial phase of the Integration Program in that all negro personnel found qualified have been assigned for duty to white units in their current MOS.

2. That an equitable distribution of negro airmen exists among all stations of this command insofar as the total number of negro airmen assigned to each station is concerned. Therefore no readjustment between stations is required in the accomplishment of the Integration Program.

Recommendations: 1. It is recommended that negro personnel be billeted together in the Base Service Squadron, Air Base Group. It is further recommended that separate NCO Clubs and/or Service Clubs be maintained.

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2. It is recommended that this command make no attempt to publish directives concerning the implementation of this program which would be so specific in nature as to usurp the prerogative of the base commander and hinder the accomplishment of this program." 18/

A report of the board proceedings were transmitted to SAC on 21 July 1949, and in an indorsement dated, 8 September 1949, SAC approved the findings and recommendations with the exception of that part of paragraph one which recommends the maintenance of separate NCO and/or Service Clubs. 19/

Subsequent to the meeting of the board referred to above, and prior to receipt of the SAC reply to the board's report, General Ramey wrote all wing commanders asking that he be advised regarding the progress of the program, problems encountered, recommendations, etc. 20/ Replies from the commanding officers of wing bases reveal that the initial phase of the program, assignment of qualified negro airmen to their correct MOS in white units, has been very successful. However, in all cases, the commanders expressed concern over the possibility of undue haste in effecting social integration or absorption. One of the major reasons for concern in this respect is the fact that all Eighth Air Force bases are located in areas in which segregation in civilian communities is strictly

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18/ Report of Proceedings of Negro Integration Board, 8AF, 11 Jul 49. See exhibit #29.

19/ 1st Ind, SAC to Hq 8AF, Subj "Report of Proceedings of Negro Integration Board," 8 Sept 49, to Report, 8AF to SAC, same subject, 21 July 49. See exhibit #30.

20/ Ltr, Gen. Ramey to All Wing Commanders, 18 Aug 49.

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adhered to.

On 9 September 1949, General Ramey wrote the Commanding General, Strategic Air Command, reporting on the progress made thus far in implementing the integration program. He advised that to date the program has been successfully accomplished with no racial incidents of any consequence encountered. 21/

21/ Ltr, CG, SAF to CG, SAC, 9 Sept 1949.

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CHAPTER IV

SUPPLY AND MAINTENANCE

In any organization, whether military or otherwise, the section or division charged with the responsibility of supplying and maintaining that organization is confronted with unlimited problems. Equipment must be procured to satisfy the needs of the organization, deadlines must be met, changes and modifications in equipment are being made constantly, and supply difficulties are encountered. All these and many other problems must be overcome, because training must continue, missions have to be flown and equipment must be maintained properly to insure successful operations. If supply and maintenance do not produce, then the whole program suffers. Therefore, after looking at the over-all program of this command, it is evident that in spite of the difficulties and problems encountered, supply and maintenance and their related activities are doing a creditable job in current operations of the organizations of this air force.

Station Supply is an organization with a responsibility second to none on an air base, and tries to keep it's customers as well satisfied with supplies and services as does any large retail organization. In fact, it is to the military installation what the retail store is to the civilian population of a community. The purpose of the organization is to provide all military supplies required on a station to the using military organizations. Supply organizations at the several bases of this command operate on the same basis, and for this reason information

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on the supply program at Carswell AF Base can be cited as typical. The organization at the Fort Worth installation consists of over 200 airmen and approximately 65 civilian employees, in addition to the supervisory military staff of 10 officers and two Warrant Officers. This group of people is responsible for the receipt, storage, issue, and accounting for all military supplies used at the station. Officials state that they carry approximately 48,000 items for issue to the various base organizations. Supplies stored and issued by this organization are certainly as varied, if not more so, than those carried by a similar civilian concern. They consist of items ranging from rivets and washers to ailerons and rudder assemblies for B-36 aircraft, and power plants weighing thousands of pounds. Included in this range of supplies are such items as motor vehicles, clothing office furniture, stationery supplies, all types of liquid fuel, cranes, materials handling equipment, many types of special equipment, and bombs and various other ammunition items.

Closely related to supply is the question of maintenance. This all important function is responsible for the maintenance of aircraft and all related equipment. Maintenance requires skilled technicians and specialists to keep aircraft in commission and flyable, and yet the effectiveness of this work

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is almost totally dependent upon the degree of success of supply organizations.

New Types of Aircraft Complicate Supply and Maintenance Activities

As indicated in earlier histories of this command, supply and maintenance activities have been complicated in recent months by the delivery and utilization of new types of aircraft. In fact this condition goes back to the early part of 1948, when delivery was made on the first of the new B-36s, as well as B-50s, F-82s, and F-84s. With the transfer of the 33d Fighter Wing from jurisdiction of this air force in December 1948, responsibility for supply and maintenance functions relative to the F-84 were eliminated, however plans are now being made to reintroduce this type aircraft to the Eighth Air Force. With the transfer of the 33d Wing, this command had only one fighter wing assigned, namely the 27th which is located at Bergstrom AF Base, Austin, Texas. This organization is now equipped with twin-engine F-82s, however by the end of 1949 the unit is scheduled to start the change-over to the F-84E jets.

Regarding the change from F-82s to F-84s in this organization it should be noted that for several months there has been a feeling among top operating officials of this command that the F-82 is not suited for the accomplishment of the fighter mission of the command. This is substantiated by the following quotation from a letter from this headquarters

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to SAC, dated 15 July 1949:

"After a year's experience with the F-82E in this command and the published project reports from Eglin Air Force Base, it is concluded by this headquarters that the F-82E is not operationally suitable for the accomplishment of our fighter mission. The F-82E is incapable of escorting our bombers, particularly at altitudes at which we fly. At best it can only run fighter sweeps ahead of our formations, causing the enemy fighters to be drawn up and destroying defense positions or protecting our home bases during loading, takeoff and landing operations.

* * * * *

In view of our experience with this airplane and the findings of these tests, it is suggested that consideration be given to early replacement of the F-82 with higher performance aircraft, even at the cost of reduced range." 1/

Subsequent information revealed that F-84Es are to be assigned to the 27th Wing starting the latter part of November 1949. 2/ Operational capabilities of this aircraft and results of service tests are reported as follows:

"In 17 days - 150 hours of test was accomplished on the aircraft without any major maintenance difficulties. The brakes on the "E" appear to be of better design than on earlier model and no brake trouble was experienced. The tailpipe temp continue to run high but are lower than those on the "D" model. Access doors provide for better maintenance inspection which is a very important factor to tactical operation. The added thrust supposedly 4900 lbs total, but determined to be 4400 lbs does provide for better take-off and performance. During the initial testing of the service phase, the F-84E was flown at 48,000

1/ Secret Ltr, Hq 8AF to CG, SAC, Subj "Suitability of F-82E Aircraft," 15 July 49, ODT-2F. See exhibit #31

2/ Secret, Rpt of Staff Visit to Wright Patterson AF Base, Dir. Opns, 8AF to CG, 8AF, 26 Aug 49. See exhibit #32.

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feet. The project officer on the F-84E accelerated test section was of the opinion that this model would give better maintenance to tactical units, and should be capable of operating from Bergstrom AFB. It was recommended that tip tanks not be filled for initial training, however, the F-84E with its better performance should be able to take off with nearly gross weight from the existing runways. To insure a safety factor for operational use - extension of runways was recommended - and as a temporary means, steel plank for a distance of 1000 feet on either end should provide for an economic, satisfactory runway." 3/

As previously stated, the assignment of new types of aircraft, particularly the B-36 and B-50, has resulted in numerous problems in supply and maintenance functions. This is attributed to the fact that the aircraft were delivered to tactical units almost immediately after they started coming off of the production line. Ordinarily when new types of aircraft are introduced they are first delivered to the Air Materiel Command for extensive study and testing before delivery is made to units in the field. This process usually takes a couple of years, and when the aircraft actually reaches the operating units most of the defects have been eliminated. In the case of the cited aircraft, the normal procedure was by-passed and tactical units have had the job of testing and shaking down. From the standpoint of supply this has meant almost complete reversal of normal supply procedure. With no stock piles of parts on hand, or in normal supply channels,

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3/ Ibid

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securing needed items has been on a day to day basis, and as a result AOCP rates on B-36 and B-50 aircraft have been unusually high in comparison to rates on aircraft delivered under normal AMC procedure. Information on AOCP rates in the units of this command will be discussed later in this chapter.

The B-36 Program

The major supply and maintenance difficulties experienced have been with respect to the B-36 operations of the 7th and 11th Bombardment Groups, Carswell AF Base. Being an entirely new airplane, regular supply procedures had to be disregarded. In order to keep a minimum number of aircraft in commission, parts were secured directly from the Consolidated-Vultee factory, and special maintenance and handling equipment had to be borrowed from the same source. The deviation from normal supply procedures has resulted in a greatly increased administrative workload in manhours required to requisition, receive, and issue parts. Although of the less critical nature, the shortage of parts for the B-50s assigned the 43d and 2d Bombardment Wings, also came in for special attention during the current reporting period. Aside from shortage of parts for both types of aircraft, maintenance difficulties were also experienced, and this was particularly true concerning the B-36. Inadequate numbers of skilled personnel were available to perform necessary maintenance, and here again the reason was the fact that the B-36 was an entirely new airplane.

Early in May, SAC advised this headquarters that USAF had authorized stations assigned aircraft currently in

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production priority over production line aircraft on AOCP requests. The following is quoted from a letter from USAF to Headquarters Air Materiel Command:

> "In the event aircraft in the field of the type currently in production are grounded due to lack of maintenance parts, these parts will be supplied even though it affects the production of new aircraft. Production aircraft will not be delayed to establish stock levels, however, every effort should be made to maintain the stock levels at an adequate point." 4/

The SAC letter emphasized that to eliminate any misunderstanding that might arise concerning critical items for both aircraft assigned to the field and those in the production line, it must be understood that these items cannot be stocked at base level. Required items will be requisitioned under the first three supply priorities as immediate or firm anticipated requirements were established.

On 6 and 7 June 1949, a B-36 conference was held at Carswell AF Base for the purpose of reaching agreements on certain supply problems. This conference was attended by representatives of Headquarters USAF, AMC, SAC, Eighth Air Force, and the 7th Bombardment Wing. During this conference it was agreed that AMC would arrange with Military Air Transport Service to have daily courier planes operate between Carswell AF Base and Oklahoma City Air Materiel Area (OCAMA)

4/ Ltr, Hq, SAC to CG, 8AF, Subj "Policy Relative to Support of Production Type Aircraft in the Field," 3 May 49. See exhibit #33.

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and San Antonio Air Materiel Area, (SAAMA) to airlift serviceable items to Carswell and to return repairable items to the depots. It was also decided that all USAF activities would be informed of the importance of the B-36 program to expedite shipping instructions for material required at the Fort Worth base. It was further determined that representatives of OCAMA and SAAMA would meet bi-weekly with Carswell representatives to discuss problems on supply support of the B-36. Organizations using B-36s were directed to requisition material by classes and depots as follows:

OCAMA	SAAMA	SMAMA	SBAD
01-B 02-B 03-E 03-I 05-A 05-E	All classes except those listed for OCAMA, SMAMA, and SBAD.	05-C	05-G

Carswell representatives were instructed that all requisitions for B-36 aircraft should be marked "For Support of B-36 Aircraft." 5/

Immediately following this conference AMC notified all interested agencies that top priority would be given the B-36 program. This is evidenced by two teletype messages received in this headquarters on 9 and 14 June 1949. These messages were forwarded to the tactical wing immediately and were made

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5/ Agreement, B-36 Supply Conference, CAFB, 6 and 7 June 49. See exhibit #34.

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the subject of a letter dated, 17 June 1949. 6/ The first of the two teletypes is quoted below:

"MCMS-6-34 The handling of requisitions and entire action on supply including necessary local manufacture and repair for requisitions for B-36 aircraft from Carswell Air Force Base will be given top priority until further notice. This action will include a follow-up by each depot to insure that items placed in transportation are actually moved from the depots and do not remain in shipping terminals at the base. Except for Oklahoma City and San Antonio all correspondence and extractions in connection with delivery of items to Carswell Air Force Base will be forwarded by air mail. It will be the responsibility of each depot to insure that 24 hour action is taken on requisitions through their depots on all AOCP aircraft and associated equipment special requisitions. All requisitions and correspondence in connection with supply action on B-36 aircraft at Carswell Air Force Base will be clearly marked "for support of B-36 aircraft." Examination will be made of all requisitions and paper work now in depots for B-36 aircraft to insure expedited action. Authority is hereby granted to expend up to 500 dollars for emergency local procurement. Further detailed information on special reporting and handling action of normal requisitions will follow. Signed Supply Division."

The second teletype, dated 14 June 1949, authorized S-1 priority on B-36 supply actions.

That progress was made in overcoming some of the supply difficulties is evidenced by improvement in the B-36 AOCP toward the end of this reporting period, and by reports of the AMC, B-36 Project Officer, on TDY at Carswell AF Base. The following is quoted from one of the Project Officer's

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6/ Ltr, Hq, SAF to CO, 7th BW, Subj "B-36 Program," 17 June 49. See exhibit #35.

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reports dated 14 July 1949:

> "There has been a definite improvement in the supply situation at Carswell AF Base as pertains to the B-36 program. This improvement has been brought about by the concerted effort of each command concerned to speed up and follow through on supply action. However, there is still much to be desired, especially in the matter of contractor furnished parts, and continued effort is necessary from the user right on through to Headquarters AMC in order that this situation may be cleared up. Contractor furnished materiel is still being delayed due to delays in delivery of Government furnished parts to them. One outstanding example is the dash 100 quick change engine build-up kits. Carswell AF Base needs these kits badly, but CVAC can't deliver due to shortage of GFP. This and similar difficulties have been brought to the attention of OCAMA for any action they can take with the contractor to alleviate the difficulty." 7/

The same improvement in the supply picture was noted by Materiel Division, this headquarters, in an inspection report dated 19 July 1949. 8/

As already indicated, from the beginning of the B-36 program in this command, problems of maintenance have gone hand in hand with those of supply. Maintenance difficulties have been due not only to shortage of aircraft parts, but to latent defects in the aircraft, inexperience of personnel with a new and complex type aircraft, shortages of certain skilled specialists, lack of training devices, and many other

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7/ Ltr, Lt Col James N. Sammons, AMC, to CG, 8AF, Subj "Maintenance and Supply Activities at Carswell Air Force Base, 14 July 49. See exhibit #36.

8/ Report of Staff Visit, Maj C. R. Lamb, Off of Dir Materiel, 8AF to CG, 8AF, 19 July 1949. See exhibit #37.

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factors.

Maintenance and training problems were made the subject of a special conference held at Headquarters Eighth Air Force, on 29 and 30 August 1949. Those participating in the conference were General Ramey and representatives of this headquarters, General McNaughten and representatives of the Directorate of Training and Requirements, USAF, General Burns and representatives of Air Training Command Technical Division, General Mundy and representatives of AMC, General Montgomery and representatives from SAC, and representatives of the Fifteenth Air Force, 311th Air Division, and 7th Bombardment Wing.

Current problems which affect the operation of the B-36 in the Eighth Air Force were outlined by General Ramey as follows:

a. Engineering defects which are occurring in the course of the service tests of the B-36 and which require re-design and factory or depot modification.

b. Maintenance problems which are created due to shortages of personnel and equipment such as handling equipment, special tools, test equipment, etc., most of which are on procurement but not yet delivered.

c. Lack of mobile training units and other training aids which has greatly hampered on-the-job training of maintenance personnel.

d. The need for early approval of a proposed Table of Organization submitted to Headquarters USAF for the B-36

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organization (Bomb Squadron only) which is essential to provide the command with sufficient maintenance personnel. 9/

The General went on to point out that newer aircraft which have had most of the latent defects corrected are proving much easier to maintain, however the accelerated combat type flying being conducted above 40,000 feet is developing new troubles which, until necessary changes are made, cause abnormal maintenance above and beyond the normal capabilities of a combat organization. He indicated that liaison had been established with AMC to secure their support in identifying and correcting these difficulties. Another maintenance difficulty or work load has developed with the necessity for preparing aircraft for transfer. As an example, the 7th Wing is receiving new B-36s at the same time it is preparing aircraft for delivery to other units now being equipped with the B-36.

After the general introduction to the problems referred to above, the conference broke up into two working groups, one dealing with the materiel and equipment problems while the other took up the questions relating to personnel and training. The group dealing with the materiel and equipment phase of the conference divided the problems in two categories, those dealing with immediate action problems which affect the current B-36

9/ Report of Conference on B-36 Maintenance and Training Problems at Hq &AF, 29 and 30 Aug. 49. (Complete report in Sept Hist, 7th BW)

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program, and problems related to the fixed base conception in a long range program.

Immediate action problems are as follows:

1. Because of the engineering deficiencies resulting from increased flying at high altitudes and the necessity for immediate corrective action, continued on-the-spot evaluation of the difficulties and liaison between Eighth Air Force, SAC, and AMC is of the utmost importance.

2. There has been a requirement for depot level support of the B-36 aircraft assigned at Carswell AF Base. Experience with new aircraft and recently modified aircraft under the latent defect program has not been sufficient to determine what future requirements will be, however it is apparent that a requirement exists at the present for depot level support. Pending changes in T/O and the possible switch from the present Wing Base plan to the Fixed Base concept, consideration should be given to the assignment of a Maintenance Group of an Air Depot Wing as an interim measure. Experience has shown that the recurring frequency of certain phases of depot level maintenance being performed at base level indicates the advisability of having a permanent personnel complement assigned to the base to perform the function.

3. In the shortage of maintenance equipment the most critical items are continuity testers for the power package, fire control calibration equipment, calibration equipment necessary to the maintenance of the AN/APG-3 gun laying radar,

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the bench test equipment for constant speed drives.

4. There is a requirement for bench test equipment in the form of mock-ups for use in the electronics shop in the calibration and trouble shooting of the APQ-24 radar system.

5. Because of a lack of standardization of the engine quick change kits, much confusion has resulted not only in the actual application of the components to the engine build-up, but in the identifying and requisitioning of the components and in the extraction of certain components throughout AMA depots. Under present circumstances these kits are being shipped to OCAMA for complete build-up and then reshipped to the using activity for use in the engine build-up section. It was the consensus of SAC personnel that the build-up of the engine change kits should be considered as a depot function on a permanent basis and that the kits, complete with all components, should be delivered to the using activity ready for engine build-up.

6. There is an inadequacy of engine and propeller special tools of all types.

7. There is a lack of publications pertaining to equipment on the B-36. This includes handbooks of instructions and B-36 parts catalogs, as well as information on ground handling and maintenance equipment peculiar to this aircraft.

8. The Latent Defects program now being accomplished on earlier models of the B-36 assigned the 7th Wing Wing results

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in the assignment of new aircraft to that organization and the subsequent transfer of modified aircraft to other units. The transfer of these aircraft creates a workload for the tactical units that, while it is their responsibility, is presently beyond their capability without seriously interfering with training operations and flying commitments.

9. The present rate of failures and unsatisfactory conditions existing generally throughout the B-36 has resulted in an abnormally large number of Unsatisfactory Reports. This command will submit URs on all failures and attempt to improve the quality of these reports in an effort to assist AMC in arriving at satisfactory solutions.

10. Aircraft damaged in flight to the extent that is known by the flight crew that depot level maintenance will be required after landing should be directed to proceed direct to an established B-36 Air Materiel Area facility when safety of flight will permit. This is necessary to avoid the enormous expenditure of manhours involved in making the aircraft, which has received damage of this nature, ready for the flight to a depot after it has once landed at it's home station. This program should be carefully controlled and whenever possible, permission should be received by radio from the home station to effect this procedure.

Discussion of the problems related to the fixed base concept in the long range program resulted in the following:

1. It was agreed that action should be taken by Headquarters

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United States Air Force which will result in a study of the requirements of the base organization and facilities to carry out the concept of fixed base operation for B-36s. Such a plan should be based on war plans as of the date such an organization and base can be put into operation. It was agreed that facilities on such a base would be permanent in nature and design, to permit maximum efficiency of maintenance operation and utilization of maintenance personnel. Further, that the maintenance organization should be consolidated to permit maximum specialization within the maintenance activity.

2. A problem exists in providing adequate engine build-up facilities at various bases. It appeared, after discussion, that more efficient and economical operation would result if AMC would deliver to tactical units power packages ready for installation in aircraft. This seems highly desirable, due to the extremely high cost of establishing engine build-up facilities at all SAC bases. However, if this is not feasible, consideration should be given to centralization of engine build-up activities within the Strategic Air Command.

3. It is probable that after prolonged service use of the B-36, depot rehabilitation will be necessary. The problem exists as to the method of determining the proper period at which this rehabilitation should be performed. No doubt the answer to this problem will become evident as the B-36 program and usage continue.

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Conference personnel designated to discuss the personnel-training problem represented USAF, SAC, Eighth Air Force, ATRC, and 7th Bombardment Wing. The scope of this committee's discussions were listed as follows: (1) To isolate critical training factors requiring immediate command attention, (2) To expedite assignment of competent and qualified maintenance personnel to organizations equipped with the B-36, and to augment SAC's ability to retain these people, and (3) To examine the syllabus of present courses with a view toward revision.

The major points developed in the discussions of this group were:

1. It was agreed that there was a need to build and have in place adequate mobile training units as fast as possible. To accomplish this, ATRC must begin the development of an MTU team by increments as the various pieces of equipment become available. Personnel should be trained at Chanute AF Base and moved to Carswell as rapidly as possible.

2. The Eighth Air Force should send a team to Sheppard AF Base to design a special course for B-36 airplane and engine mechanics. The length of the course was not determined but it was agreed that the load of trainees should not exceed 40 due to the shortage of B-36 training aircraft within the Air Training Command. It was further agreed that the one B-36 at Sheppard should be in an unrestricted O1Z status, or class 26. This would be accomplished by SAC advising USAF

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that they would rather have this airplane used for training than for combat use after modification. USAF could then take the necessary steps through AMC to have the aircraft declared OIZ.

3. Regarding advanced courses it was stated that SAC is unable to send as many people to the courses as they desire because of the shortage of basically trained mechanics. This situation can only be cured by time. Air Training Command courses are now increasing to the point that basically trained mechanics will be available in required numbers for units of this command. A firm commitment of SSN 747s projected for assignment to SAC stations would help in planning for release of people to train in the advanced courses. Another factor limiting the number of personnel available for advanced training is the requirement that the individual have 18 months remaining in his current enlistment. A possible solution offered would be to make exception in the case of first three graders.

4. With regard to special courses the following findings were listed:

a. Required training on the APQ-3 and allied equipment will be determined as a result of the present flexible gunnery requirements which were established by SAC at a conference at Headquarters ATRC on 15 August 1949.

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b. The jet course at Chanute AF Base should be divided into three courses of six weeks duration. Courses would cover J-33, J-35, and J-47. The B-36 program will require mechanics trained only on the J-47. These are the jets which will appear on later models of the B-36.

c. The Eighth Air Force should forward through channels a firm requirement for training for the maintenance of the gyrosyn-compass system.

d. The B-36 electrical course at Chanute AF Base should be continued. However a study should be made at Chanute on the present 10 week B-36 alternating current systems course to determine the adequacy of training on the laternater group circuits, the field and organizational test, equipment, and the ignition tester now being used. Line chiefs of the Eighth Air Force indicate that graduates of the B-36 alternating current systems course were generally very satisfactory.

e. Studies should be made by Chanute of the adequacy of the airplane power plant mechanic course, specialized R-4360, to determine the adequacy of training on the water injection system of the B-36 power plant and on the operation, maintenance and installation of the fan brake.

f. A study should be made at Chanute on establishing training in the airplane sheet metal course on magnesium alloys and stainless steel with special emphasis on thin materials.

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g. Chanute should investigate the adequacy of training in courses on the assembly and disassembly of the Curtis Electrical Propeller for propeller mechanics, electronic mixture central for the power plant and electrical mechanics, and ignition tester in the several courses touching on this subject.

h. The B-36 armament course at Lowry AF Base on the fire control systems should be continued. However, students of the specialized B-36 course at Lowry are receiving instructions on the remote control turrets only. No instruction is being given on the basic armament system, ie, bombing equipment. A complete bombing equipment mock-up is in process of manafacture, and it is recommended that this be expedited if possible and incorporated in the course.

The group studying personnel and training problems summarized their discussions as follows:

1. The most critical factors are: The urgent requirement for immediately equipping proposed B-36 mobile training units, as the MTU system has been found to be the best solution to the present critical situation in the maintenance field, and the urgent requirement for placing B-36 at Sheppard AF Base in an unrestricted category.

2. To expedite the assignment of competent and qualified maintenance personnel in the B-36 units, a specially designed B-36 course in the basic 747 courses at Sheppard should be started immediately.

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3. Examination of course syllabi revealed that some courses should be revised. Present courses, however, are extremely worthwhile and beneficial in the training of maintenance personnel for the B-36 program.

The following recommendations were made at the conclusion of the conference and indicate action required by the various agencies participating in the meeting:

"1. United States Air Force:

(a) That Hq USAF initiate a project that will result in determination of requirements for a fixed base organization and facilities.

(b) That Hq USAF initiate a project to investigate the feasibility of having AMC provide complete power package units to SAC.

(c) That a coordinated SAC-AMC procedure be established which determines the periods at which B-36 aircraft will require rehabilitation by air depots.

(d) That the present wing base organization be revised in accordance with the concept of specialized maintenance, the ultimate goal being maximum coordination of all maintenance activities and centralization of all maintenance control. Further, recommend immediate approval of the presently proposed Tables of Organization as an interim measure until the above reorganization can be accomplished.

(e) Place B-36 at Sheppard AFB in OIZ status.

(f) Allocate on high priority required B-36 equipment to ATRC for schools and mobile training units.

(g) Provide SAC with 747 assignment projections.

(h) Waive 18 months in current enlistment for first three graders qualified for advanced courses.

(i) Investigate status of the by-name list of maintenance officers submitted by General LeMay to General Edwards.

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(j) Check assignment of maintenance officers graduating from Chanute.

(k) Study problems of experience level and retainability in B-36 units.

2. Air Materiel Command:

(a) That the overhaul of the 100 kit (engine quick change) be established as a function of the specialized Air Materiel Area Depot.

(b) That AMC establish the capability for modification and major overhaul of B-36 aircraft in order to meet the requirements as stated in paragraphs 4a(1) (j), 4a (2) (b) and 4a (2) (c).*

3. Air Training Command:

(a) Study and revise syllabi as indicated in discussion above.

(b) Establish special course on B-36 for basic 747s.

(c) On receipt of equipment, expedite manning and placing in the field, additional B-36 mobile training units.

(d) Continue and expand field visits to B-36 organizations to assure adequacy of ATRC Technical Training Courses.

4. Strategic Air Command:

(a) Submit to Hq USAF a recommendation that one B-36 be placed in unrestricted OIZ status to meet the requirement of sub-paragraph (3) (b) above.**

(b) Initiate study on experience level and retainability of maintenance personnel.

5. Eighth Air Force:

(a) Send team to Sheppard AFB to design special course for 747s in B-36 training.

(b) Submit training requirement for special course on gyrosyn-compass system for instrument specialists.

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(c) Continue close liaision with ATRC and review revised syllabi as accomplished by ATRC.

(d) Determine which MOS will be responsible for maintaining E-6 auto pilot, transmitting decision thru SAC to Hq USAF for revision of student prerequisites." 10/

*4a(1)(j) - refers to aircraft damaged in flight being allowed to proceed direct to AMA facility instead of landing at home station. 4a(2)(b) - refers to providing adequate engine build-up facilities at various bases, or centralization of engine build-up activities within SAC. 4a(2)(c) - refers to determining proper time for depot rehabilitation of B-36 after prolonged service.

**Refers to setting up special B-36 course for basic 747s.

Although the information just presented is somewhat in detail, it is believed that the problems discussed at the B-36 conference give a pretty good picture as to some of the difficulties being experienced in B-36 maintenance in this command.

B-36 Radar Equipment

One of the major difficulties encountered in operating the B-36 type aircraft in this command is the maintenance required on the AN/APQ-24 radar set. The seriousness of the condition was brought to the attention of this headquarters in a letter from the 7th Bombardment Wing, dated 29 June 1949. It was pointed out that a prohibitive number of man hours is required to perform normal inspections and routine performance checking, and cited an instance in which 2150 man hours were required to prepare 12 aircraft for a recent mission. This figure did not include man hours spent by field

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10/ Ibid

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maintenance, supply, and flight crews, nor did it include a complete and thorough check on the entire bombing system but only the minimum checks necessary to get the main computing loops of the AN/APQ-24 within performance limits and a satisfactorily operating basic radar. The report went on to state that in this particular mission the results did not justify the efforts expended. To quote from this letter, "In the course of normal operations, complete failure, jittery or intermittent operation, and a poor bombing have become the rule rather than the exception." 11/ The causes of the above unsatisfactory condition are listed as: first, the lack of adequately trained personnel, and secondly, an overly difficult arrangement of complex equipment.

To quote further from Colonel Fisher's letter:

> " A vigorous program to reduce the lack of trained men is being conducted at this base, but even if this program is a complete success it will only partially alleviate the situation. This command has now and will continue to have a vital need for an influx of AN/APQ-24 trained maintenance personnel. If there were a relatively large number of well trained AN/APQ-24 men available, the man hours required to keep the bombing system in optimum working condition would still preclude the meeting of the operational commitments of this command. This amount of time required is forced by the fact that 80% of the man hours expended on the equipment if for the isolation and repair of faulty cable connections. The number of cable failures amounts to but 30% of all troubles, but the difficulty of isolation requires the large amount of time which is spent on them. These undependable cable connections are also the cause of unstable, jittery operation in

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11/ Secret Ltr, CO, 7th Wing to CG, 8AF, Subj "Maintenance of AN/APQ-24 in B-36B Aircraft," 29 June 49, See exhibit #38.

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the air, resulting in either no bombing or inaccurate bombing."

The main trouble lies in the fact that there are too many cables. There are over 44 separate cables with approximately 100 connectors with from 1500 to 2000 individual conductors. If any one connection is not solid the equipment will either not operate or the wrong bombing answer will be produced. Original construction of the cables appears not to be up to standard. In one aircraft 14 separate connectors had to be rebuilt in order to complete a performance check. As the operational time increases on this equipment the extremes of vibration and shock to which it is subjected causes the border line cases to fail, and failures occur on an increasing scale. Arrangement and inaccessibility of equipment also adds to the maintenance problem.

On 23 June 1949, a conference was held with representatives of the Engineering and Maintenance Division, AMC, Consolidated-Vultee Aircraft Corporation, Cannor Electric Corporation, Amphenol Connector Corporation, and the Electronic Maintenance Section, 7th Bombardment Wing. During the discussions it was determined that certain definite steps could be taken to alleviate maintenance difficulties with the AN/APQ-24. Under the heading of initial action, CVAC will overhaul it's fabrication and inspection systems in order that no more defective cables are delivered with the aircraft. In this respect, AMC will

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deliver specialized cable testers to the CVAC people to supplement ordinary visual inspections. Air Materiel Command will develop and procure cable test equipment for use by tactical organizations which will greatly reduce the amount of time required to isolate cable failures that occur. That command will also procure an electrical interconnector wrench which will allow the mechanic to insure a tight connection easily and without distortion of the connector. A team of highly skilled technicians from the maintenance division of AMC will visit the tactical organizations to check all the cables in the aircraft now in use and rebuild where necessary.

Problems which will require engineering study include, redisigning the packaging of the AN/APQ-24 in order to eliminate the bulk of the inter-connecting cables and at the same time incorporate built-up metering and test circuits to reduce greatly the normal maintenance time. Pending this change in packaging, the present location of the units of the set must be changed so that present equipment can be easily maintained. Air Materiel Command in conjunction with the connector manufacturer, will undertake to produce connectors that will not require the large torques to properly seat. 12/

By the early part of August 1949, many of the major supply and maintenance difficulties relating to this equipment had been resolved. As evidence of the improved situation

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the following is quoted from a report of staff visit dated 5 August:

> "A check of the organizational shops, field maintenance and service stock this date revealed that out of a monthly turn-over of three hundred items only 22 components and/or sub-assemblies are tied up for lack of parts. This very small percentage is in direct contrast to the situation ninety days ago when Q-24 operations were in danger of being completely curtailed because of certain critical items. While all items directly affecting APQ-24 maintenance have not been cleared up as yet, the overall situation looks encouraging for the first time since its inception.
>
> The subject of electronics maintenance personnel is, of course, the one big "if" in the entire program. Present survey indicates that two officers, ten airmen, and one civilian, in addition to the Western Electric technical representatives, are sufficiently qualified and form the small nucleus for all Q-24 maintenance at Carswell. In an effort to bolster the personnel situation, some 19 airmen, mostly in the top three grades, have been culled from radio, electrical and other fields and placed in a special school to learn the APQ-24. This novel experiment (novel in the sense that the course of instruction is entirely practical and no time is being devoted to theory) is working out surprisingly well. The school and training have now progressed to a point where these airmen are participating in line maintenance under supervision of trained personnel. Local base plans call for a qualifying examination on the APQ-24 and the awarding of an 867 MOS to these airmen." 13/

Before passing to a discussion of supply and maintenance difficulties experienced in the medium bombardment units of the command, a note should be inserted regarding one unexpected problem which was encountered in the 7th Wing. On 22 May 1949, thirteen B-36B aircraft assigned to the 7th

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13/ Report of Staff Visit, CWO W. H. Charlton, Electronics Section, Hq 8AF to 7th Wing, 5 Aug 49.

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Bombardment Group received major damage to rudders and accessories as the result of winds in gusts up to 60 miles per hour. Some of the aircraft were damaged to the extent that civilian employees from AMC, Tinker AF Base, and Consolidated-Vultee Aircraft Corporation, had to take over the job of repairs. These men worked in eight hour shifts, 24 hours a day, in effecting the necessary repairs. Lists of weather damaged parts, by aircraft, are shown in letter from 7th Bombardment Group, dated 1 June 1949. 14/

Materiel Problems in Medium Units

During the period covered by this report, medium bombardment units of the command continued to experience difficulties in the matter of shortages of spare parts. An example of this has been the constant shortage of Cruise Valve Actuator Assemblies. In May, the 43d Wing reported a requirement for five of these actuators for immediate installation, and at that time it was indicated that when a shipment of critical parts was received it was only in sufficient quantity to meet immediate requirements. Consequently, any additional failures of the same part constitutes another long delay. It can be readily seen that parts involved in each new type of malfunction on the B-50 aircraft results in an even worse situation. Another problem in the 43d and 2d Wings, is the

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14/ Ltr, A-4, 7th Gp to CO, 7th Wing, Subj "Weather Damage of Aircraft Parts," 1 June 1949. 7B3-4.

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maintenance required on the APQ-23 radar sets installed in the B-50 aircraft. These sets were originally installed on B-29 aircraft, and wing materiel officials are of the opinion that since the sets were badly worn when removed from the B-29s they are now in even worse condition. Due to the condition of the sets an excessive radar maintenance work load is imposed, and constant malfunctioning of the sets, due to failure of old and worn parts, results in a larger number of aerial aborts of group aircraft. In most cases the malfunctions are in pressure switches, rate motors, TR and RT tubes, and crystals. Shortage of radar maintenance personnel has also aggravated the radar situation in these units.

The engine failure rate of 4360 engines in the 43d Wing has necessitated a revamping of the engine build-up section in the 43d Maintenance and Supply Group. It is also necessary to maintain a 3350 engine build-up line at the same station since the 43d Group has both B-50s and B-29s assigned. The latter type aircraft are used by the 43d Air Refueling Squadron. In this connection the 43d Wing received a request from the 3d Air Division stationed in England, requesting permission to send two maintenance men to Davis-Monthan for 30 days temporary duty to study maintenance and supply procedures pertaining to 4360 engine build-up. 15/ On 20 July 1949, Davis-Monthan officials advised Headquarters USAF as follows: "Arrangements acceptable,

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15/ TWX, 3d Air Division,UK, to Hq USAF, 13 July 1949.

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facilities available for housing men and administration." 16/ One First Lieutenant and one Technical Sergeant from the 3d Air Division arrived at Davis-Monthan for temporary duty early in August. Information gained during this indoctrination period is to be utilized in the establishment of an R-4360 engine build-up at Burtonwood Depot, England. The Burtonwood depot is the major facility for supply and maintenance of medium bombardment units of the USAF being rotated to England.

In operating B-50 type aircraft in the Eighth Air Force it has been noted that malfunction of the nose gear and steering mechanisims have resulted from failures of various units of the system. Cutout switches on the steering system have failed and permitted the gear to retract in a cocked position, thereby causing the actuator to burn out and necessitating the lowering of the gear by the emergency crank. In other cases, the nose gear centering orfice rod has broken the manual follow-up torsional link. In still others, the metering valve has failed to operate properly. Boeing representatives at Davis-Monthan have followed all cases closely, and information is passed on to the Boeing factory immediately, in an attempt to remedy the potential sources of trouble in the nose gear assembly.

Also in connection with operation of the B-50 aircraft, cracks appearing on wing and flap surface skins have been

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16/ TWX, 43d Wg to Hq USAF, 20 July 1949.

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found aft of rear and on many of the metal panels from the fuselage to the outboard wing sections. It has also been discovered that cracks not only follow rivet lines on the ribs but a great many have been found between, and adjacent to the rivets that hold the sheet metal panels to the rear spar. This would seem to indicate that there is considerable flexing of the panels in flight, and as the forward edge is ridigly attached to the rear spar with flush rivets the resulting cracks appear in close proximity to the rivets. 17/ A meeting has been scheduled at Davis-Monthan between representatives from Air Materiel Command, Wright-Patterson AF Base, the AMA Depot at San Antonio, and personnel of the 43d Bombardment Wing. These men will study the problem and try to arrive at a fix on the causes and remedial action.

As evidence that spare parts were still a problem in B-50 units as late as August, is the fact difficulties were experienced in preparing B-50s of the 43d Group for overseas movement. Information relative to the departure of this unit for the United Kingdom will be given in a subsequent chapter, however at this point it should be noted that in order to get 21 B-50s ready for the TDY, it was necessary to resort to cannibalization of other aircraft. Parts not available through normal channels were removed from B-50s not scheduled for the maneuvers. These parts included such items as:

17/ Report of Staff Visit, Dir of Materiel, 8AF to CG, 8AF, 25 July 49. See exhibit #39.

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organization had 18 cases of exhaust valve failures in standard B-29 aircraft and three exhaust valve failures in modified aircraft. 18/ This report went to SAC, and in an indorsement dated 22 June 1949, that headquarters wrote the Commanding General, OCAMA, calling attention to the increase in the number of internal failures in R-3350 engines. The following is quoted from SAC's letter to OCAMA:

> "The number of internal failures of R-3350-57 engines installed in B-29 aircraft of this command has increased sharply during the past ninety (90) days. Specifically there were fifty-three (53) internal failures in March, fifty-eight (58) internal failures in April, and sixty-eight (68) internal failures in May. There was an average of forty-four (44) internal failures in the six month period prior to March 1949. Since no changes have been made in operating techniques or type of missions flown, this headquarters is unable to determine the reasons for the recent increase in the number of internal failures of the R-3350-57 engine." 19/

It was pointed out that the failure of the engines might be due to utilization of engine parts that had been processed through overhaul several times, resulting in weakened material. In it's reply dated 1 July 1949, Headquarters, OCAMA, advised that an investigation had been conducted by that depot on the last 200 R-3350 engines processed through the specialized overhaul shops. This investigation revealed

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18/ Ltr, 509th Wg to CG, SAC, Subj "Aircraft Engine Report," 14 June 49. See exhibit #40.

19/ 1st Ind, SAC to OCAMA, 22 June 49, to Ltr, 509th Wing to CG, SAC, Subj "Aircraft Engine Report," 14 June 49. See exhibit #40A.

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intercooler air ducts, door assemblies, intercooler heaters, turbo cooling caps, fuel pressure transmitters, and cruise valve actuators. Subsequent reports indicate that on the flight to the UK, one engine change was necessary in Bermuda. One turbo supercharger and C-11 regulator change was necessary at the same stop, in addition to many small items being consumed from the squadron flyaway kits. In passing it should be noted that in addition to the 21 B-50s sent to England, the Group also flew nine B-29 aircraft assigned to the 43d Air Refueling Squadron. Other aircraft assigned to the Air Refueling Squadron were to be utilized in ferrying supplies, spare parts, etc, to the 43d Group while on the maneuvers. Bomb Bay tanks were removed from these aircraft and thereby the tankers became cargo carriers. This shuttle service was scheduled for the duration of the tactical unit's stay in England.

One of the major difficulties experienced in operating B-29 aircraft during the period covered by this report was the internal failure and exhaust valve failure of R-3350 engines. Reports on this condition were received not only from the tactical units of this air force and other SAC units, but also from OCAMA, at Tinker AF Base. On 14 June 1949, the 509th Bombardment Wing reported that during the period from October 1948 through May 1949, that organization had a total of 47 internal failures in standard B-29s and 6 internal failures in modified B-29s. During the same period the

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that 118 engines experienced valve failures, ie, broken, burned, cracked valves; 11 failures resulting from improper operation, detonation burning holes through the piston; 23 failures resulting from improper maintenance, hydraulic locks, foreign objects in the blower section; eight failures due to warped exhaust valve seats; eight failures resulting from broken knuckle pins; and several other causes affecting from one to four engines. In commenting on the engine failures, the Director of Maintenance, OCAMA, stated that it was believed that the number of previous overhauls had no significant bearing on the reported increase of internal failures. In this respect, attention was invited to the fact that there are practically no new R-3350 series engines. The engines presently in service have been through from one to several major overhauls, and the average service life of the engines has not been adversely affected, which indicates that the number of previous overhauls is not detrimental to service life of the engine. To quote from this letter:

> "The wear limits established by pertinent Technical Orders and the quality control measures employed in the overhaul of the R-3350 engines are such that overhauled engines are comparable to new engines in every respect. With reference to paragraph 3 of the 1st Indorsement, relative to information from disassembly inspection which might assist your Headquarters in reducing the number of internal failures, you are advised that a number of engines have been received for internal failure, upon which dismantling inspection revealed the failure to have resulted primarily from a "swallowed" exhaust valve head. It is suggested that failures of this nature might be reduced through more frequent and thorough

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inspections to ascertain incipient failure of the exhaust valves. It has also been noted, although of minor frequency, that engine failures have resulted from detonotion and improper pre-oiling. Several engines have been received for excessive oil in the blower section, upon which disassembly inspection revealed the impeller oil seal rings to be in good condition and no evident cause for such leakage." 20/

On 20 June 1949, the #1 engine on Colonel Irvine's B-29 failed internally with a resulting engine fire, on take-off from the Azores. Preliminary inspection of the damaged engine disclosed that the cast iron exhaust valve guides had dropped down out of the exhaust valve guide boss. This condition was confirmed by Wright Aero Engine Technical Representative who indicated the condition as serious and needing immediate attention. Final decision was to remove all "M" engines installed on aircraft and return them to OCAMA for the installation of bronze valve guides.

Instructions were issued by Headquarters Eighth Air Force on 24 June to ground immediately all aircraft that had R-3350-57M engines installed.

At Walker AF Base, personnel of the Field Maintenance Instrument Shop, together with Mr. R. M. Moore, Headquarters Air Materiel Command, have been working on the installation of new type instruments recently developed by AMC. The instruments

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20/ 2d Ind, Hq OCAMA to SAC, 1 July 1949, to Ltr, 509th Wing to SAC, Subj "Aircraft Engine Report," 14 June 49. See exhibit #40B.

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are being installed on a B-50 aircraft presently assigned to the 509th Wing. The instruments are much smaller than the standard instruments, thus reducing the size of the engineers panel by approximately 35 percent. They are very sensitive and will allow up to 70 percent more accuracy in readings. With these instruments RPM can be accurately read to one RPM, cylinder head temperature is accurately reflected to a degree and accuracy in all the other instruments is almost equal to that obtained in the laboratory. In addition to the increased accuracy, maintenance and installation is simplified and quick and positive reading is assured by regrouping the instruments on the panel and the fact that all are read in the same manner.

While on the subject of aircraft instruments, reference is made to a meeting held at Castle AF Base, on 24 August 1949. The meeting was for the purpose of discussing the adequacy of B-50 aircraft instrumentation and to make recommendations for the standardization of instruments on this type aircraft. The meeting was attended by representatives of all SAC units utilizing B-50 type aircraft. One of the major recommendations to come out of the meeting was that an alternate set of instruments is desirable and necessary. The following is quoted from a report of the conference:

* * * * *

"It is the opinion of all officers present that too much emphasis is being placed on electric instruments operating from one source of power and disregarding

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the added safety factor of an alternate instrument system on the B-50D. Apparently, the only objection known by the conference to vacuum type instruments is their limitations under cold weather conditions. It is the firm opinion of all present at this meeting that the added safety factor of an alternate instrument system is desirable and necessary. It is recommended that the co-pilot's position be supplied with a set of vacuum instruments regardless of their limitations, as it is felt that electrical instruments also have their limitations in that they operate from a single source and have the inherent malfunctions characteristics of all electrical units. It is also recommended that action be initiated through AMC to determine the practicability of installing vacuum type instruments incorporating thermostatically controlled heating elements and a line purging system. At least two engine driven vacuum pumps are recommended for this system." 21/

Reports from the 97th Bombardment Wing, Biggs AF Base, indicate that there was a decrease in the AOCP rate at that station even though the usual supply and maintenance difficulties continued. Commendation on the lowered AOCP rate was received from General McMullen, SAAMA, and the information was passed on to General Hutchison, 97th Wing, on 22 July 1949. 22/ General McMullen's letter also called attention to the improvement in the AOCP situation at the 509th Bombardment Wing and 27th Fighter Wing. It is felt however that the decrease in AOCP rates in the 97th Wing is especially noteworthy in view of the many different types of aircraft serviced at Biggs AF Base. In addition to the B-29s used by the 97th

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21/ Confidential Ltr, Col R. H. Terrill, 93d WG, to CG, 15th AF, Subj "Instrumentation for B-50 Aircraft," 25 Aug 49. See exhibit #41.

22/ Ltr, CG, SAF to CG, 97th Wing, 22 July 49. See exhibit #42.

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Group, the El Paso installation is responsible for certain supply and maintenance functions for the following types: C-54, C-97, C-47, B-26, C-45, and F-80. Some of the units stationed at Biggs are: 1st and 2d Strategic Support Squadrons, 1st Tow Target Squadron, 2151st Air Rescue Unit, aircraft of the Military Air Transport Service, Liaison aircraft assigned to Fort Bliss, and transient aircraft visiting the base.

One point which should be mentioned while still on the subject of bombardment type aircraft, is with regard to an ECM conference held at SAC, on 16 and 17 August 1949. Among the items discussed were: standardization of ECM installations on aircraft, new ECM antenna systems, ECM training, ECM personnel, and ECM equipment. Details of this meeting are covered in a report of staff visit, dated 19 August 1949. 23/

Fighter Aircraft

Reports from the 27th Fighter Wing indicate that during the period May through August 1949, supply and maintenance problems were merely a continuation of those referred to in the preceding history. Percentages of aircraft in commission increased during this period and one of the reasons for this was the restriction on flying during part of June and July.

23/ Report of Staff Visit, Electronics Section, 8AF to CG, 8AF, 19 Aug 49. See exhibit #43.

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Curtailment of flying activities gave maintenance personnel additional time to perform preventive maintenance which resulted in lowering the AOCM rate of the organization. 24/ Regarding the imposition of flying restrictions, it should be noted that the restrictions applied to the bombardment units of this command as well as the fighter organization, and resulted from the strike in the Bendix Corporation.

Attention has already been called to the fact that during the latter part of this period, the 27th Fighter Wing was making preparations for the change-over from the F-82 "Twin Mustang" to the F-84E jet type aircraft.

Status of Tactical Group Mobility

In earlier histories of this air force reference has been made to the SAC, Mobility Plan. In general the plan provides that a bombardment unit will be divided into a combat echelon and a wing echelon. The combat echelon is manned, equipped, and supplied to move by air to an overseas operating base and engage in combat operations for at least thirty days. The wing echelon moves by rail and water at a later date. A combat group utilizing 30 aircraft is allowed 900 personnel, whereas in the case of a unit using 45 aircraft the personnel authorization is increased to 1300. In either case, the total personnel authorization includes the regular group personnel, plus certain supporting personnel from the Maintenance and

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24/ Report of Staff Visit, Dir of Mat, 8AF to CG, 8AF, 29 June 1949. See exhibit #44.

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Supply and Air Base Groups.

The equipment for the combat echelon is listed as Unit Essential Equipment and consists of the items of personnel, emergency, and organizational equipment considered essential to maintain and operate unit aircraft during the first 30 days of combat operations. Unit Essential Equipment is used by a unit during normal operations at it's home base as well as when the organization moves to an overseas operating base. In addition to the Unit Essential Equipment, there is the matter of supplies of spare parts necessary to support the unit aircraft during the 30 day period. These spares are assembled in Squadron Flyaway Kits. The parts comprising the flyaway kits, except for bulky items, are carried in unit aircraft in large aluminum containers called bomb bay bins. One complete flyaway kit for a squadron is distributed among ten bomb bay bins. Bulky items which will not fit into bomb bay bins are carried on bomb bay platforms or in supporting aircraft. Built-up engines will not fit in bomb bay bins and are mounted on flyaway engine cradles which may be attached to airplane bomb shackles or to special fittings in the bomb bay. These are spare engines provided for in equipment authorizations. In passing it should be noted that squadron flyaway kits are for use during maneuvers and combat operations and are not to be used at the unit's home base unless so authorized by higher headquarters.

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No attempt will be made to list the Unit Essential Equipment and Squadron Flyaway Kit authorizations for Eighth Air Force organizations, however, the degree to which the various units were equipped for mobility on 31 August 1949, is revealed in the percentages shown in the following table:

Mobility Equipment on Hand

	2d	7th	27th	43d	97th	509th
Unit Essential Equipment	83	86	90	92	78	89
Flyaway Kit Spares	19	0	70	85	82	TDY UK
Flyaway Engine Cradles	33	0	0	100	100	100
Built-up Flyaway Engines	8	8	16	100	100	TDY UK

25/

Aircraft Maintenance Status

As stated earlier in this chapter the difficulties in securing spare parts and, in some cases, shortages of trained maintenance personnel, are reflected by the AOCP and AOCM rates of the various tactical units of this command. These rates fluctuate from month to month and since most of the information is statistical and is presented in tabular form in the Eighth Air Force Command Book, attention is invited to Section 4, Exhibits 25, 25A, 25B, and 25C.

25/ Command Book, 8AF, 1 Sept 49. See exhibit #25C.

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CHAPTER V

FACILITIES

During the current reporting period one of the major problems facing Eighth Air Force officials continued to be the matter of adequate housing for military personnel and their families. Repeated references to this situation have been made in past histories and although several plans were proposed and discussed at one time or another very little was actually accomplished. A review of the housing accomplishments during the past two years reveals that except for conversion of small numbers of barracks and/or BOQs to family housing units, the only real housing developed on Eighth Air Force bases was at Kearney and Carswell AF Bases. Early in 1948, 104 new units were completed at Kearney AF Base, and during the same period, 90 units were constructed at Carswell AF Base. Both of these projects represented expenditures of appropriated funds for the 1948 fiscal year. Since completion of the housing units at Kearney AF Base, that station has been placed on an inactive status, and at the present time Carswell AF Base is the only Eighth Air Force station with new military housing units actually occupied. In the meantime private rental units are scarce and rents are high in all communities in which command bases are located. This works a hardship on military families and results in lowered morale throughout the command.

The situation is best presented by quoting figures from the Air Installation Office, Headquarters Eighth Air Force,

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as to the number of housing units required at the different stations. Officials responsible for directing the housing program in this air force report that at present the requirements of the command bases are as follows: Carswell AF Base - 2088 units, Davis-Monthan AF Base - 811 units, Walker AF Base - 1719 units, Biggs AF Base - 1573 units, Bergstrom AF Base - 901 units, Campbell AF Base - 56 units, and Hood AF Base - 40 units. It should be understood that the above figures represent the total requirements of each base and does not take into consideration the small numbers of housing units already available at the stations. Records show that at the present time Carswell has a total of 121 units available. Of this number 26 are trailer houses, 5 are temporary quarters, and 90 are new units constructed in 1948. Davis-Monthan AF Base now has a total of 254 units available. This figure represents 137 units in Ricon Vista, wartime housing project, 116 converted quarters, and one permanent unit. Walker AF Base has 33 gunnison type quarters and 141 converted quarters for a total of 174. At Biggs AF Base there are 63 converted units, and Campbell AF Base reports only one permanent housing unit. Chatham, Bergstrom, and Hood AF Bases have no base housing for military families.

In reading the requirements for the various bases it will be noted that no mention was made of Chatham AF Base. This omission is due to the fact that computation of requirements was made in connection with planning for Wherry housing and

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the Savannah installation has not been certified for such housing. 1/ This base has not been declared a permanent installation and it is possible the 2d Bombardment Wing, stationed at that base, may be moved to another base. An official report on the status of this installation is expected during the closing months of the 1949 calendar year, and any such information will be reported in subsequent histories. In passing it should be noted that the housing situation for military personnel at Chatham AF Base is similar to that at other command stations. A report dated 15 September 1949, indicates that during the time the 2d Bombardment Wing has been stationed at Chatham, approximately 1500 personnel have been housed through the local housing office, and at the present time there is a requirement for approximately 150 three bedroom houses. 2/ Private rental projects being constructed adjacent to Chatham AF Base will be discussed later in this chapter.

During the period covered by this history, housing officials were concerned with three possible methods of acquiring additional housing facilities for Eighth Air Force bases.

Military Housing

The first of these methods, and the one under which actual

1/ Ltr, Hq USAF to CG, SAC, Subj: "Wherry Housing at Chatham Air Force Base," 26 Aug 1949.

2/ Ltr, CO, 2d AB Gp to CO, 2d Wing, Subj: "Development in SAC Family Housing Situation," 15 Sept 1949.

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construction was started, is concerned with regular military housing projects provided for with appropriated funds. Funds appropriated for the 1949 fiscal year provided for construction of military housing at Bergstrom and Carswell AF Bases, and construction on the two projects was started in August. Reference was made to preliminary planning for the new Carswell housing in the preceding history, and in June of this year contracts were awarded authorizing actual construction, under supervision of the District Engineer. Successful bidder on the major construction project was the McCann Construction Company, Dallas, Texas, while the contract for utilities installation went to the Oscar Quisle Company, also of Dallas, Texas. Contracts call for the construction of 17 buildings, each containing eight apartment units. Each apartment will contain a kitchen, bath, living room, and either two or three bedrooms. The buildings are to be of masonry stucco construction. Total cost of the project is not to exceed $1,774,520.00, and it is expected the project will be completed within 15 months. A ground breaking ceremony marking the beginning of work on the project was held on 5 August 1949. Taking part in the ceremony were General Ramey; Colonel William P. Fisher; Mr. Amon Carter, Jr, Fort Worth Star Telegram; Mr. Web Maddox, President of the Fort Worth Chamber of Commerce; and Mr. Tom McCann, of the

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McCann Construction Company. 3/

The second military housing project started during this same period was at Bergstrom AF Base, Austin, Texas, where a contract was let to the construction firm of Lawless and Alford. This contract provides for construction of 16 buildings of eight apartment units each, with the overall cost to be approximately $1,275,000.00. Construction was started on 11 August 1949, and it is expected the entire project will be completed in 16 months with some of the units ready for occupancy within approximately six months. Ceremonies marking the opening of the project were attended by Colonel Packard, base commander; Brig Gen W. H. Martin, Asst Adj Gen of Texas; Mr. Will T. Johnson, City Councilman; and Mr. Taylor Glass, Mayor of the City of Austin. Also taking part in the ground breaking ceremony were J. W. Lawless and J. B. Alford of the contracting firm of Lawless and Alford.

Completion of these two projects will provide 136 new housing units at Carswell AF Base, and 128 new units at Bergstrom AF Base.

Although the new construction budget for 1950 has not been acted upon, the following projects have been tentatively scheduled for this command:

3/ 7th Bomb Wing History, June, July, and Aug 1949.

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Bergstrom AF Base - Family Quarters and Utilities (48) - $792,000.00

Biggs AF Base - Family Quarters and Utilities (96) - $1,584,000.00

Campbell AF Base - Family Quarters and Utilities (24) - $396,000.00

Davis-Monthan AF Base - Family Quarters and Utilities (136) - $2,244,000.00

Hood AF Base - Family Quarters and Utilities (24) - $396,000.00

Walker AF Base - Family Quarters and Utilities (192) - $3,168,000.00 4/

SAC Housing Association

The second method of providing badly needed housing facilities for personnel of this command is a plan developed by Strategic Air Command. Referred to in two preceding histories, the SAC Housing Plan provides for a command-wide housing association with member associations chartered at each SAC base. The local association will be composed of military personnel and the association will provide mutual aid and financial assistance for purchase, erection, maintenance, repair, and operation and administration of low cost housing for it's membership. Under this plan the SAC Association would purchase approximately 5000 housing units, which would be apportioned among the bases of the command according to their needs. Houses would be prefabricated and would be erected by association members. From the individual standpoint,

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4/ Report of Staff Visit to SAC, Dir of Materiel to CG, 8AF, 8 July 1949. See exhibit #45.

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each member would deposit $300.00 before occupancy of a unit. This money to be returned upon termination of occupancy, subject to deductions for repair of the house caused by negligency or carelessness of the renter. Rental on the units would be approximately $40.00 per month plus approximately ten dollars for utilities, insurance, and other costs. In addition to the $300.00 deposited by each individual, the association would need additional funds to swing the plan, however loans from the RFC, bankers, private individuals, and other sources, were expected to provide the necessary funds. Houses would be erected on the various bases and utility lines and streets would be provided by the Air Force.

Information on the proposed housing plan was disseminated to the different stations and surveys were made to determine the number of units that would be required by each base participating as a member of the command-wide association. Tentative assignment of units to stations of the Eighth Air Force were as follows: 5/

Station	No. Units	Type
Bergstrom AF Base	300	Lustron
Biggs AF Base	322	Lustron
Carswell AF Base	300	Lustron
Chatham AF Base	200	Lustron
Walker AF Base	250	Lustron
Davis-Monthan AF Base	250	Possibly from General Panel Corporation.

5/ Ibid

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By the time these tentative quotas were set, the original SAC plan had been modified in several respects. Changes were called to the attention of this command in a letter dated 9 August 1949, at which time it was stated that no deposits would be required from the individuals participating in the program. Lustron or other permanent type houses would be purchased and would be financed by RFC loans to the builders. Amortization of the loans would be for not less than 20 years. Units would be erected on government property and would rent for approximately $40.00 per month to Staff Sergeants and below, and approximately $90.00 per month to Lieutenant Colonels and above. By this time figures on the estimated number of houses to be procured by the command-wide association had been lowered from 5000 to 2657 units, with approximately 1600 units to be erected at Eighth Air Force bases as indicated by the quotas shown above. 6/

The SAC Housing Plan had reached this point when the 81st Congress passed legislation amending the National Housing Act and setting in motion the Wherry-Spence housing program to provide rental housing on or in areas adjacent to military installations. On 30 August 1949, the Commanding General, Strategic Air Command, sent the following teletype to the Commanding General, Eighth Air Force:

6/ Ltr, Hq SAC to CG, 8AF, Subj "SAC Housing," 9 Aug 1949.

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"THE FOL MSG SENT TO AIR STAFF THIS DT IS QUOTED FOR YOUR INFO QUOTE GENERAL VANDENBERG FR LEMAY - AFTER PROLONGED CONSIDERATION THE BOARD OF TRUSTEES SAC HOUSING ASSN NOW RECOMMEND AND I AGREE THAT THE VALUE TO BE REALIZED FROM THE TOKEN PROGRAM CONDITIONALLY OFFERED IN MESSAGE ASFM41894 DTD 22 AUG IS NOT COMMENSURATE WITH THE REPORT OF ORGANIZING AND OPERATION FOR MANY YEARS THE PROPOSED ORGANIZATION. HENCE I HAVE MADE THE DECISION TO TERMINATE THE SAC HOUSING PLAN. I AM NOTIFYING THE RFC, THE PREFABRICATORS, AND MY BASE COMMANDERS OF THIS DECISION AND SHALL TURN MY EFFORTS TOWARD OBTAINING MAXIMUM BENEFITS TO THIS COMMAND FROM HOUSING PROPOSALS EXPECTED FROM PRIVATE SPONSORS UNDER PROVISIONS OF THE WHERRY BILL. REQUEST AN INFO CY OF THIS MESSAGE BE FURNISHED MR. ZUCKERT. IT IS PLANNED TO SUBMIT A LTR COVERING THE HISTORY OF THE PLAN FOR THE RECORDS OF THE AIR STAFF END OF QUOTE." 7/

Although the major reason for abandonment of the SAC Housing Plan seems to be passage of the Wherry-Spence legislation, attention is called to two other points mentioned in the message quoted above. In the first place it is noted that the SAC Housing Plan would provide only a limited number of housing units in comparison with the needs of the bases of the command, and secondly, organizing and operating such a housing program over a long period of time would entail a major administrative undertaking.

Housing Under the Wherry-Spence Bill

The third method of securing housing facilities to come under consideration during this period was the matter of rental units constructed by private capital. This program was referred to briefly in the preceding history, however it was not until late in the present reporting period that

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7/ TWX, CS2587, SAC to CG, 8AF, 30 Aug 1949.

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legislation was enacted which set the plan in motion. Generally referred to as the Wherry-Spence Bill, Public Law 211 is an amendment to the National Housing Act and sets up under that Act, Title VIII - Military Housing Insurance. The legislation was approved on 8 August 1949, and it's purpose is to encourage construction of rental housing on or in areas adjacent to Army, Navy, Marine Corps, and Air Force installations. Briefly, the law provides for the construction of rental units on or adjacent to military installations by private contractors. The law created a Military Housing Insurance Fund which is used as a revolving fund for carrying out the provisions of Title VIII, and mortages insured under this title shall be known and referred to as "military housing insured mortgages." The law further provides that the mortgage shall not exceed a principal obligation of $5,000,000 and is not to exceed 90 percent of the cost of the property or project when the proposed improvements are completed. Also the mortgage is not to exceed an average of $8,100 per family unit, except in single family detached dwelling units the mortgage may involve a principal obligation not to exceed $9,000 per family unit.

The mortgaged property must be designed for rent for residential use by civilian or military personnel of the armed forces, and no mortgage is to be insured unless the Secretary of Defense or his designee shall have certified

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to the Commissioner that the housing with respect to which the mortgage is made is necessary to provide adequate housing for such personnel, that the installation concerned is deemed to be a permanent part of the Military Establishment, and that there is no present intention to substantially curtail activities at such installation. 8/

Regarding the general aspects and planning for the program in this command, SAC published instructions entitled Standard Operating Procedure for Dependents Housing Projects Under Wherry-Spence Amendment to Federal Housing Act on 23 August 1949. In the practical application of the program, Headquarters USAF will approve all proposals and award all on-base leases. Applicants may contact Headquarters USAF for letters of introduction to specific bases, or contact may be made direct with the local base commander. Sponsors with letter of introduction, or those considered capable of initiating, planning, financing, constructing and managing rental housing developments, will be supplied information necessary in preparing their proposals. This information will be furnished by the base commander and includes such items as: actual number of unsuitably housed military families, number of families legally authorized to occupy government quarters, number of personnel included in income brackets of $500 intervals from $500 per annum requiring housing,

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8/ Joint Army and Air Force Bulletin No. 25, 30 Aug 1949.

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available on-base areas suitable for development, availability of utilities, topographical maps of available on-base areas, and requirements as to type housing, construction and other information furnished in the pamphlet "Planning of Family Housing at Strategic Air Command Installations." This pamphlet supplies technical information relating to the requirements for the rental projects.

The instruction published by SAC on 23 August, state that in any rental project there must be provided at least one airman's unit for each officer's unit and a higher proportion of airmen quarters is desirable. In Strategic Air Command the ratio of airmen to officers is approximately two to one. Family units should be provided in the following percentages:

	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Airmen	10%	35%	50%	5%
Officers	5%	35%	50%	10%

Rent scales with utilities included should fall within the following brackets:

	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Airmen	$40-45	$50-60	$60-70	$70-80
Officers	$60-70	$70-80	$80-90	$90-105

With reference to the number of quarters to be constructed on each installation under the Wherry-Spence Bill, the following is quoted from the same letter of instructions:

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"Sponsors should be advised definitely of the total requirements of family housing deficiency only 50% of which should be built under Wherry Act at this time. The total deficiency is calculated by adding the total family quarters required by officers and first three grades of airmen, total family quarters required by airmen below first three grades, 25% of classified civilian personnel with incomes of $3,000 or more, and subtracting from this sum the total presently available quarters. The primary purpose in restricting present construction under Wherry Act to 50% of the dificiency is to prevent overbuilding on or near an Air Force Base."

On the basis of information submitted to interested sponsors by local commanders, detailed proposals for building under the Wherry-Spence Bill will be submitted to base commanders by interested parties. Base commanders will forward these proposals through channels to Headquarters, USAF, along with their recommendations for approval or disapproval. Final approval as to selected sponsors will be determined by Headquarters, USAF.

Most of the information on the Wherry-Spence housing program was disseminated to station commanders during August, and since that is the final month covered by this particular history, only limited progress can be reported as of the 31st of the month. It can be stated however that on the basis of the formula prescribed for determining the number of rental units to be built under the Wherry-Spence Bill, the following quotas were established for bases of the Eighth Air Force:

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Installation	No. Units
Bergstrom AF Base	480
Biggs AF Base	800
Campbell AF Base	28
Carswell AF Base	1044
Davis-Monthan AF Base	398
Hood AF Base	20 (Through Camp Hood)
Walker AF Base	800

Preliminary reports from individual stations indicate anywhere from six to a dozen sponsors have indicated definite interest in participating in the housing program, and assuming that the program materializes to the extent expected, the Eighth Air Force will receive approximately 3500 rental units during the next couple of years. According to the terms of the Wherry-Spence Bill, no mortgages will be insured under Title VIII after 1 July 1951. In passing, it is noted that this figure represents more than twice the number of units this command would have received under the erstwhile SAC Housing Plan.

In the preceding history, it was reported that the firm of Worrell, Byck, and Oliver, had received FHA approval on a 400 unit rental housing project adjacent to Chatham AF Base, Savannah, Georgia. Ground was broken for this project on 25 May 1949, and subsequent reports from Chatham indicate the first family moved into the project on 1 September 1949. At that time it was expected that 30 military families would

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be occupying quarters in the project by the middle of October. As previously indicated, this project is to house veterans and Chatham AF Base personnel. Another privately financed project under construction in the vicinity of Chatham AF Base is the Franklin Life Apartments. This project also received FHA approval and will accomidate 150 families. Ground was broken on 17 August 1949, and the project should be completed early in 1950. Rental in both the projects will be approximately $50 per month.

Additional reference is made to the preceding history in which it was stated that Walker AF Base had entered into an agreement with the Roswell Housing Corporation, whereby local contractors forming the Corporation would build several hundred rental units for personnel stationed at Walker AF Base. It was noted at the time that completion of the entire agreement was subject to passage of the Wherry-Spence Bill. Subsequent reports from that station reveal that approximately 45 dwellings have been completed under that agreement. It is assumed that individual contractors participating under the Roswell Housing Corporation agreement will now become potential sponsors under the provisions of the Wherry-Spence Bill.

In summarizing the status of family housing at Eighth Air Force bases as of 31 August 1949, the following statistical information is quoted from charts maintained in the Air Installations Office, this headquarters:

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	CAFB	DMAFB	WAFB	Biggs AFB	Berg. AFB	Camp. AFB	Hood AFB
Existing Units	121	254	174	63	0	1	0
Under Construction (Military)	136	0	0	0	128	0	0
Proposed Military (1950 Budget)	0	136	192	96	48	24	24
Proposed Rental Units (Wherry-Spence Bill)	1044	398	800	800	480	28	20(Through Camp Hood)
Total - Planned or Available	1301	788	1166	959	656	53	48

Future developments in military housing and Wherry-Spence housing will be discussed in subsequent histories of this air force.

Rehabilitation of Chatham and Matagorda Continues

Continued progress was noted on rehabilitation of facilities at both Chatham and Matagorda during the period from May through August. References have been made in the past to the reactivation of both these installations during the early part of the year and the projects completed during the present period were simply a continuation of programs already initiated. As previously indicated, rehabilitation work at Matagorda Island Bombing and Gunnery Range was being accomplished by personnel of the 4004th Base Service Squadron with assistance of specialized units such as a detachment from the

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464th Signal Construction Company, Bergstrom AF Base. One of the major deficiencies affecting operations at the Island was the electrical power system. This system had deteriorated badly during the period the base was inactive and consequently this was a major item on the list of projects to be accomplished. On 20 May 1949, a conference was held with representatives of the Coast Guard to discuss the construction of a joint power line from the mainland at Port O'Conror, Texas, to the Coast Guard station light house, and thence to the air base. Both services badly needed this new power line and an agreement was reached whereby the two would share the cost of the project. The project was estimated at approximately $15,000. A request was made to higher headquarters for the use of personnel of the 464th Signal Construction Company in accomplishing this project and one officer and 40 airmen were placed on TDY at Matagorda Island on 10 June 1949. Submarine cable was airlifted to the base on 15 July 1949, and in a short time the cable was laid across the channel from the Coast Guard station to Port O'Connor. During this same period the detachment from the Signal Construction Company completed general repair work on the base communication facilities and put through a new telephone line between Matagorda Island and Port O'Connor.

Another difficulty experienced in operating the island base was the matter of supply. This of course had to be accomplished by two methods of transportation, air and water. Rations and most supplies and equipment had to be transported

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initially by C-47 aircraft from Bergstrom AF Base, due to the limited ferry facilities across the 12 mile strip of shallow bay water and intracoastal waterway. Ferry service was supplied by the Major Robert O. White, however in May this ferry had to be sent to the Seabrook Shipyards in Galveston Bay for overhaul and consequently this type transportation was lost temporarily. Although this transportation was badly needed, the ferry had deteriorated to the point where it was unable to make headway against heavy coastal winds, and under normal conditions required over five hours to make a round trip. The ferry was returned to service on 3 June 1949, the round trip time was cut to approximately two and one-half hours. This meant approximately twice as many daily ferry trips as were possible prior to overhaul.

As already indicated the remote location of the Matagorda base was responsible for establishing a rotation system whereby personnel were required to serve only 90 days TDY. A definite morale building event occurred on 14 June 1949, when the base theater, closed since the termination of World War II, was reopened by Army and Air Force Motion Picture Service technicians.

At Chatham AF Base, Air Installation personnel and other base units continued the job of rehabilitating facilities required for successful operation of the station as the home of the 2d Bombardment Wing. At the time rehabilitation was started it was thought that by treating roofs of base buildings revitalization could be accomplished and thousands of

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dollars saved. At that time the general appearance of roofs was good, however, this was a deceptive appearance which actually did not indicate the extent to which the wartime bituminous felts had deteriorated. Experience over a period of several months proved that approximately 90 percent of the existing roofing was beyond rehabilitation or revitalization and that new roofing was the only satisfactory answer. Accordingly in August 1949, a project was submitted to higher headquarters for reroofing all base structures except hangars. This constituted one of the major projects at Chatham AF Base and at the end of this reporting period the base was awaiting action on the request for the reroofing project.

Another project submitted during August, was a request for approximately $4,000 for accomplishment of a topographic survey of land adjacent to the base which was being considered for expansion of the station in accordance with master planning. Negotiations were being made whereby the City of Savannah would donate the land to the government for expansion of base facilities. Other projects in the planning stage included the following:

1. Engine build-up and monorail facilities for hangar 199.

2. Base-wide air conditioning requirements, ie, meat cutting room, crypt and sigtot room, photo laboratory, instrument shop, etc.

3. Base-wide water cooling requirements and installations.

4. Base-wide vehicle parking areas.

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5. Operations tower cab and transmitter house.

6. Base-wide erosion control and drainage improvements.

Some of the major projects completed or nearing completion at the end of August, were as follows:

1. Complete screening of all troop housing building. Work started on screening technical buildings.

2. Completed construction of CO2 storage building at main base fire station.

3. Completed installation of circulating and chlorinating equipment for base swimming pool.

4. The aviation gas system was 90 percent complete. This system included two 42,000 gallon tanks and the system was expected to be in operation by 15 September 1949.

5. Re-siding of gypsum covered buildings was approximately 60 percent complete.

6. Site for the aqua system was surveyed and staked out. System will include thirteen 25,000 gallon tanks and the tanks were expected to arrive in the near future.

Miscellaneous

At the several other bases of the command, normal Repair and Utility activities were carried on during the closing months of Fiscal Year 1949 and the early part of Fiscal Year 1950. No major projects were under way, other than construction of additional aircraft parking aprons at Carswell and Davis-Monthan AF Bases, referred to in earlier histories. Major construction and maintenance projects scheduled for Fiscal Year

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1950 were being held up pending allocation of funds. Information furnished by the Air Installation Office, Directorate of Materiel, this headquarters, reveals that the Repairs and Utilities Projects Program for the Strategic Air Command amounts to approximately $10,300,000 for the Fiscal Year 1950 Budget. Projects scheduled under this program are assigned priority numbers by Strategic Air Command and are to be accomplished in order as funds become available. In the overall amount, approximately six million dollars are scheduled for deferred maintenance projects, while the remaining four million plus is scheduled for modification and minor construction purposes. Of the total amount about 50 percent covers projects scheduled for bases of the Eighth Air Force.

No attempt will be made in this history to list all the projects scheduled for this air force, however, the following are some of the major maintenance and construction projects planned under the Repairs and Utilities Program for 1950, provided funds are allocated:

Base	Project	Estimated Cost	Funds Required
Chatham	Reroofing of 335 Buildings	$2,000,000	$2,000,000
Chatham	Reseal runways and parking aprons	80,465	80,465
Carswell	Rehabilitation of airfield night lighting	40,000	40,000
Biggs	Replacement of defective water pipe	54,800	54,800

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Base	Project	Estimated Cost	Funds Required
Chatham	Rehabilitate electrical distribution system	$ 100,000	$ 100,000
Walker	Residing of 96 T/O type buildings	42,536	42,536
Chatham	Rehabilitation of Ordnance Area	49,993	49,993
Biggs	Reseal runways, taxiways, and parking aprons	66,000	66,000
Walker	Sealcoat bituminous roads	52,792	52,792
Bergstrom	Repair 64 T/O type barracks	186,378	186,378
Matagorda	Replacement of existing natural gas distribution system	50,986	50,986
Biggs	Repairs to 3 BOQs and 25 AM barracks	69,019	69,019
Davis-Monthan	Repair 150,000 sq ft floors	49,330	49,330
Matagorda	Repairs to 9 AM barracks	52,254	52,254
Matagorda	Repairs to airfield pavements	132,800	132,800
Bergstrom	Construction of extension to runway 17L-35R for jet operations	181,764	34,407
Davis-Monthan	Stabalize soil between parking aprons	64,834	24,690
Biggs	Two water wells	70,000	70,000
Biggs	Stabalize shoulders in airfield areas	70,175	70,175
Carswell	Surfacing of parking areas	48,326	48,326

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Base	Project	Estimated Cost	Funds Required
Campbell	Exterior covering of T/O bldgs	$ 50,000	$ 50,000
Carswell	Installation of taxi-way lights	85,397	85,397

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CHAPTER VI

TRAINING AND OPERATIONS

The overall training program of the Eighth Air Force for the period, May - August 1949, was designed to achieve and maintain that state of administrative, technical and tactical proficiency which would permit immediate execution of assigned bombardment and fighter missions with maximum efficiency. General objectives for training of the medium and heavy bombardment units, as well as the fighter wing, were provided in supplements to Strategic Air Command Regulation 50-8, and in pertinent regulations published by this headquarters. 1/ In addition to flying training requirements of command units, other regulations and directives established requirements for ground training including such items as: on-the-job training, utilization of mobile training units, synthetic training devices, ground school for combat crew members, line maintenance, reserve training programs, lead crew training, and other types of training activities.

In the matter of flying training during the period just concluded, special emphasis was placed on activities centering around radar bombing. A recapitulation of flying training

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1/ Supplement I, SAC Reg 50-8, 2 May 1949. Exhibit #46
Supplement III, SAC Reg 50-8, 16 Feb 1949. Exhibit #47
8AF Reg 51-1, 2 Feb 1949. Exhibit #48
8AF Reg 50-23, 21 July 1949. Exhibit #49.

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activities later in this chapter will bear out the accuracy of this statement. Routine flying training was punctuated from time to time by special field order missions ordered by this, or higher headquarters, two of which provided for temporary duty training of the 509th and 43d Bombardment Groups in the United Kingdom. Add to the regular training commitments of all command units, a substantial number of static displays and aerial demonstrations, and it becomes evident that the mid-year months of 1949 constituted a very busy period in the operations of the command. These activities, together with the routine flying and ground training accomplishments, will be discussed in the following pages. Initial attention will be given to the subject of ground training, while the remainder of the chapter will cover flying training, field order missions, overseas training, operational readiness tests, aerial demonstrations, and aircraft accidents.

On-The-Job Training

As pointed out in Chapter III, manning has been one of the major problems of administrative officials of this command. This applies not only to the period covered by this report, but has been true through the entire period since the re-activation of the Eighth Air Force. From the date of reactivation late in 1946 to the present time, officials responsible for manning activities have been concerned with the problem of increasing percentages of manning effectiveness in the command,

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and during the entire period many factors have slowed efforts to increase these percentages. During one period large numbers of trained personnel were being lost through overseas assignments and their replacement by inexperienced personnel only slowed the attempts to increase percentages of effectiveness of assigned personnel. This was followed by a period late in 1948, when unusually large numbers of personnel were completing their contracts of enlistment, necessitating equally large numbers of replacements, who in many instances were inexperienced. During the same period new units were being activated and the manning of these units placed a strain on the available personnel. Included in this category were the 11th Bombardment Group, 509th and 43rd Air Refueling Squadrons, and the 2d Bombardment Wing. Within recent months, the question of manning effectiveness has been adversely affected by the changeover of medium bombardment units from peace to war strength authorizations.

All these factors had a tendency to spread the qualified and available personnel and necessitated increased emphasis on the training of non-effective personnel to fit authorized T/O vacancies. As pointed out in previous histories, effective utilization of non-effective personnel is accomplished either by technical school quotas or by on-the-job training. Since the utilization of technical school facilities has already been discussed, attention now centers on the matter of the command OJT program. This method of training available personnel

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provides for the training of the individual airman in administrative and technical specialties at unit and job level, and affords a steady supply of qualified personnel. The scope of the program in each station of this air force is determined by the needs of each organization. For this reason the OJT program is specially suited to the needs of the command since the operating officials in the field are cognizant of their own shortages and can govern their training programs accordingly.

Figures presented in the following table indicate the extent to which OJT was utilized during the period May through August 1949:

OJT Summary, May - August 1949

	May	June	July	August	Avg. in Trng	Total SSNs Awarded
Carswell						
In Trng	298	375	415	435	380	-
Awarded SSN	52	60	48	63	-	223
Davis-Monthan						
In Trng	150	225	280	195	212	-
Awarded SSN	51	55	30	95	-	231
Chatham						
In Trng	140	165	165	208	169	-
Awarded SSN	5	10	45	39	-	99
Walker						
In Trng	235	205	205	235	220	-
Awarded SSN	65	40	20	23	-	148
Biggs						
In Trng	165	230	188	446	257	-
Awarded SSN	80	240	28	55	-	403
Bergstrom						
In Trng	140	175	162	202	169	-
Awarded SSN	25	40	18	45	-	128
					1407	1232 2/

2/ Charts in Trng Sect, Dir of Opns, Hq SAF.

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From the above it will be noted that the monthly average of personnel engaged in OJT was 1407, and during the complete period a total of 1232 airmen were awarded SSNs as a result of this type training. These figures represent a slight increase in OJT activity over the previous four months when the monthly average of those in training was 1281 and the total number awarded SSNs was 1184. 3/ The increase in OJT activities in the command was due in part to the increased emphasis placed on the program by manning officials, and by a more comprehensive program in the 2d Wing. During the early part of the year OJT in the 2d Wing was carried on in conjunction with the 43d Wing at Davis-Monthan, however with the movement of the 2d Wing to Chatham, that organization initiated a full scale OJT program in it's own right.

Statistics quoted in Chapter III, show that there were an average of 811 airmen in technical schools and a total of 848 graduated from such schools during the May-August period. By adding these figures to the OJT totals for the same period we find that a total of 2,080 airmen of the Eighth Air Force were awarded SSNs either through technical schools or OJT during the current period. The monthly average of airmen engaged in the two types of training amounted to 2218. Continuation of these programs during the coming months will go a long way toward

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3/ History, 8AF, Jan-Apr 1949.

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increasing manning effectiveness as required under the SAC Development Plan. As previously stated, the goal of that plan is 100 percent manning effectiveness in both peace and war strength units.

Mobile Training Units

One of the most effective methods of training maintenance and air crew personnel in the type aircraft they were called on to maintain and operate was the utilization of Mobile Training Units. During the current period there were four of these units in use in this command as follows: MTU F-82-1, Bergstrom AF Base; MTU B-29-9, Biggs AF Base; MTU B-50-2, Chatham AF Base; and MTU B-50-1, Davis-Monthan AF Base. Of the four bases, Bergstrom was the only installation that had full use of a unit during the entire four month period. The MTU F-82-1 was assigned to that station on 15 April 1949, and was placed in service on 1 May 1949. The MTU B-29-9 arrived at Biggs AF Base from Castle AF Base on 16 June 1949, and the instructing personnel to operate the unit arrived from Chanute AF Base on 23 June. This unit was placed in operation on 5 July 1949. 4/ The MTU B-50-2 was assigned to Chatham AF Base on 1 May 1949, however due to lack of necessary building and facilities for operating the unit only limited operations were possible until 1 July 1949. The team operating this unit was made up of one

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4/ Report of Staff Visit, to Biggs, Major Wickstrom, Opns to CG, 8AF, 27 June 1949.

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officer and 14 airmen from Chanute AF Base. Personnel at Davis-Monthan AF Base had the services of MTU B-50-1 for only the initial month of this reporting period. Late in May 1949, instructions were received directing that the unit be moved from Davis-Monthan to Castle AF Base, to replace the B-29 MTU being moved from Castle to Biggs. 5/ The movement directive indicated that this was a temporary change of station for a period of 120 days. Effective date for movement of both the MTU B-29-9 and MTU B-50-1 was 16 June 1949.

In addition to the units shown above, one other organization was assigned a Mobile Training Unit during this period, however the unit was not received in time to give any training during the current period. Late in August, the MTU C-54-4 with one officer and seven airmen from Chanute AF Base, was assigned to the 1st Strategic Support Squadron, Biggs AF Base. 6/ The unit was assigned to the 1st SSS for approximately 180 days temporary duty, and according to Captain Leonard Edington, Squadron Historian, this is the first MTU to be assigned the organization since it joined the Eighth Air Force.

5/ Ltr, Dept AF to CG, Air Training Command, Barksdale AF Base, Subj "Movement Directive: B-50-1 and B-29-9 Mobile Training Units," 27 May 49.

6/ Ltr, Dept AF to CG, Air Training Command, Barksdale AF Base, Subj "Movement Directive, C-54-4 Mobile Training Unit," 16 Aug 1949.

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That the utilization of Mobile Training Units will be emphasized in future training programs of this command, is indicated in a letter from SAC, dated 14 June 1949. It was pointed out that USAF is contemplating a complete revision of the MTU Program in order to afford each bombardment wing the use of a Mobile Training Unit. To assure the institution of such a program, SAC established minimum standards of utilization for MTUs available to SAC organizations. 7/

The following table shows the assignment and utilization of Mobile Training Units in this air force during the current reporting period:

	May	June	July	August	Avg. in Trng	Total Time
F-82-1, Bergstrom						
No. in Training	124	338	434	445	335	-
Man Hours	2300	4250	7050	6225	-	19,825
B-29-9, Biggs						
No. in Training	-	-	250	127	188	-
Man Hours	-	-	5250	5900	-	11,150
B-50-2, Chatham						
No. in Training	-	-	103	149	126	-
Man Hours	-	-	13000	12600	-	25,600
B-50-1, Davis-Monthan						
No. in Training	90	-	-	-	90	-
Man Hours	9600	-	-	-	-	9,600
						66,175 8/

In studying the above figures it will be noted that there was a large increase in the number of personnel receiving MTU

7/ Ltr, Hq SAC to CG, SAF, Subj "Mobile Training Units," 14 June 1949. See exhibit #50.

8/ Charts in Trng Section, Dir of Opns, Hq SAF.

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training at Bergstrom AF Base beginning with the month of June. This increase was due mainly to the fact that ground training was intensified in the 27th Fighter Wing during the period that P-82 flying was restricted. Another reason for the increase was that the organization's MTU program was just getting under way during May and was to pick up momentum during the following months.

Training of Corollary Unit Personnel

Earlier in this history reference was made to the assignment of Corollary Units to certain tactical units of this command as a part of the Air Force Reserve Training Program. Such units were assigned at Carswell, Bergstrom, Biggs, and Davis-Monthan AF Bases, and were to be staffed by reserve personnel residing in the vicinity of each of these stations. Both ground and flying training of these personnel were to be directed by the commanding officers of the tactical organizations assigned as sponsors of the Corollary Units. General requirements for training of these units was provided for in Strategic Air Command Regulation 50-3, with the actual training programs to be worked out by the tactical commanders and commanding officers of the Corollary Units. 9/ Training for personnel of the Corollary Units was to be given at regularly scheduled week-end training assembly periods. The general training program also requires that 15 day active duty training periods be scheduled, and that such active duty training periods are not to be scheduled while the parent tactical organization is absent from it's base. Flying training will be accomplished in

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9/ SAC Reg 50-3, 7 July 1949. See exhibit #51.

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aircraft of the parent organization when such aircraft are available, however when the tactical unit is on TDY from it's home station, or when the in-commission status of tactical aircraft prevents flying over the week-end, Corollary Unit flying training will be accomplished in base administrative aircraft. In the matter of ground training, all ground training facilities and instructors available to the tactical units will be utilized where required. This includes utilization of Mobile Training Units and other training devices when such equipment is available.

Since a complete list of Corollary Units attached to tactical units of this command was included in Chapter II, this information will not be repeated, other than to recall that the subject units were attached on 26 and 27 June 1949. The late date at which Corollary Units were attached precluded any extensive training programs during the short time remaining in the present reporting period, however, a beginning on the training program was implemented on three of the bases. Training accomplished was confined to ground activities and was along the same lines as the ground training afforded personnel of the regular tactical units. Information concerning the number of reserve personnel assigned, and the number of individual training periods. accomplished during the initial month (July), is contained in the following table:

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Base	Number Personnel Assigned Officer	Airmen	No. Ind. Trng. Periods Officer	Airmen
Carswell	85	36	319	126
Davis-Monthan	36	22	36	22
Bergstrom	64	18	128	36
Biggs	(No Corollary Training Accomplished)			10/

As previously indicated, no Corollary Units were attached to the 2d Bombardment Wing at Chatham AF Base and the 509th Bombardment Wing at Walker AF Base.

Training of "M" Day Assignees

Reference has been made in past histories to the mobilization assignments of reserve personnel who hold "M" Day Assignments with tactical organizations of this command. These assignments are a part of the regular Air Force reserve training program and the following table shows the number of such personnel receiving training in the various units of this command, and the number of training periods attended during July 1949:

Base	No. "M" Day Assignments	No. Trng. Periods
Carswell	70 Officers	264
Chatham	28 Officers	45
Davis-Monthan	13 Officers	47
Biggs	70 Officers	210
Bergstrom	47 Officers	163
Walker	33 Officers	131 11/

10/ Reports on File in Dir. of Opns, Hq 8AF.

11/ Ibid.

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In connection with the "M" Day training program being carried on in this command, special attention is called to a training program for reserve Intelligence Officers, initiated in the 7th Wing.

The early part of August saw the initial steps in a new system of reserve training in the 7th Bombardment Wing. A group of 16 World War II officers from the Dallas and Fort Worth area met in the 7th Wing Air Room to form the nucleus for the proposed intelligence phase of M-Day assignments. These officers, in most cases, represented several years of experience in combat and operational intelligence, graduates from the Staff Intelligence Officers School at Maxwell AF Base, Alabama, and officers with specialized training in such fields as photo interpretation, target analysis, and interrogation. The uniqueness of this organization is found in the structural make-up, in that the members represent one field of specialization, Intelligence. The organization of the unit conforms to the conventional reserve unit structure, with a commanding officer, and various staff officers. The unit commander and his staff provide the steering body, completing normal unit functions, preparation of lectures, and supervising the operations of the unit and it's personnel. Behind the commanding officer and his staff will be the supervisory body, consisting of the 7th Wing Intelligence Officer and his staff. The Wing Intelligence Officer will provide the source of current information on intelligence functions and will utilize the

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facilities of the base to accomplish the mission of the Reserve Intelligence Unit. Questions of policy and procedure and the interpreting and dissemination of information effecting the reserve training will be accomplished by the Wing Intelligence Officer.

The idea for the newly formed reserve unit had its beginning during April 1949. At that time Major Sam A. Roberts, 7th Wing Intelligence Officer, contacted the Wing Operations Officer in regard to the method used to train reserve intelligence officers. An office memorandum was sent the A-3 to the effect that a more controlled and comprehensive system was needed to satisfactorily train reserve intelligence officers. 12/ The memorandum was in line with the provisions of a policy letter from Headquarters Eighth Air Force, outlining a proposed system of training reserve intelligence officers in the 7th Wing. 13/ This letter called attention to the fact that there were approximately 45 former intelligence officers residing in the Dallas-Fort Worth area, and a notice regarding the first meeting of the new reserve intelligence unit was forwarded to these officers on 28 July 1949. 14/

12/ Office Memo, A-2 to A-3, 7th Wing, subject "Reserve Mobilization Training for Intelligence Officers," 19 Apr 49. Exhibit #52.

13/ Ltr, Hq 8AF to CO, 7th Wg, subject "Reserve Mobilization Training for Intelligence Officers," 14 Apr 49. See exhibit #53.

14/ Ltr, Hq 7th Wing, to Res. Int. Off, subject "Reserve Mobilization Program for Air Intelligence Officers," 28 Jul 49. Exhibit #54.

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Following the initial meeting on 9 August 1949, a second meeting was held on 23 August 1949. This meeting was given to administrative details, such as completing Formal Clearances (Form 643A), preparation of assignments to pay status, and arrangements for base passes for the reserve officers. In addition lectures were given on Intelligence and the Atom Bomb, and USSR Fighter Aircraft.

The third meeting of the unit was held on 30 August, with additional attention given to administrative matters, and a lecture on the comparison between the United States and Russian Guided Missiles.

During the same time the Reserve Intelligence Officers Unit was being established, similar action was also being taken regarding the Corollary Training Unit. At this point it might be well to make a distinction between these two organizations. The reserve intelligence unit is established on an M-Day assignment or individual vacancy basis. The Corollary Unit is established on the usual T/O&E vacancy for a corresponding Air Force unit. The nature of instruction afforded the Corollary Unit is that of specialized instruction in various MOS's, such as navigator, bombardier, and other duties common to the T/O&E.

Lead Crew Training Squadron

One of the major training programs offered in the Strategic Air Command during recent months was the Lead Crew Training conducted at Walker and Davis-Monthan AF Bases by the

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Lead Crew Training Squadron, Bombardment, Medium (Provisional). This squadron was organized at Walker AF Base, effective 0001 10 May 1949, and was commanded by Lt Col Edward A. Perry, Walker AF Base. 15/ The purpose of the provisional squadron was to offer specialized training to certain selected crews from the medium bombardment units of Strategic Air Command. Briefly, the primary objective of the school was two-fold:

(1) To improve radar bombing by additional target study, and

(2) To improve crew coordination using standardized procedures.

The school was divided into three classes with the first two classes conducted at Walker AF Base and the third class conducted at Davis-Monthan AF Base. Each class was instructed by six complete instructor teams drawn from sources under the Eighth and Fifteenth Air Forces, and during each class instruction was given to 18 selected crews from the several medium bombardment units.

In general, the training program for each of the three classes called for approximately 90 hours ground school for each crew position, and during the class each crew performed a series of ten scheduled missions. One mission represented a visual drop, while radar and camera scoring was utilized on the other nine missions. Instructor personnel flew each individual mission to check crews on techniques and procedures leading to tactical proficiency. Special attention was given

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15/ General Orders No. 11, SAF, 10 May 1949. See exhibit #20.

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to briefing crews prior to each of these missions, and to the critiques following the missions. Originally the classes were scheduled to run four weeks, however after the first class the time was extended to five weeks. Information on the accomplishments of each class is presented below.

Class One - Walker AF Base - This class was scheduled to commence on 6 June 1949, but due to a severe hail storm that hit Walker AF Base on that date, the training did not start until the 13th of the month. The delay was caused by extensive damage to control surfaces of aircraft to be used in the lead crew training missions. 16/ The training for this class was completed on 8 July 1949. The original class was made up of the following numbers of crews by tactical groups: 97th Group - six crews, 301st Group - six crews, 307th Group - two crews, 22d Group - two crews, 98th Group - one crew, and 92d Group - one crew. In the final report covering the first class, it was recommended that nine crews be designated as lead crews, four crews were recommended as potential lead crews, two crews were recommended as probationary lead crews, and three crews were listed as failing to measure up to lead crew requirements. In recommending certain crews as potential lead crews it was indicated that these crews did not complete the course due to aircraft malfunctions, but that they were

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16/ Report of Staff Visit to Walker AF Base, Lt Col R. W. Christy, Directorate of Opns, 8AF to CG, 8AF, 24 June 49. See exhibit #65.

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definitely lead crew material. Probationary crews were those listed as lead crew material but requiring a great deal of further supervision and training before they could be classified as lead crews. In the case of the three crews failing to meet lead crew requirements it was indicated that their failure to meet the necessary requirements was due to the fact that crew members were not sufficiently advanced in their training at the time of entering the school. A great deal of additional training was recommended for this group. 17/

As a result of experience gained during the course of the first class of the lead crew school, the following recommendations were made by operating officials;

* * * * *

"a. That Wing Commanders select aircraft for the Lead Crew School that are in superior mechanical condition in order that crew training will not be interfered with.

b. That crews not be selected for the Lead Crew School unless the bombing team has worked together as a crew for a period of at least three months prior to entrance into the School.

c. That great emphasis be placed throughout the Strategic Air Command on the indoctrination of all bombing teams in following Strategic Air Command standard operating procedures to the letter.

d. That bombing teams which have been designated as Lead Crews in this first, and subsequent classes, be maintained intact as lead crews in their own group for a period of at least six months after graduation.

17/ Ltr CO, Lead Crew Training Squadron (Prov), to CO, 509th Bombardment Wing, Subj "Final Report, Class I, Lead Crew Training Squadron (Prov)," 11 July 1949, and 1st Ind, CO, 509th Wing to CG, 8AF, same report, 15 July 1949.

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e. That Lead Crew School graduates, in addition to maintaining their own proficiency, be utilized to the maximum as Instructor Crews in the bomb group to which they are assigned.

f. That the individual members of crews which have been designated as Strategic Air Command Lead Crews be given preference over other bombing teams in attendance at Air Force schools upon termination of their minimum tour of six months.

g. That proper entries be made on individual records of each crew member of a Strategic Air Command Lead Crew so that his outstanding proficiency may improve his opportunities for advancement and promotion." 18/

Class Two - Walker AF Base - The second class of the Lead Crew School started on 9 July and was completed on 12 August 1949. Attending this class were nine crews from the 509th Group, four crews from the 301st Group, three crews from the 97th Group, one crew from the 92d Group, and one crew from the 307th Group. This class was of five weeks duration and upon completion of the training it was recommended that a total of 16 crews be designated as Lead Crews of the Strategic Air Command and that necessary notation be made on their individual records to denote successful completion of the course. It was also recommended that one other crew be given additional radar training with special emphasis on inland targets. After additional training this crew (from the 307th Group) should be given a check by the Fifteenth Air Force Standardization Board, and if at that time the crew demonstrated capability expected of a lead crew, it should

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be rated as such. With reference to the one remaining crew that attended this class of the Lead Crew School, it was stated that this crew did not satisfactorily complete the prescribed course of instruction. In the words of the final report "The crew lacked coordination, crew spirit, and, on the part of the observers, individual proficiency. Considerable animosity between some members of the bombing team had developed prior to arrival at this station. This crew did not, at any time during the prescribed course of instruction, exhibit capabilities expected of a lead crew bombing team." 19/

Class Three - Davis-Monthan AF Base - Immediately following the completion of the second lead crew class at Walker AF Base, the Lead Crew Training Squadron (Prov) was moved to Davis-Monthan AF Base, where the third class was conducted. Preliminary plans for movement of the squadron were discussed in a report by Lt Col R. W. Christy, dated 18 July 1949. 20/ Whereas the first two classes were concerned with B-29 type aircraft and related equipment, the third class was concerned with crews operating B-50 type aircraft. The third class started training on 27 August and the program was completed by 30 September 1949. Attending this class were nine crews each from the 2d and 43d Bombardment Groups. Final reports indicate

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19/ Ltr, CO, Lead Crew Training Squadron (Prov) to CO, 509th Wing, Subj "Final Report, Class II, Lead Crew Training Squadron (Prov)," 17 August 1949.

20/ Report of Staff Visit to Walker AF Base, Lt Col R. W. Christy, Directorate of Opns, 8AF, to CG, 8AF, 18 July 1949. See exhibit #56.

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that all 18 crews were recommended for designation as lead crews. The final report also listed accomplishments and recommendations covering the Lead Crew School activities for the entire training period from 13 June through 30 September 1949, and for this reason the narrative report is being appended to this history. 21/ The Lead Crew Training Squadron (Prov) was deactivated on 30 September 1949. 22/

It should be noted that plans are being formulated for the establishment of a permanent Lead Crew School for the benefit of SAC organizations with the school to be located at MacDill AF Base.

Flying Training

As previously stated, the flying training program of the bombardment and fighter units of this command was designed to achieve and maintain a state of tactical proficiency that would enable the units to perform immediately and effectively the missions assigned. This objective required a continuous and progressive training program throughout the command and included such training activities as: formation, transition, instrument time, grid navigation, gunnery missions (air to air to ground), fighter-bomber missions, visual bombing, radar bomb scoring, long range navigational training, aerial demonstrations, and ground control approach.

21/ Ltr, CO, Lead Crew Training Squadron (Prov), to CO, 509th Wing, Subj "Final Report, B-50 Class, Lead Crew Training Squadron (Prov)," 30 Sep 1949. See exhibit #57.

22/ Ibid.

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A study of the flying training reports submitted by the tactical organizations of this air force reveals that during the four month period ending 31 August 1949, the tactical groups of this command accomplished a total of 36,192:20 hours of flying. Of this total, 28,925:50 hours was credited to the six bombardment groups, with the remaining 7,266:30 hours accomplished by the 27th Fighter Group. During the previous four months period ending 30 April 1949, total flying time of tactical units was 30,879:30 hours. A comparison of these two sets of figures shows an increase of 5,312:50 hours flying time during the current period. In this connection it should be noted that the gain in flying was due to increased activity in the bombardment units where emphasis was on RBS missions. During the same period there was a drop in the amount of flying accomplished by the 27th Fighter Group, which is attributed to the restriction on F-82 flying during June and July 1949.

A brief summary of the flying time accomplished by Eighth Air Force tactical units during the period May through August 1949, is shown in the following table:

	May	June	July	August
2d Group	763:45	718:50	949:45	1499:15
7th Group	264:40	326:05	482:35	550:50
11th Group	134:35	108:20	112:40	100:20
27th Group	2631:00	900:45	550:00	3184:45
43d Group	2103:30	1545:05	2240:40	1985:15
97th Group	1189:30	1828:00	1299:00	1536:50
509th Group	2963:40	1986:30	1820:20	2410:30
Monthly Totals	10051:00	7413:35	7455:00	11272:45

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Grand Total - 36,192:20 23/

For a complete breakdown of the flying training of individual organizations by months and types of training activities, reference is made to Exhibits 58 through 65. A study of these reports shows an increase in all activities relating to bombing training and this is especially true in the number of RBS runs and the resulting improvement in the average circular error scores. For example, during May 1949, there were 367 scored RBS runs and the average circular error was 5,319 feet. During the month of August, the number of runs was increased to 1691 with an average circular error of 3,253 feet. Complete statistical information on RBS activities is found in paragraph 9, Exhibits 58 through 61.

509th Group Trains in England

In discussing some of the major missions and maneuvers accomplished by tactical units of this command during the period just ended, initial attention is given to the temporary duty training of the 509th Bombardment Group in England. The official directive covering the movement of the unit from it's home station at Walker AF Base was Eighth Air Force, Operations

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23/ Monthly Air Training Report, Bombardment, Hq 8AF, May, June, July, and August 1949. See exhibits no. 58, 59, 60 and 61.

Monthly Air Training Report, Fighter, Hq 27th Wg, May, June, July and August 1949. See exhibits nos. 62, 63, 64 and 65.

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Order No. 7-29, published on 15 April 1949. The order called for movement of 21 modified ruralist B-29s and nine B-29 tankers and a total of 975 personnel. Two squadrons were to be stationed at Marham, England, and the third squadron was to be based at Lakenheath, England. Advance notice of the impending movement was forwarded the 509th Group on 25 March 1949, and under authority of an Eighth Air Force teletype, dated 1 April 1949, Colonel John D. Ryan, Group Commander, and a party of survey personnel departed for England on 4 April 1949. 24/ This party spent several days surveying facilities to be utilized by the tactical group during the forthcoming maneuvers, and returned to Walker AF Base on 10 April 1949. Immediately upon receipt of the official movement order, the squadrons were alerted for the move, and information gathered by the survey party was disseminated for use in making final preparations for departing for the UK. In the actual flight to the overseas bases, one aircraft departed on 20 April, while departure of the remaining aircraft was spread over the 28th, 29th, and 30th of the month. Although only 30 aircraft were to be used by the tactical unit, an additional nine B-29 tanker-transports were utilized for airlift support to the UK and these aircraft returned immediately to Walker AF Base. The 30 aircraft to be used during the training period were distributed

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24/ TWX, ODO 2724, 8AF to CO, 509th Wing, 1 April 1949.

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as follows: Marham, training base for the 393d and 715th Bombardment Squadrons, 14 B-29 modified receivers and six B-29 tankers; Lakenheath, training base for the 830th Bombardment Squadron, seven B-29 modified receivers and three B-29 tankers. The tactical group was under the command of Colonel Ryan, while the three squadrons were commanded by Major Philip Y. Williams, Lt Col Woodrow P. Swancutt, and Lt Col James I. Hopkins, respectively.

Under the provisions of the operations order directing the training maneuver, nine aircraft and crews were returned to the ZI at the end of the first six weeks of training, and these aircraft and crews were replaced immediately. This rotation was accomplished during the week of 13 June 1949. It should also be noted that the original order called for 90 days TDY, however this was later amended and the TDY period was extended to 120 days.

The group completed it's flying and ground training on 19 August 1949, and immediately began preparation for the return to the home station at Walker AF Base, Roswell, New Mexico. Unit aircraft departed for the ZI on 28, 29 and 30 August, and all aircraft were in place at their home station by 3 September 1949.

Although it would be impractical to go into detail on all phases of the 509th Group's activities while in England, the following is presented as a summary of those activities, and represents information contained in the final report of the

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mission. 25/

As already stated, approximately 875 personnel took part in the overseas training. Prior to the maneuver personnel requirements were determined by the bombardment group, using the SAC Mobility Plan as a guide and based on the advance survey of personnel and facilities available at the two British bases. Due to the accuracy of this determination, no major personnel problems were encountered during the maneuver. Minor adjustments in support personnel were found necessary after arrival of the unit in England. Personnel returned to the ZI for emergency reasons were immediately replaced by personnel from Walker AF Base, and this had no appreciable effect on the success of the mission. It was recommended that in the future, units going to the same British bases would not need to take Ordnance personnel, since these facilities were furnished and operated by the Royal Air Force. It was further recommended that, when possible, an advance party visit the maneuver site from 15 to 30 days in advance to survey facilities and personnel available, and that the number of support people taken be varied in accordance with the findings of the survey party. The addition of a Legal Officer and a Special Services Officer to the list of personnel required for such maneuvers was recommended.

The Intelligence functions which were conducted during the

25/ Secret Report, CO, 509th BG to CG, 509th BW, Subj "Final Report Eighth Air Force Operations Order 7-29," 22 Sept 1949.

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maneuver were: mission briefings, interrogation of combat crews, liaison visits to RAF bases, maintenance of a target section, photo interpretation, and maintenance of a reading room. Intelligence officers presented theater indoctrination and security lectures prior to the group's departure from Walker AF Base, upon arrival in England, and midway through the maneuver. Although the mission of Intelligence personnel, while on TDY in the UK, was accomplished very successfully, the work load problem could have been alleviated if similar directives from the parent headquarters and Headquarters Third Air Division had been more thoroughly coordinated. In this connection it was recommended that certain Third Air Division reports be consolidated, that regulations requiring reports common to both headquarters' be amended to coincide so that one report would suffice, and that, where practical, the number of copies of required reports be reduced.

In the matter of flying operations, a level of 30 B-29 type aircraft and crews were maintained during the period of the maneuver. The training and experience gained by these crews was invaluable. A breakdown of the flying activities reveals the following:

1. The 509th Group flew a total of 7157:45 hours during the maneuvers, of which 2911 hours were flown performing special missions. In order to complete training requirements, all training possible was scheduled on these specially ordered flights.

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2. Each crew flew an average of 238 hours and 30 minutes.

3. A total of 51 long range tactical missions were flown. This represented 170 percent of a quarter's requirement as established by higher headquarters.

4. A total of 2233 bombs, or 367 percent of a quarter's requirement, were dropped. It was noted however that adverse weather conditions frequently reduced the altitude below the required 25,000 feet or prevented the obtaining of pictures. For this reason, only 612 bombs, or 100 percent of a quarter's requirement, were actually scored and credited toward the requirements as established by SAC Regulation 50-8, Supplement No. 1.

5. A total of 1141 RBS runs were completed while in the UK. This represented 160 percent of the requirements for a three month period. In this connection it should be noted that prior to the arrival of the USAF, RBS Detachment, only 40 percent of the quarterly requirements were met and this took all of May, June, and July. During the month of August, and utilizing this Detachment, the 509th Group completed 120 percent of a quarterly requirement. Arrival of the RBS Detachment also resulted in greatly improved ACE scores during August.

6. In fighter-bomber interception, and camera gunnery missions, the unit completed a total of 326 percent and 272 percent of a quarter's requirement, respectively. This high percentage reflects how the availability of fighter aircraft

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governs the ability to accomplish these requirements.

During the complete training period, the 509th Group was able to exceed all training requirements as established by higher headquarters, with the exception of first RBS runs, despite the fact it was necessary to change 57 modified engines during the last five days of June and the period of restricted flying caused by the Bendix strike.

With respect to the materiel phase of the operation, the squadron flyaway kits were approximately 98 percent complete prior to departure for the UK, however this percentage of completeness did not include parts peculiar to the GEM type aircraft, and at that time the organization had only a limited amount of spares peculiar to Air Refueling. Recommendations for changes in the flyaway kits, ie, additions and deletions, were submitted approximately 90 days prior to the unit's departure for the UK. Approval for these changes was granted by higher headquarters, however the unit did not receive any spares until a high priority project was established by AMC. Approximately 20 percent of these spares arrived in sufficient time to be processed into the flyaway kits. As a result of this it was necessary to set up tanker aircraft to transport the remaining cargo to England. Due to supply difficulties at Marham and Lakenheath, a consolidated Group Supply Office was established at Marham to handle supplies for the entire group. A non-commissioned officer was placed on TDY at Burtonwood Depot to expedite requisitions and shipment of

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supplies to the group. As it developed, there was a lack of parts peculiar to the GEM type aircraft in supply channels in the UK. This was due to the fact that no similarly equipped aircraft had previously operated from the English bases. Some transportation difficulties were encountered in delivery of supplies from Burtonwood, and this condition appeared to be caused by undependable mechanical condition of vehicles and inadequate control of the drivers. This situation was partly solved by the use of RAF and USAF vehicles from Marham. In spite of these difficulties, materiel officials were able to report that, through anticipation of critical parts, prompt service from Walker AF Base, and the service of an expert supply technician on TDY at Burtonwood, all major supply difficulties were solved and no aircraft of the unit became AOCP during the maneuver.

In transmitting the final mission report to the Commanding General, Eighth Air Force, the Commanding General of the 509th Wing, stated - "The maneuver of the 509th Bomb Group (M) (30 April to 1 September 1949) in the UK was, in my opinion, performed in a superior manner throughout. Many valuable lessons in personnel, intelligence, logistics, and operations were learned." 26/

26/ 1st Ind, CG, 509th BW to CG, 8AF, 6 Oct 49, to Report, CO, 509th BG to CG, 509th BW, Subj "Final Report Eighth Air Force Operations Order 7-29." 22 Sept 1949.

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In concluding discussion of the temporary duty training of the 509th Bombardment Group in England, reference is made to a report of staff visit made by Lt Col Calvin W. Fite, Jr., Assistant Director of Personnel, Headquarters Eighth Air Force. Colonel Fite visited the 509th from 22 to 31 May 1949, and upon his return to the ZI, submitted a comprehensive report on his observation of activities and operating conditions at Marham and Lakenheath. A copy of this report is being appended as a supporting document to this history. 27/

Birmingham RBS Mission

On 13 May 1949, this headquarters notified the Commanding Officers of the 97th, 43d, 2d, and 7th Bombardment Wings, that their organizations would participate in simulated radar bombing attacks against RBS Target No. 6, Birmingham, Alabama, during the period 17 through 20 May. 28/ Individual wings were scheduled to participate in the attacks in the following order: 97th Group - 17 May, 43d Group - 18 May, 2d Group - 19 May, and 7th and 11th Groups - 20 May. The mission was originally scheduled as maximum effort on the part of all participating units, with bombing to be accomplished from 30,000 feet pressure altitude, however on 16 May the Operations Order was

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27/ Report of Staff Visit to 509th Group in England, Lt Col Calvin W. Fite, Directorate of Pers, 8AF to CG, 8AF, 3 June 49. See exhibit #66.

28/ TWX, ODO 2079, 8AF, 13 May 1949.

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amended to read normal effort. 29/ On each day of the mission the first aircraft was scheduled over the target at 0120Z, with additional aircraft making their runs at 15 minute intervals. Control point was Barksdale AF Base, Shreveport, Louisiana, and initial point was Columbus, Mississippi. In order to better judge crew capabilities, it was directed that radar operators would have no access to visual aids during the course of the mission.

In the case of the 97th Bombardment Group, this organization was scheduled to begin it's Operational Readiness Test on 16 May 1949, and it was directed that the Birmingham mission be executed in conjunction with the ORT program. Planning was started on the basis that the Birmingham mission was to be maximum effort and 30 aircraft were prepared. The amendment to the original operations order changing the mission to normal effort was received during the final weather briefing of the 97th Group, and since all radar observers assigned held a circular error potential of less than 5000 feet, it was decided to allow all thirty aircraft and crews to participate in the mission. Take-offs for this group was scheduled to begin at 2215Z, 16 May 1949, and to continue at fifteen minute intervals through 0730Z, 17 May 1949. All aircraft were off the ground as scheduled, however two aircraft aborted due to mechanical trouble, with one of them returning to it's home station and the other landing at Barksdale AF Base. The remaining 28

29/ TWX, ODO 2181, 8AF, 16 May 1949.

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aircraft reached the target with 22 of them accomplishing scored runs. The six runs that were not scored were due to the following reasons: One not scored due to malfunction of the ground radio, two aircraft released before they were on the plotting board, one had a malfunction of the tone release and could only be scored for course error, one had interference from the tone of another airplane and it was impossible to hear release signal, and one aircraft was supposed to have released off the plotting board, however the pilot and bombardier both stated that they were over the target at the release point. 30/ Only one case of radar equipment failure was reported and this aircraft continued over the target using a combination of radar and visual sighting. Statements of the radar observers, included in the final mission report, indicate that the performance of the radar equipment was excellent considering the nature of the mission. Circular error scores for aircraft of the 97th Group were not included in the final mission report.

For the second phase of the same mission the 43d Bombardment Group scheduled 20 aircraft to participate in the bombing attack on 18 May 1949. The B-50's were dispatched from Davis-Monthan AF Base, Tucson, Arizona, at 15 minute intervals starting at 1945Z on 17 May 1949. They proceeded singly to El Paso at 15,000 feet pressure altitude, climbing to bombing altitude of 30,000 feet pressure prior to reaching Texarkana,

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30/ Ltr, CO, 97th Gp to CG, 97th Wg, Subj "Final Report on Birmingham RMS Mission, 17 May 1949," 1 June 1949.

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Texas. From Texarkana, each aircraft proceeded to the Control Point at Shreveport, and continued singly to the Initial Point at Columbus, Mississippi. The first aircraft departed from the Control Point at 0135Z and the others at 15 minute intervals. Seventeen aircraft made the run over the target at Birmingham, with three aircraft aborting. All three aborts were due to radar equipment malfunction. From the target, aircraft descended to 14,000 feet pressure altitude for the return to Davis-Monthan AF Base. Although not directed to do so by the Operations Order, the eight aircraft of the 65th Squadron, who led the 43d Group part of the mission, made a slight deviation of course on the return leg to make a simulated radar bombing attack on Fort Worth. All 20 aircraft had returned to Davis-Monthan AF Base by 1549Z, 18 May 1949. Radar operators reported considerable difficulty in identifying the Initial Point, and most of the operators reported a great amount of target break-up approximately seven miles from the target making it difficult to pick out the definite aiming point. 31/ It was recommended that in future missions of this type, an Initial Point be chosen that would be easier to identify and not so far from the target. Aircraft participating in this phase of the overall mission logged approximately 12 hours flying time each. Circular error scores on the 17 aircraft making the bombing runs are shown in the following list:

31/ Ltr, CO, 43d Gp to CO, 43d Wg, Subj "RBS Mission," 27 May 1949.

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Aircraft No.	CE	Aircraft No.	CE
6015	7860 ft.	7102	5730 ft.
6039	7260 ft.	6059	4920 ft.
7104	5730 ft.	6019	9540 ft.
6026	3900 ft.	6038	3120 ft.
6057	10110 ft.	7103	11100 ft.
7098	17820 ft.	6056	4680 ft.
7099	15210 ft.	6010	5910 ft.
6044	8640 ft.	6047	11970 ft.
6049	6750 ft.		32/

The 2d Bombardment Group phase of the Birmingham mission was accomplished as scheduled on 19 May 1949, with a total of 21 aircraft participating. The first aircraft was airborne at approximately 2156Z, 18 May 1949, and other aircraft followed at 15 minute intervals. The first aircraft called in approaching the Initial Point at 0200Z and at that moment a power failure occurred at the Birmingham Airport, throwing power off on the entire base. This put the RBS unit out of commission, and although efforts were made by RBS personnel to get an auxiliary generator on the line, they were unsuccessful and regular power was not restored until 0234Z. In the meantime, Major Liebman, S-3, 2d Group, went to the Birmingham tower and was able to contact the lead aircraft and inform him of the circumstances. This aircraft was instructed to act as a control aircraft, informing all aircraft approaching the Initial Point of the delay. With the resumption of power and

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32/ Ibid.

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operation of the RBS unit, the first aircraft completed it's run at 0335Z, and the other aircraft followed at regular intervals. Weather conditions at Chatham AF Base deteriorated rapidly after all aircraft were airborne and upon completion of the bombing attack group aircraft had to land at alternate bases. This was in the early morning of the 19th, and by 1800Z on the same date, all aircraft were able to return to their home station. The final mission report shows that 17 aircraft completed their RBS runs, two made dry runs, and the remaining two aborted due to radar failures. Detailed information on the 2d Group phase of this operation is reported in the final mission report. 33/

The final phase of the Birmingham RBS mission was completed on 20 May 1949, by the 7th and 11th Groups of the 7th Bombardment Wing (H). These groups dispatched two B-36 aircraft each with the first aircraft, No. 2037, taking off at 2345Z, 19 May, and making it's radar run on the target at 0300Z, 20 May. Radar return was good and the run was believed successful. This aircraft returned to Carswell AF Base at 0600Z, 20 May. The second 7th Group aircraft, No. 2027, took off at 0110Z, 20 May, and made it's radar run on the target at 0351Z. Return was good but due to the fact the gyrosyn compass was inoperative success of run could not be determined. This aircraft proceeded on a navigational training flight to Daytona

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33/ Ltr, CO, 2d Gp to CO, 2d Wg, Subj "Final Mission Report," 28 May 49. See exhibit #67.

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Beach, Florida, and then returned direct to Carswell AF Base, landing at 1230Z, 20 May 1949. 34/ The two B-36s of the 11th Group took off in the afternoon of the 19th with the first of the two planes off at 1635 CST. This was aircraft # 049 and it was followed by # 054. The latter aircraft aborted due to complete loss of communications with the ground and returned to Carswell AF Base after 2:50 hours flying time. Aircraft # 049 made four runs on radar targets in the Fort Worth area before departing on the regular scheduled mission. In the four runs on Fort Worth targets, two were dry runs which were not scored, and the other two were scored at 3500 and 360 feet respectively. Continuing to Birmingham, this aircraft reached the Initial Point at Columbus, Mississippi, at 2214Z, and although the exact time of the bomb on the target is not given, the radar observer estimated his bomb at 2000 ft. right and 2000 ft. over. No estimate could be made as to hit prediction from the radar scope photos obtained on the mission. 35/

B-36, RBS Missions

On 8 July 1949, six B-36s of the 7th Bombardment Group were scheduled to participate in a high altitude radar bombing of Cedar Keys, target #5, or Radar Bomb Scoring target #4. Included in the mission was a scheduled gun camera interception

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34/ Ltr, CO, 7th Gp to CO, 7th Wg, Subj "Final Mission Report," 26 May 1949. See exhibit #68.

35/ Ltr, CO, 11th Gp to CO, 7th Wg, Subj "Final Report, Operations Order 10-49," 31 May 1949. See exhibit #69.

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by F-82's at 20,000 feet over Bergstrom AF Base, and a high altitude (40,000 feet) interception by F-80's and F-86's over Eglin AF Base, enroute to the target. All aircraft were to take off from Carswell AF Base, proceed to Bergstrom, to Tallahassee, Florida, to Initial Point at Ocala, Florida, to primary target #5, Cedar Keys, or secondary target, RBS #4, Tampa, Florida. Only two of the aircraft were in commission by take-off time and these aircraft proceeded on the mission as briefed. The first aircraft, #2059, covered the prescribed route of the mission but was unable to bomb the primary target at Cedar Keys because MacDill control had no clearance to allow the aircraft to bomb. The B-36 proceeded to secondary target where two runs were made on Tampa RBS #4, but could not be scored due to a radar malfunction. This aircraft returned to Tallahassee at an altitude of 46,000 feet pressure altitude and was intercepted at 0750Z by one F-86 over Eglin. The aircraft returned to Carswell AF Base at 1115Z. The mission report indicated that F-80's made repeated passes for 20 minutes while #2059 was enroute to the target at 39,000 feet. The majority of the attacks were made from eleven to one o'clock high. Very few of the attacks were made from other positions on the clock because the fighters seemed unable to get within range. The one F-86 which furnished interception over Eglin, made only one attack before calling the B-36

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to say he was frosted up and was unable to make any more passes.

The second B-36, #2035, proceeded to Bergstrom at 21,000 feet and was intercepted by one F-51 which made several passes from all positions on the clock. The B-36 proceeded on course climbing to 42,500 feet over Mobile, Alabama, where it was intercepted by four F-80's and one F-86. The fighters made most of the attacks from one to eleven o'clock high, but the bomber crew was of the opinion that none of the passes were effectual. Aircraft #2035 continued on course to the target but turned back at 0725 because of radar malfunction, and thunderstorm activity. The bomber landed at Carswell AF Base at 1030Z. 36/

On 13 July 1949, two B-36s were scheduled to participate in a high altitude RBS attacks on Tampa, Birmingham, and ~~Fort~~ Worth bomb plots, with a radar bomb drop on Cedar Keys and high altitude fighter interception over Eglin AF Base. Aircraft #2059 proceeded as briefed, arriving over Eglin AF Base at 40,000 feet. Contact was made with Eglin Tower and it was found that fighter interception had been cancelled. The bomber then proceeded to the IP at Ocala, Florida and made a successful 40,000 foot RBS run on Tampa RBS target #4. From Tampa, the aircraft went on to complete a visual bomb drop on Cedar Keys reflector target #5. This drop was accomplished by use of the Norden bombsight and not by radar release as briefed, due to the radar bomb release circuit being

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36/ Ltr, CO, 7th Gp to CO, 7th Wg, Subj "Mission Report," 9 July 1949. See exhibit #70.

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inoperative. A 40,000 foot run was made on Birmingham RBS target #6 and Fort Worth RBS target #3. Landing was accomplished at Carswell at 0010Z, 14 July 1949.

Aircraft #2034 flew the same mission, completing 40,000 foot RBS runs on Tampa and Birmingham targets, but did not make a visual drop on Cedar Keys because of cloud coverage, and did not make an RBS run on Fort Worth target because the radar operated steering needle failed. When over Eglin a radio message stated that the fighter interception had been cancelled, however the bomber did encounter two F-86 fighters enroute. These fighters passed across the nose of the B-36 at 90°. They turned back to take another look at the B-36 and then proceeded on their original course. 37/

On 30 July 1949, three B-36s were dispatched on a RBS mission to Phoenix, Arizona. The first aircraft followed the briefed flight plan to the IP, Roosevelt Reservoir, and started the bomb run on target #3 (Aluminum Plant). At that time the radar and radar scope camera was working properly up to a point 25 miles from the target. From that point the radar equipment became erratic due to a faulty Radar Control Box. The bomb run was continued and the radar operator estimated the point of release with a circular error of approximately 5640 feet. Subsequent to this flight the Control Box was tested and found operational on the ground and at low altitudes, however when the aircraft reached 40,000 feet the Control Box

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37/ Ltr, CO, 7th Gp to CO, 7th Wg, Subj "Mission Narrative," 15 July 1949. See exhibit #71.

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became inoperative causing the sector scan to fail and prohibited accurate bombing of the target. As a result of these tests the Control Box was removed and replaced by new equipment.

The second aircraft followed the briefed flight plan to the IP, however a leaking pressure pump was discovered reducing the video (pertaining to or used in the transmission or reception of the image) on the radar scope. Approximately 18 miles from the target, the radar operator noticed returns from the west side of Phoenix and selected one he believed to be the target. This return lasted approximately 30 seconds, during the interim the radar operator was trying to regain the target on the radar scope but was unsuccessful. Consequently, the radar operator placed the cross hairs on a point he thought was target #3 and accomplished a release by estimation with an approximate circular error of 7,000 feet. No radar scope photos were taken as the operator assumed it a waste of film to take any photos with no identifiable radar returns.

The last of the three aircraft proceeded to the IP but did not complete the bomb run due to a faulty fuse and a leaking pressure pump in the radar set. A fuse in the junction box failed and was replaced but blew out as soon as power was applied. The pressure pump was leaking and the radar operator operated the pump manually in order to maintain 30 pounds pressure but could not keep the set operating. On the descent, at approximately 15,000 feet, the radar operator turned the set

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on and it operated satisfactorily and continued operating until the aircraft reached it's home station at Carswell AF Base. Radar scope photos were not taken due to the malfunction described.

From the mission report it appears that the malfunction of radar equipment and poor target identification were responsible for the estimated circular errors of the two radar runs completed. 38/

The RBS mission on 30 July was followed by another three plane mission on 5 August 1949, and this time the target was the Consolidated Vultee Aircraft Plant, Fort Worth, Texas, with fighter interception over Austin, Texas. The briefed route for this RBS mission was as follows: Carswell AF Base to Shreveport, to Lake Catahoula (Louisiana), thence to Lake Hamilton (Arkansas), to the IP at Lake Texhoma (Oklahoma-Texas), completing the RBS bomb run on the Fort Worth target, then to Austin, Texas, and finally back to Carswell. The first aircraft took off from Carswell at 0830 and proceeded on course as briefed. While in flight #4 engine's Oil Cooler Shutter Actuator failed to operate with fuses shorting repeatedly. The engine was operated at a reduced RPM to control oil temperature. In addition, the engine mixture control became inoperative in "lever" and "switch" position. More trouble was encountered when the

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38/ Ltr, CO, 7th GP to CO, 7th Wg, subject "Mission Analysis Report," 11 August 49.

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#5 engine Alternator Drive Oil Control Temperature Indicator became inoperative in flight. The RBS run was made on the target at 40,000 feet with indicator "good results." One F-32 was encountered at 30,000 feet over Austin. Most of the passes that were made on the B-36 were reported as unsuccessful, however information as to why these passes seemed ineffectual could not be determined from reports of scanners and gunners.

The second B-36 participating in this mission took off from Carswell at 0845 following the general route briefed. The RBS run was made on the target with results again indicated as "good." No radar malfunctions were encountered during the flight. One F-82 was encountered by this aircraft at 30,000 feet approximately 30 miles from Austin. The third bomber took at 0920 and flew on course as briefed, except a deviation over the IP due to inclement weather. The Gyrosen Compass became inoperative in flight, resulting in a radar abort and necessitating a visual bomb run on the target. One F-82 was encountered at 30,000 feet over Austin, Texas, and the attacks were again described as ineffectual.

On 3 and 4 August 1949, a profile mission* was accomplished by one B-36 aircraft of the 436th Bombardment Squadron, 7th Group. Briefing required the aircraft to take off and fly at a minimum altitude of 12,000 feet and then complete a climb to 40,000 feet, true altitude, at the end of 2550 nautical air

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*Air mission relative to research on cruise control with respect to distance, weight and altitude.

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miles. Upon attaining a true altitude of 40,000 feet the aircraft would then fly a minimum of 1900 nautical air miles, drop a bomb load of 14,000 pounds, and continue at 40,000 feet for an additional 150 nautical air miles or more. Descent would be started so as to land at the completion of not less than a total of 5300 nautical air miles. Take-off was scheduled at 0500, 3 August 1949, however due to the #3 and #6 water injection being inoperative, the aircraft was dispatched at 0620. At the end of 2545 nautical miles at 12,500 feet the aircraft began a climb to 40,000 feet true altitude, which was completed as briefed. A successful bomb drop was made after flying a true altitude of 40,000 feet for 2013 nautical air miles. At the completion of the required distance out the aircraft returned to Carswell AF Base, landing with an accrued distance of 5750 nautical air miles. The mission report described the performance of aircraft and equipment as satisfactory. 39/

B-36 Lands with Three Engines Inoperative

On several occasions since the initial delivery of B-36 type aircraft to the 7th Wing, aircraft have accomplished successful landings with one or two engines inoperative, however the first three engine landing was accomplished on the afternoon of 19 July 1949. The landing was more remarkable since all three dead engines were on one wing of the giant bomber. The unusual incident occurred while aircraft #2034 was flying

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39/ Ltr, Aircraft Commander, A/C #2063, 436th Sqdn, to CO, 436th Sqdn, subject "Flight Narrative," 4 Aug 49. See exhibit #72.

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at an altitude of 40,000 feet. The #3 engine accessory section fire warning light came on and smoke was seen coming from #3 engine. The methyl-bromide fire extinguisher was discharged on the engine to no avail. The propeller would not feather and continued to run and after four or five minutes the engine fell from the aircraft. Shortly after the warning light came on #3 engine, the warning light for #2 engine also came on. Engine instruments for #1 and #2 engines became inoperative and both engines were feathered. A rapid descent and landing was made and it was necessary to lower the landing gear by the emergency method. After the successful landing the crash fire department extinguished the fire which was then burning in the area of the #2 engine power panel. Inspection of the aircraft revealed the #3 engine installation complete with the constant speed drive alternater, and the electrical power panel had fallen from the airplane. Extensive fire damage was done to the wing trailing edge section between #2 and #3 engines, #2 engine power panel, left hand center flap, #2 and #3 fuel tanks, #3 engine air tunnel, and the entire left wing wiring system. The left horizontal stabilizer suffered collision damage. The engine air tunnel was damaged by heat and buckled from stresses when the engine fell. 40/

40/ Ltr, 7th Gp to 7th Wg, "Engine Fire on B-36B #44-92034," 26 July 49. Exhibit #73.

Ltr, 7th Gp to 7th Wg, "Inspection of Fire in B-36 44-92034," 22 July 49. See exhibit #74.

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The following is quoted from the 7th Bombardment Group's News Letter, which appeared in the July History of the 7th Wing:

> "Captain Harold L. Barry of the 436th Bomb Squadron made a perfect emergency landing the afternoon of the 19th of July 1949, using only the three engines of the right wing of aircraft No. 2034. Captain Barry's skill as a pilot, his coolness and excellent judgement, and the crews excellent discipline aboard the plane was an important factor in bringing it back to the base safely and averting a near tragedy. It was a highly commendable performance by all crew members and definitely reflected the capability of group combat crews under hazardous circumstances."

2d Group Conducts ECM Missions

During the month of July the 2d Bombardment Group, Chatham AF Base, initiated a new series of training flights in the form of ECM practice missions. A report on two of these missions is being included in this history as an example of the type mission conducted. The first of these missions was accomplished on 22 July 1949, and was directed by 2d Wing, Operations Order No. 3-49. This order provided for the 2d Group to conduct one daylight penetration of the Eglin AF Base Area at an altitude of 500 feet, and one night penetration at 1000 feet. Formation for both penetrations to be "line abreast," spaced ten to twenty miles apart. Three aircraft from each of the three squadrons were scheduled to take part in the two penetrations, however one aircraft aborted prior to take-off and only eight aircraft participated in the initial mission. Daylight attack was made between 2204Z and 2230Z at altitudes ranging from 175 to 500 feet. One F-80 and one F-82 were sighted and each of the fighters

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made two passes at bomber #110. The night attack was made between 0107Z and 0130Z, and altitude for the attack was 1000 feet as briefed. Four of the eight bombers reported sighting fighter aircraft, with each fighter making one pass. Three ECM operators reported interception presumed to be fighters and two of these signals were jammed on the first run. Altitudes flown on this mission were so low that some aircraft were probably beyond the line of sight range of the stations. 41/

The second of these missions was covered by 2d Wing, Operations Order 4-49, 22 July 1949, and was accomplished on 26 July 1949. This mission called for one daylight and one night penetration at 35,000 feet with nine bombers participating. One aircraft aborted after take-off, and the remaining aircraft completed the mission as scheduled. During the daylight attack, four bombers sighted fighters. One of the bombers reported two F-51's were sighted near Athens, Georgia at 35,000 feet, with one of the fighters making one pass and the other falling behind and below and finally giving up. Two of the bombers were intercepted by individual F-80's with only one pass being made. The fourth bomber received one pass from an F-51 at 36,000 feet. During the night penetration only one identified fighter was sighted and this aircraft did not attack. Details on this mission are included in the

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41/ Report, "Electronics Counter Measure Mission," 2d Wing, 22 July 1949. See exhibit #75.

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appended mission report. 42/

Operational Readiness Test for 27th Wing

On 5 May 1949, the Directorate of Operations, this headquarters, published Operations Order No. 9-49, directing the 27th Fighter Wing to schedule four operational missions in connection with the Operational Readiness Test to be conducted at Bergstrom AF Base during the period 9-13 May 1949. This action was taken in conformance with directions contained in a letter from Strategic Air Command. The letter stated that the 27th Wing should be directed to execute three maximum effort tactical missions of the following types:

"1. Long range tactical radius of action mission utilizing combat wing tanks.

2. Medium range night mission utilizing SOP for GCA letdown and landing.

3. Interception mission with rendezvous of two or more forces at a predetermined point utilizing GCI equipment if available. This mission will include gunnery, rocketry and dive bombing." 43/ In Eighth Air Force, Operations Order 9-49, the third mission referred to in SAC's letter, was divided into two separate missions. That part of the mission

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42/ Report, "Electronic Counter Measure Mission," 2d Wing, 26 July 1949. See exhibit #76.

43/ Ltr, Hq SAC to CG, 8AF, Subj "Operational Readiness Test," 29 April 1949, File SAC 373.

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referring to gunnery, rocketry and dive bombing, was set up as a separate mission to be accomplished at Matagorda Island Bombing and Gunnery Range. Following receipt of Operations Order No. 9-49, the 27th Wing published four separate Operations Orders covering the tactical missions to be accomplished during the course of the Operational Readiness Test. 44/

The first of these four missions was scheduled and accomplished on 9 May 1949. The mission was a long range tactical radius of action mission utilizing combat wing tanks. Route for the round-robin flight was Bergstrom AF Base; to Orlando, Florida; to DeFuniak Springs, Florida; and back to Bergstrom. A total of 49 F-82 aircraft completed the mission after a pre-dawn takeoff. Aircraft carried 310 gallon external wing tanks.

The second mission, medium long range night, was carried out on 10 May 1949, with 51 aircraft participating. Route for this mission was Bergstrom AF Base; to Amarillo, Texas; to Oklahoma City, Oklahoma; and return to Bergstrom. The mission was partially at altitude and was completed with a group letdown on the Austin range under simulated instrument conditions.

The third mission undertaken was a daylight intercept mission, using Ground Controlled Intercept Equipment at

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44/ Operations Order 1-49, 27th Wing, 6 May 49. See exhibit # 77.
Operations Order 2-49, 27th Wing, 6 May 49. See exhibit #78.
Operations Order 3-49, 27th Wing, 6 May 49. See exhibit #79.
Operations Order 4-49, 27th Wing, 6 May 49. See exhibit #80.

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another base. This involved 51 aircraft in three separate flights, and return from the intercept was accomplished in group formation. In this mission, two of the squadrons flew from Bergstrom, to Santo Fe, to Albuquerque, and back to Bergstrom while the third squadron flew from Bergstrom to Aconita Radio (New Mexico), to Albuquerque, and back to Bergstrom. This mission was flown on 11 May 1949.

The last mission of the ORT was flown on 12 May 1949, and utilized 51 aircraft. The mission was accomplished at the Matagorda Range, where one squadron fired air-to-air gunnery, one squadron fired air-to-ground rocketry, and the third squadron engaged in dive bombing.

The Operational Readiness Test of the 27th Wing was conducted by a Strategic Air Command team headed by Lt Col William D. Dunham, and in the final report the score on the operations phase of the ORT was 251 out of a possible 300 points. A summary of ORT scores by items is shown below.

Items Rated	Unit Scores	Possible Points
Administration	75	85
Personnel	91	100
Training	187	210
Operations	251	300
Supply	125	140
Maintenance	126	150
TOTALS	855	990

The final ORT for the organization was 86.4 percent, and the report indicated the unit "would be 100 percent combat ready in two or three months if adequate supply of

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critical items were available." 45/ From the above table it will be noted that there was a considerable loss of points under the rated item, Operations. In this connection, the following is quoted from the first indorsement to the final report of the ORT:

"2. GENERAL COMMENT:

a. It is believed by the undersigned and the staff of the 27th Fighter Group that this Operational Readiness Test was conducted in complete fairness and the observers from higher headquarters were well qualified in their particular field of inspection. It is believed, however, that some explanation should be given for the loss of points under OPERATION which resulted in failure to maintain eighty percent (80%) of the assigned aircraft in flying condition during the week of the Operational Readiness Test.

(1) Considering all aircraft assigned to this Station it is true that only sixty-six (66%) percent actually flew sorties during the days in which the Test was conducted, however, this total figure of assigned aircraft did not represent the number of aircraft which were available to the Fighter Squadrons for maintenance and operation. This organization has suffered supply problems through lack of replacement engines, speed density pumps, and propeller regulators. As a result of these shortages, there were some fifteen (15) aircraft, on an average, which were not available to the Squadrons during the entire week in question. These aircraft were out of commission, AOCP, and the majority of them are still out of commission as of this date. An unofficial computation by the inspectors on the Operational Readiness Test and members of this organization reveal that of the aircraft which were available for maintenance, the three Squadrons combined maintained some eighty-eight (88%) percent of the aircraft in commission throughout the time of the Readiness Test. For the purpose of scoring undoubtedly it is fair to count the total number of assigned aircraft, however, the percentage

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45/ Report, Operational Readiness Test, Lt Col W. D. Dunham, SAC, to IG, Hq USAF, 16 May 1949.

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arrived at in this fashion does not truly indicate the ability of the maintenance personnel to keep the aircraft flying if sufficient parts are made available by the applicable supply depot. This shortage of critical items is expected to be eliminated in the very near future, however, at the particular time of this Test, the above mentioned number of aircraft were permanently grounded and were of no value whatsoever, except as a possible source of spare parts to keep the operational aircraft flying, however, since this shortage exists in the three (3) mentioned items, these grounded aircraft served no useful purpose whatsoever." 46/

Operational Readiness Tests for other organizations of this command, previously reported as scheduled for this period, have been postponed until later in the year. These tests will be discussed in subsequent histories.

43d Bombardment Group to England

The month of August 1949, saw the completion of four months of temporary duty training in England for the 509th Bombardment Group, and the departure of the 43d Bombardment Group for the same theater. As previously stated, aircraft and crews of the 509th completed their training on 19 August, and departed for the ZI on 28, 29, and 30 August. On 15, 16, and 17 August, the 43d Group left Davis-Monthan AF Base for the United Kingdom, and this marked the first instance in which two Eighth Air Force organizations were in England at the same time since the current rotation training program was initiated. Movement of the 43d Group to the overseas training site was directed by Strategic Air Command, Operations

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46/ 1st Ind, CO, 27th Gp to CO, 27th Wg to Report, Operational Readiness Test, Lt Col W. D. Dunham, SAC to IG, USAF, 16 May 1949.

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Order No. 22, dated 20 July 1949, and the provisions of this directive were further implemented by this headquarters with the publication of Eighth Air Force, Operations Order No. 14-49, dated 27 July 1949. This order directed that the 43d Group would dispatch 21 B-50 aircraft and 9 B-29 tanker aircraft to England for 90 days TDY. The organization was to depart in increments of squadrons at 24 hour intervals, with the first squadron to arrive at the TDY base on 13 August 1949. Six aircraft were to follow the northern route via McGuire AF Base, and Keflavik, Iceland, while the remaining aircraft were scheduled to take the southern route from Tucson to Kindley AF Base and than direct to England. All aircraft were to land at Sculthorpe, England. The movement was to include a maximum of 875 personnel, with an advance party of 81 personnel to be airlifted to Mobile PAE, Brookley AF Base on 3 August 1949. From Brookley, the advance party was to be airlifted to the UK by Military Air Transport Service. Another 227 personnel were to be moved to Mobile on 15, 16, 17, and 18 August, with subsequent airlift to England supplied by MATS. All other personnel were to be carried in group aircraft, supported by six B-29 tanker transports.

Prior to the actual departure of the unit for England, two amendments to the original order were published. The first stated that the personnel ceiling of 875 was lifted and the number of personnel would be governed by the number

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of support aircraft utilized. 47/ The actual move involved 1009 personnel, including 251 officers and 758 airmen. 48/ The second amendment was issued on 13 August, and stated that two squadrons would land at Sculthorpe and one at Lakenheath. One of the squadrons stopping at Sculthorpe would be moved to Marham, upon departure of the 509th Group for the ZI. Group headquarters for the 43d was to be at Sculthorpe. This amendment further provided that the second increment of personnel to be airlifted to Mobile would consist of 243 personnel instead of the 227 originally scheduled, and an additional 33 personnel would be airlifted to Westover AF Base on 15 August, for subsequent transport to England by MATS. The amendment also provided that three cargo aircraft of the 1st Strategic Support Squadron would furnish airlift support for the group from Tucson to Sculthorpe. 49/

The first aircraft dispatched, the Lucky Lady II, left Davis-Monthan AF Base at 0700, 15 August, with Colonel James C. Selsor, Jr., Commanding Officer, 43d Wing, at the controls. Other group aircraft departed Davis-Monthan on 16 and 17 August, with all aircraft landing in England without incident. Accompanying the unit were Major General B. W. Barnes and Major General James M. Gavin, of the Weapons

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47/ TWX ODO 4110, 8AF to 43d Wg, 9 Aug 49.

48/ History, 43d Wg, August 1949.

49/ TWX ODO 4173, 8AF to 43d Wg, 13 August 1949.

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System Evaluation Group, Washington, D. C. 50/

Accomplishments of the 43d Group will be discussed in the September-December history of this air force.

Philadelphia Fly-over

During the latter part of August, two fly-over missions for aircraft of this command were directed by this headquarters. The first of these missions was in connection with the appearance of President Truman and Defense Secretary Johnson at the American Legion National Convention in Philadelphia. This mission was to include aircraft of the 7th and 97th Bombardment Groups, with the two units performing fly-overs on 29 and 31 August 1949. This mission was directed by Eighth Air Force, Operations Order No. 16-49, dated 23 August 1949.

The second mission was in connection with the National Air Races, Cleveland, Ohio, on 3, 4, and 5 September 1949. This mission was provided for in Eighth Air Force, Operations Order No. 15-49, dated 27 August 1949, and since this mission was not performed until the early part of September, it will be discussed in the next history.

Referring again to the Philadelphia fly-over, the 7th Wing was ordered to dispatch three B-36 type aircraft for a fly-over of the Pennsylvania Railroad Station at Philadelphia on 29 August. Upon completion of the fly-over all aircraft were to complete individual training missions as established

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50/ History, 43d Wing, August, 1949.

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by their respective squadrons, and then return to their home station. In order to insure three aircraft over the target, six aircraft were scheduled with three of them listed as spares. On the day of the flight, one aircraft aborted on the ground and the other five B-36s were dispatched at 15 minute intervals starting at 0150 CST. Time over target was set at 1006 EDST. After takeoff the planes climbed to 20,000 feet and proceeded to Allentown, Pennsylvania, the rendezvous, where they were notified by higher headquarters that the fly-over had been cancelled due to bad weather. Upon receipt of this information the planes left the Philadelphia area and continued on their individual training flights. 51/

The second phase of this mission called for the 97th Group to provide six B-29 aircraft for a fly-over of the Philadelphia International Air Terminal at 1404 EDST, 31 August 1949. This group scheduled the required six B-29s plus two spares, and the eight aircraft took off at two minute intervals starting at 0844Z, 31 August. Shortly after takeoff, two aircraft aborted, leaving six to continue the mission. The flight reached the Rendezvous Point, Allentown Radio, as scheduled, however adverse weather caused the flight commander to abort the mission, and all six aircraft landed at Chatham AF Base by 2200Z, 31 August. 52/

51/ Ltr, Hq 7th Gp to CO, 7th Wg, Subj "Mission Narrative," 31 Aug. 49.

52/ Ltr, CO, 97th Gp to CG, SAF, Subj "Narrative Report," 6 Sept 49. See exhibit "31."

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In connection with the general subject of fly-overs and static displays, it should be stated that demonstrations of this type constitute one of the major functions of the operational program of this command. Hundreds of requests are received from communities and organizations all over the country, and although it would be impossible to comply with all requests, this command does take an active interest in contributing it's part to community celebrations whenever possible. Except in the case of special events, fly-overs are usually arranged to coincide with regular training flights of command aircraft. Although requests are received for all types of aircraft employed in this command, those received most often are for fly-overs and static displays of B-36s and F-82s. This actual number of requests are not available, however during the four month period covered by this history, the 7th and 11th Bombardment Groups of the 7th Wing, participated in approximately 16 fly-overs and static displays. Most of these demonstrations consisted of only one B-36, however in such missions as the Philadelphia fly-over and the National Air Fair at Chicago, as many as five or six aircraft were utilized. During the same period the 27th Wing supplied F-82 type aircraft for approximately a dozen different celebrations. Most of these appearances were confined to four fighters per mission. Organizations equipped with B-29 and B-50 type aircraft also participated in various local celebrations, but to a lesser extent.

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Service Test of YC-97 on Berlin Airlift

During the entire period covered by this history, the YC-97A aircraft #559595, assigned to the 1st Strategic Support Squadron, Biggs AF Base, Texas, was undergoing extensive service testing on the Berlin Airlift. This aircraft, commanded by First Lieutenant Richard F. Heller, Jr., left Biggs AF Base for Seattle, Washington on 25 April 1949. After modifications at the Boeing Aircraft Plant the aircraft proceeded to Rhein-Main, Germany, arriving at that point on 1 May 1949. Route from Seattle to Rhein-Main was via Wright-Patterson AF Base, Dayton, Ohio; Andrews AF Base, Maryland; Stephenville, Newfoundland; Lagens, Azores; and Port Lyautey, French Morocco. The aircraft and crew remained in Germany until 9 August, during which time they completed 60 missions on "Operations Vittles." The aircraft departed for it's home station on 9 August arriving at Biggs AF Base on 13 August 1949. During the period the aircraft was in Germany extensive service testing was conducted, and since a great deal of the information is of a technical nature, Lieutenant Heller's final report on the complete operation is appended as a supporting document to this history. 53/

Aircraft Accidents

For complete statistical information on aircraft

53/ Ltr, Lt R. F. Heller, Jr., 1st SSS to CO, 1st SSS, Subj "Final Report of Service Test on YC-97A #559595," 22 Sept 49. See exhibit #62.

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accidents in this command during the period May through August 1949, reference is made to the Training and Operations Section of Eighth Air Force, Command Books, appended as exhibits 25, 25A, 25B, and 25C.

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CHAPTER VII

BIOGRAPHICAL SKETCHES

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COLONEL RICHARD H. CARMICHAEL

Commanding Officer, 11th Bombardment Group (H)

Colonel Richard H. Carmichael, Commanding Officer, 11th Bombardment Group, 7th Bombardment Wing, reported for duty at Carswell AF Base, 1 July 1949. Prior to assuming his present position, Colonel Carmichael was a member of the Academic Staff, The Air University, Maxwell AF Base, Alabama.

The Colonel has been in the service continuously since his graduation from the United States Military Academy at West Point in 1936, and from the Air Force flying schools at Randolph and Kelly Air Force Bases, Texas, in 1937. Prior to World War II he served with the 18th Pursuit Group in Hawaii and with the 7th Bomb Group in this country. During his wartime overseas' service, which began in December 1941, he commanded the 19th Bomb Group of the 5th Air Force in the Southwest Pacific and the 462d Bomb Group of the 20th Air Force in China and India. Shot down in August 1944, he was a prisoner of war in Tokyo for a year, being liberated in August 1945. His decorations include the Distinguished Service Cross with Oak Leaf Cluster, the Silver Star, the Legion of Merit with Oak Leaf Cluster, the Distinguished Flying Cross, and the Air Medal. He is a rated Senior Pilot and as Aircraft Observer.

Colonel Carmichael's wife and small son, Richard Gay Carmichael, reside with him at Carswell. His mother, Mrs. H. H. Carmichael, lives in Austin, Texas.

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COLONEL CECIL E. COMBS

Deputy Commander, Eighth Air Force

Colonel Cecil E. Combs was born in Dallas, Texas, October 21, 1912. He attended public schools in Arlington, Fort Worth, and Dallas before entering the University of Chicago. Appointed to the U. S. Military Academy in 1932 he was graduated in 1936 as a second lieutenant, Cavalry, in the regular Army.

He completed flying training at Kelly Field, Texas in October 1937 and transferred to the Air Force.

During the war Colonel Combs served in the China-Burma-India and South Pacific Theaters and is the wearer of the Silver Star, Distinguished Flying Cross, Legion of Merit, Air Medal, Asiatic Theater Ribbon with six battle stars, Presidential Unit Citation, European Theater Ribbon, American Defense Medal and the Philippine Defense Medal.

Colonel and Mrs. Combs and their two children, Beverly and Kim reside in quarters at Carswell Air Force Base, Texas.

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COLONEL WILLIAM P. FISHER

Commanding Officer, 7th Bombardment Wing (H)

Colonel Fisher was born at Atlanta, Georgia, August 11, 1911. He was graduated from North Carolina State College, Raleigh, North Carolina, in 1934 with a Bachelor of Science degree in mechanical engineering. Following graduation, he entered the Army as a flying cadet and was graduated from Advanced Flying School, Kelly Field, Texas, in June 1935. On October 1, 1936, he was appointed a Second Lieutenant in the Regular Army Air Corps.

His first assignment was at Mitchel Field, Long Island, where he served in the 1st Bomb Squadron of the 9th Bomb Group and Group Headquarters from 1935 to 1940. In March 1940, he transferred to Wheeler Field, Hawaii, where he was commanding officer of the 78th Pursuit Squadron, flying P-36s and P-40Bs.

In May, 1941, he was appointed operations officer of the Hawaiian Air Force. In September of that same year, he took part in the then epoch-making flight of nine B-17s from Hawaii to the Philippine Islands with Major General (then Major) "Rosie" O'Donnell. On December 7, 1941, he was CO of the 28th Bomb Squadron of the famed 19th Bomb Group at Clark Field in the Philippines, and was wounded during the first Jap bombing attack against Clark Field on the morning of Dec. 7.

He took the 28th Squadron from Bataan to the island of Mindanao in the Southern Philippines in January 1942. Here the squadron was converted to Infantry and fought for more than

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two months against the Japanese Army before being overwhelmed. In February 1942, Colonel Fisher was flown to the island of Java and assigned as commander of all allied fighters in East Java. Following the fall of Java in March 1942, he was evacuated to Australia and returned to the United States in April.

He served in 3d Air Force Headquarters in the United States until July 1943 at which time he was transferred to the 58th Bomb Wing. He went overseas a second time to China in October 1943. Here he commanded the 308th Bomb Group, flying B-24s, until October 1944. During all of 1944, the 308th operated under the direct control of Maj. Gen. Claire Chennault of Flying Tiger fame. It flew all types of missions from "on the deck" to very high altitudes. To all intents, the 308th Bomb Group was the Strategic Air Force of the China Theater.

He returned in October 1944 to Headquarters, U.S. Air Force where he served as deputy to Lt. Gen. Lauris Norstad, then chief of staff of the 20th Air Force. He served in various capacities on the Air Staff for Lt. Gen. Curtis E. LeMay and Maj. Gen. Fred Anderson in Headquarters U.S. Air Force before attending the September 1947 class of the Air War College at Maxwell Field, Montgomery, Alabama. Following his graduation in June 1948, he served on the faculty of the Air War College until March 1949. At this time he was transferred to Fort Worth, Texas, and is now commanding officer of the 7th Bomb Wing and Carswell Air Force Base.

Colonel Fisher was awarded the Distinguished Flying Cross for his part in the September 1941 B-17 flight from Hawaii to

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COLONEL DON D. FLICKINGER

Air Surgeon, Headquarters Eighth Air Force

Colonel Don D. Flickinger is the son of Mr. and Mrs. George C. Flickinger of 2358 Highland Avenue, Altadena, California.

Colonel Flickinger attended Los Angeles High school and Standord University, graduating with an A.B. and M.D. Degree.

He is a member of the Zeta Psi, Ne Sigma Fraternity.

During the war he served in the South Pacific and China-Burma-India Theaters and is the wearer of the Legion of Merit, Distinguished Flying Cross, Soldiers Medal, Air Medal, Bronze Star and the Presidential Unit Citation.

He arrived at Carswell in June 1949 and is assigned as Surgeon of the Eighth Air Force, on the staff of Major General Roger M. Ramey.

Colonel and Mrs. Flickinger, and their 5-month-old daughter, Daphue reside in quarters at Carswell Air Force Base.

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COLONEL FREDERICK E. GLANTZBERG

Commanding Officer, 2d Bombardment Wing (M)

With the establishment of Headquarters 2d Bombardment Wing at Chatham AF Base on 1 April 1949, Colonel Frederick E. Glantzberg assumed command of the organization. Colonel William E. Eubank, who commanded the unit while it was stationed at Davis-Monthan AF Base, was designated commanding officer of the 2d Bombardment Group.

A native of Springfield, Massachusetts, Colonel Glantzberg was graduated from MIT in 1922, and accepted a reserve commission as a second lieutenant in the Air Corps. The Colonel graduated from flying school in 1928, and the following year received a regular commission.

For the next 14 years he served at installations in the United States and the Philippine Islands. In October 1943, he took the 461st Bombardment Group to Europe and flew 50 combat missions. Colonel Glantzberg returned to the United States in November 1944, and became a student at the Air War College. His last assignment, prior to assuming command of the 2d Wing, was Chief of Human Resources Division at Air Force headquarters in Washington.

A command pilot, Colonel Glantzberg has been decorated with the Silver Star, Distinguished Flying Cross with one Oak Leaf Cluster, Legion of Merit, and the Air Medal with four clusters.

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MAJOR JOHN E. HALL

Adjutant General, Headquarters Eighth Air Force

Major John E. Hall, Adjutant General of the Eighth Air Force, was born to Mr. and Mrs. Edward Hall (now deceased) on February 20, 1902. He attended Spaulding High school in Barre, Vermont.

After leaving school he worked as conductor on an Electric Railway prior to entering the United States Army in February 1920. He has served more than 29 years, four years of which were spent in the European Theater during World War II. He went to Europe in December 1942 and returned to the States in December 1946. While overseas the major was Assistant Adjutant General, Headquarters 2d Armored Division, and Assistant Adjutant General, Headquarters, EAMC.

Major Hall reported to Eighth Air Force Headquarters February 6, 1947 where he was assigned the duties of Assistant Adjutant General. He succeeded Lt Col Raymond R. Spurgeon as Adjutant General on 5 April 1949.

His wife, the former Martha Kate Ramey, and two children, Bill Ramey Hall, 13 (step-son) and Paula K. are making their home with the major at 3725 Clarke Avenue, Fort Worth, Texas. He has three other children, Donald P. Hall, 20, a 1950 graduate of the U. S. Naval Academy, David W. Hall, 19, a 1951 graduate of the same academy, and a daughter, Ruth, 17, of Columbus, Ga.

Major Hall wears the Bronze Star, Good Conduct Medal with clasp, and the European Theater Ribbon with 6 stars.

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COLONEL WILLIAM C. KINGSBURY

Director of Plans, Headquarters Eighth Air Force

Colonel William C. Kingsbury was born in May 1906 in Redlands, California, where he attended Redlands High school and University. He entered the military service in February 1928. Following a tour of duty he returned to civilian life and was employed as District Sales Manager for Standard Oil Company of California. During the war he returned to the Air Force and served in the China-Burma-India and South Pacific Theaters. He is the holder of the Distinguished Flying Cross, Bronze Star, Air Medal, Presidential Unit Citation. He attended the Bomb Commanders School in 1947 and Air Command and Staff School in 1948. He arrived at Carswell Air Force Base in February 1949 and was assigned as Director of Plans for the Eighth Air Force.

Colonel and Mrs. Kingsbury, the former Ruth Garnsey and their two sons, William, Jr. (13) and Kenneth (10) reside at Carswell Air Force Base.

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COLONEL JAMES B. KNAPP

Deputy Commander, 2d Bombardment Wing (M)

Colonel James B. Knapp of Blandinsville, Illinois, reported for duty with the 2d Bombardment Wing (M) at Chatham Air Force Base, Savannah, Georgia, in July 1949 and was assigned duty as deputy commander under Colonel Frederic E. Glantzberg. Colonel Knapp served under Colonel Glantzberg in Italy during World War II.

A son of Porter Knapp, a retired rural mail carrier, the Colonel attended Blandinsville public schools, graduating from high school in 1932. He attended Transylvania University at Lexington, Kentucky, in 1932-33 and Western Illinois State Teachers College at Macomb in 1933-35, majoring in pre-medical studies.

In 1935, the Colonel was appointed to the U. S. Military Academy at West Point, N. Y., from which he was graduated in 1939 and commissioned a 2nd Lieutenant.

After graduating from the Academy, the Colonel entered flying school at Kelly and Randolph Fields, near San Antonio, Texas. He was graduated from Kelly Field in June 1940 with a pilot's rating. For the next three years, the Colonel was a supervisor in primary flight schools of the Gulf Coast Training Command.

In 1944, Colonel Knapp joined the 461st Bomb Group of the 15th Air Force in Italy and was assigned as a squadron commander.

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He later became Commanding Officer of the 451st Group until early 1945 when he became Chief of Air Operations for the Mediterranean Allied Air Force under General Ira C. Eaker.

Colonel Knapp held this assignment until September 1945 when he was assigned to the Plans Division of Air Force Headquarters in Washington. In August 1948, the Colonel became executive secretary of the Military Liaison Committee to the Atomic Energy Commission, a position he held until his assignment to the 2d Bombardment Wing.

On 23 November, 1940, the Colonel was married to the former Miss Mary Emma Finger, daughter of John Finger of Hondo, Texas. They have three daughters, Gail, Meta Sue and Mary Beth.

A veteran of 3300 hours in the air and 58 combat missions, the Colonel wears the Silver Star, the Distinguished Flying Cross with one Oak Leaf Cluster, the Air Medal with four Oak Leaf Clusters, the European-African-Middle Eastern Theater ribbon and the American Defense ribbon.

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COLONEL JOHN B. McPHERSON

Director of Personnel, Headquarters Eighth Air Force

John B. McPherson was born at Virginia, Minnesota, October 4, 1917. He attended Disbee (Arizona) High School and the University of Arizona, from which he was graduated in 1940 with a BS in Civil Engineering, and as an honor graduate in the Reserve Officers' Training Corps. He was commissioned a 2d Lt of Cavalry in the Regular Army immediately following his graduation from the University. In August, 1943, he completed pilot's training and was transferred to the Air Force.

During World War II he flew B-29s with the 315th Bomb Wing of the 20th Air Force from the island of Guam. He has been awarded the Bronze Star, Distinguished Unit Citation, and the Asiatic-Pacific theater ribbon with two battle stars. After the war, Colonel McPherson was stationed at Fuchu, Japan, with the Far Eastern Materiel Command and at Manila in the Philippines with the 374th Troop Carrier Group.

He was promoted to the grade of Colonel in November, 1948. His present assignment is Director of Personnel, Eighth Air Force, Fort Worth, Texas. He has been with the Eighth since May, 1947.

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COLONEL WILLIAM B. OFFUTT

Inspector General, Headquarters Eighth Air Force

Colonel William B. Offutt is the son of Mr. and Mrs. William A. Offutt of Fulton, Missouri. He attended Fulton High school and Westminister College in Fulton. He is a member of the Phi Delta Theta Fraternity.

Entering military service in June 1928, Colonel Offutt has served more than 21 years in the Air Force. In July 1945 he was assigned to the Asiatic Pacific Theater. In December 1947, Colonel Offutt returned to the United States to become the Commanding Officer of Grenier Air Force Base.

From Grenier he arrived at Carswell Air Force Base in July 1948, where he assumed the duties of Inspector General of the Eighth Air Force.

He wears the Legion of Merit, Bronze Star, and the Commendation Ribbon and four Chinese decorations; the Special Breast Order of Pao Ting with ribbon, Special Badge Cloud Banner Decoration, Mao-Chi Medal and the Medal of Army, Navy, and Air Force.

Colonel and Mrs. Offutt have a six year old daughter, Mary Kay.

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LIEUTENANT COLONEL CECIL H. SCOTT

Public Information Officer, Headquarters Eighth Air Force

Lt Col Cecil H. Scott, Jr., born 30 March 1915, is the son of Mr. and Mrs. Cecil H. Scott of 221 W. 18th Street, Odessa, Texas. He attended Oak Cliff High school and Baylor University where he was active in football, boxing and track.

He was employed as reporter and assistant city editor of the Waco News Tribune and Times Herald and as news editor and political writer of the Dallas Times Herald, Dallas, Texas.

Colonel Scott entered the service in September 1940. He is the wearer of the Legion of Merit, Air Medal, and Commendation Ribbon. His present duty is Public Information Officer for the Eighth Air Force.

Colonel and Mrs. Scott, the former Dorothy Jones of Clifton, Texas, and their two sons, Don and Mike, live at 6221 Malvey Street, Fort Worth, Texas.

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COLONEL LAWRENCE M. THOMAS

Deputy Commander, 43d Bombardment Wing (M)

On Monday, 8 August 1949, Colonel Lawrence M. Thomas reported to Davis-Monthan Air Force Base, as Deputy Commander of the 43d Bombardment Wing. As Deputy CO, Colonel Thomas is second in command to Colonel James C. Selser Jr. Prior to assuming his new duties with the 43d Wing, Colonel Thomas spent a year studying at the naval war college at Newport, Rhode Island.

A Texan by birth, Colonel Thomas is 36. A graduate of San Antonio's Kelly field in 1935, he has been in the Air Forces since 1931, when he served as a pilot at Mitchell field, Long Island, N. Y. He later joined the 41st reconnaissance squadron at Langley field, Va.

He was group commander of the 453d Bombardment Group in the European theater during World War II. While with this B-24 bomber group, he flew 16 combat missions.

From 1942 to 1945, Colonel Thomas served in Newfoundland, Greenland, and England, where he was a dispatcher for the first planes to cross the Atlantic for the 8th Air Force.

During the war, he received the Distinguished Flying Cross with cluster, the Air Medal and cluster and the Croix de Guerre with palm.

After the war, Colonel Thomas served at the B-29 gunnery school at Fort Myers, Fla. He later transferred to the Washington headquarters of the Air Transport Command.

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the Philippines, the Purple Heart for wounds received at Clark Field during the December 7 bombing by the Japs, the Oak Leaf Cluster to the Distinguished Flying Cross, the Legion of Merit, the Air Medal for his work as commanding officer of the 308th Bomb Group, and the Oak Leaf Cluster to the Legion of Merit while serving at 20th Air Force Headquarters. He is rated a Command Pilot and Command Observer and has more than 4,600 flying hours. During World War II he flew 53 combat missions for a total of 250 combat hours.

Colonel Fisher, who calls Southern Pines, North Carolina, his home, was married to the former Dorothy Douglas of Scranton, Pennsylvania, in December 1936. They have two children--Douglas, 11 and Ann, 10.

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COLONEL MARION D. UNRUH

Director of Materiel, Headquarters Eighth Air Force

Colonel Marion D. Unruh, the son of Mr. and Mrs. Fredrich C. Unruh, was born in February 1910. He attended Pretty Pairie High school and Hutchinson Junior College before entering the service in June 1932.

During the war Colonel Unruh served in the South Pacific Theater of Operations and is the wearer of the Silver Star, Legion of Merit, Distinguished Flying Cross, Purple Heart, Air Medal, and the South Pacific Theater Ribbon with four Battle Stars.

He arrived at Carswell Air Force Base in May 1949 and has been Director of Materiel for Headquarters, Eighth Air Force, since that time. He succeeded Colonel Frank G. Jamison.

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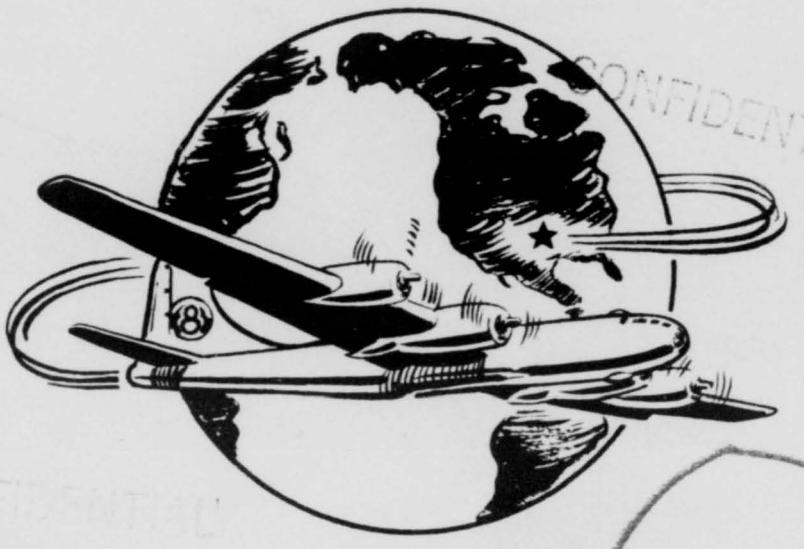
EIGHTH AIR FORCE



APPENDIX

1 MAY—31 AUGUST 1949

HISTORY

GROUP 3 CATEGORY
205-2

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CONFIDENTIAL

CONFIDENTIAL

4514-8

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V.2
MAY-AUG 1949

CONFIDENTIAL

Group 3 Category in accordance with DOD Dir 5200.10.

9 May 1961--Per Uncl TWX DXIH 90329, 2 May 61 fr 8 AF, Westover AFB, Mass.

CONFIDENTIAL

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8-7154

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#1

PLD 322 27 May 1949

SUBJECT: Mission of the 4004th Base Service Squadron
Matagorda Island

TO : Commanding Officer
27th Fighter Wing
Bergstrom Air Force Base
Austin, Texas

The mission of the 4004th Base Service Squadron, Matagorda Island, Texas will be:

a. To organize and train an organization capable of maintaining the necessary facilities at the Matagorda Island Base and the ranges and targets used for gunnery, bombing and rocket firing by organizations of the Strategic Air Command.

b. To maintain and operate a recreational camp for military personnel of the Strategic Air Command providing facilities for fishing, hunting in season, swimming, housing and messing.

c. To perform such other special assignments as the Commanding General, Eighth Air Force may direct.

BY COMMAND OF MAJOR GENERAL RAMEY:

JOHN A. ROBERTS
Colonel, USAF
Chief of Staff.

A TRUE COPY

Elmer M. Swallow

ELMER M. SWALLOW
MAJOR, USAF

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#2

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AFOPO 322 26 July 1949

SUBJECT: (Unclassified) Mission of Third Air Division

TO: Commanding Generals, All Major Air Commands in ZI and Overseas

1. Purpose. This letter states the mission of the Third Air Division.

2. General. The Commanding General, Third Air Division, under the direct command of the Chief of Staff, USAF, will exercise command jurisdiction over all USAF installations, activities, supporting units, and attached units in the United Kingdom not otherwise assigned.

3. Mission (in order of general priority). In accordance with instructions of Headquarters USAF, the mission of the Third Air Division will be to:

a. Furnish, as a matter of overriding priority, logistic support of the Berlin airlift until its termination, in collaboration with the Commanding General, United States Air Force in Europe.

b. Coordinate all requests by major air commanders for facilities and resources of the RAF in the United Kingdom, and represent the USAF in presenting Air Force requirements and negotiating agreements with the British Air Ministry.

c. Be responsible for the following activities as they pertain to Strategic Air Command units stationed in the United Kingdom and report directly thereon to the Commanding General, Strategic Air Command: (1) operations; (2) training; (3) rotation or movement of units; (4) intelligence; and (5) personnel.

d. Maintain a readiness reserve of supplies and equipment.

e. Provide depot support for USAF combat units based in the United Kingdom consistent with facilities available. In connection therewith, first priority normally will be given to the support of units of the Strategic Air Command staging through or based in the United Kingdom.

f. Keep current and implement as directed by Headquarters USAF, logistical planning required for support of current emergency war plans involving strategic air operations in the United Kingdom.

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g. Maintain assigned and/or attached units in a state of readiness to permit immediate operations, alone or jointly with other forces, in the event of an emergency.

h. Be prepared to move any or all of its forces to and operate from other areas as may be directed.

i. Develop the flexibility of the Air Force by conducting training operations in the United Kingdom and such other areas as may be directed.

j. Perform depot and field maintenance on United States military aircraft assigned to the Air Attache in England.

k. Support the Military Air Transport Service.

l. Dispose of Air Force excess and surplus property.

m. Assist in the implementation of approved programs of military assistance.

n. Maintain the internal security at USAF installations in the United Kingdom to the extent agreeable to and in coordination with responsible British authorities.

o. Coordinate with the Department of State representatives in the United Kingdom on plans for the evacuation of American nationals and for disaster relief in the area.

p. Maintain direct liaison with the United States Air Attache to the United Kingdom.

4. Conflicting Directives. All previous directives in conflict with this letter are no longer applicable.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/ L. L. Judge
L. L. JUDGE
Colonel, USAF
Air Adjutant General

A TRUE COPY
John E. Hall,
JOHN E. HALL
Major, USAF
Adjutant General

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#3

GO 27

GENERAL ORDERS)
NUMBER 27)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
12 May 1949

DESIGNATION AND ORGANIZATION OF TABLE OF DISTRIBUTION UNIT.--1. Effective 10 May 1949, the following Table of Distribution unit is designated, assigned to the Eighth Air Force, and organized as indicated, at Matagorda Island Bombing and Gunnery Range, Texas:

Unit	Organization SAC-T/D No.
4004th Base Service Sq	1-4004

2. Concurrently with organization, unit is attached to 27th Fighter Wing, Bergstrom Air Force Base, Austin, Texas.

3. Unit will be organized under provisions of AFR 20-52. Personnel will be furnished from sources allotted to the Commanding General, Eighth Air Force, by means of Personnel Authorization Voucher.

4. Equipment is authorized by applying to appropriate Table of Allowances the authorization of personnel made to this T/D unit.

5. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-80.

6. Authority: AFR 20-52.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

DONALD S. HUBER
Lt Colonel, USAF
Adjutant General

DISTRIBUTION:
D
plus
40 - Hq USAF, AAG, Wash 25, DC
5 - TAG (Attn: AGAO-I), Wash 25, DC
5 - CG, Fourth Army, Fort Sam Houston, Tex
5 - CG, SAAMA, Kelly AFB, Tex
10 - CG, AMC, Wright-Patterson AFB, Dayton, Ohio
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 - COM4, Movement Control Branch, SAC

SAC, Offutt AFB-5-11-49-1,650

O-0568

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4

GO 32

GENERAL ORDERS)
NUMBER 32)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
2 June 1949

4

DESIGNATION AND ORGANIZATION OF TABLE OF DISTRIBUTION UNIT. Paragraph 1, General Orders Number 27, this headquarters, dated 12 May 1949 is deleted and the following substituted therefor:

1. Effective 10 May 1949, the following Table of Distribution Unit is designated, assigned to the Eighth Air Force, and organized as indicated, at Bergstrom Air Force Base, Austin, Texas:

Unit	Organization SAC-T/D No.
4004th Base Service Sq	1-4004

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

WALTER C. SWEENEY, JR
Brigadier General, USAF
Acting Chief of Staff

DONALD S. HUBER
Lt Colonel, USAF
Adjutant General

DISTRIBUTION:
D
plus
40 - Hq USAF, AAG, Wash 25, DC
5 - TAG (Attn: AGAO-I), Wash 25, DC
5 - CG, Fourth Army, Fort Sam Houston, Tex
5 - CG, SAAMA, Kelly AFB, Tex
10 - CG, AMC, Wright-Patterson AFB, Dayton, Ohio
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 - COM4, Movement Control Branch, SAC

SAC, Offutt AFB-6-2-49-1,650

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RESTRICTED

GO 30

GENERAL ORDERS)
NUMBER 30)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
20 May 1949

ASSIGNMENT OF SCARWAF UNITS.-- 1. Effective 1 July 1949, the units listed in paragraph 2 below are relieved from assignment to the Technical Service concerned, attachment to the United States Air Force, further attachment to the Strategic Air Command and respective Strategic Air Command numbered air forces.

2. Effective 1 July 1949, the units listed below are assigned for duty with the Strategic Air Command, further assigned to the numbered air force indicated, and attached to the appropriate wing at respective permanent station:

Unit	Assigned	Attached
464th Sig Avn Hv Cons Co	Eighth Air Force	27th Fighter Wing, Bergstrom AF Base
468th Sig Avn Hv Cons Co	Strategic Air Command	56th Fighter Wing Selfridge AF Base
Hq & Hq & Sv Co, 937th Engr Avn Gp	Fifteenth Air Force	307th Bomb Wing MacDill AF Base
621st Engr Avn Maint Co	Fifteenth Air Force	307th Bomb Wing MacDill AF Base
*812th Engr Avn Bn	Fifteenth Air Force	307th Bomb Wing MacDill AF Base
*838th Engr Avn Bn	Eighth Air Force	7th Bomb Wing Carswell AF Base (See note)

Note: Companies listed below remain assigned to *838th Engineer Aviation Battalion, and are attached to wings at present permanent stations as indicated:

Company "B"	Walker AF Base (TDY Camp Hood)
Company "C"	Davis-Monthan AF Base

*Colored enlisted personnel.

3. Authority: Restricted Letter, Departments of the Army and the Air Force, AGAO-I 322 (15 Apr 49) CSGOT-M AFOOR 322, subject: "Assignment of SCARWAF Units," dated 11 May 1949.

RESTRICTED

SAC, Offutt AFB-5-18-49-1,650

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BY COMMAND OF LIEUTENANT GENERAL LeMAY:

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

WALTER C. SWEENEY, JR
Brigadier General, USAF
Acting Chief of Staff

DONALD S. HUBER
Lt Colonel, USAF
Adjutant General

DISTRIBUTION:
D
plus
40 - Hq USAF, AAG, Wash 25, DC
5 - TAG (Attn: AGAO-I), Wash 25, DC
10 - CG, AMC, Wright-Patterson AFB, Dayton, Ohio
3 - CG, SAAMA, Kelly AFB, Tex
3 - CG, WRAMA, Robins AFB, Ga
3 - CG, MAAMA, Olmsted AFB, Middletown, Pa
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 - COM4, Movement Control Branch, SAC

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RESTRICTED

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GENERAL ORDERS)
NUMBER 40)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
27 June 1949

SECTION
REVOCATION OF GENERAL ORDERS---------- I
ASSIGNMENT OF SCARWAF UNITS---------- II

SECTION I

REVOCATION OF GENERAL ORDERS.-- General Orders 30, this headquarters, dated 20 May 1949, is revoked.

SECTION II

ASSIGNMENT OF SCARWAF UNITS.--1. a. Effective 1 July 1949, the units listed below are relieved from attachment to Strategic Air Command and further attachment to present numbered air forces; are assigned to Strategic Air Command and further assigned to Headquarters Strategic Air Command, without change in station:

Unit	Station
Hq & Hq & Sv Co, 937th Engr Avn Gp	MacDill AF Base
621st Engr Avn Maint Co	MacDill AF Base
*812th Engr Avn Bn	MacDill AF Base
*838th Engr Avn Bn	Carswell AF Base (See Note a)
916th Engr Avn Depot Co	Westover AF Base (See Note b)

Note a: Companies listed below remain assigned to *838th Engineer Aviation Battalion, and are attached to wings at present permanent stations as indicated in paragraph c below:

Company "B"	Walker AF Base (TDY Camp Hood)
Company "C"	Davis-Monthan AF Base

Note b: Attached to MATS for TDY. This unit assigned SAC and further assigned 15th AF per SAC GO 28, 13 May 1949.

* Colored enlisted personnel.

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GO 40

b. Headquarters Strategic Air Command will exercise operational and administrative supervision of the above units, including the assignment of personnel, through the Commanding Officer, 937th Engineer Aviation Group. Units below group level are attached to 937th Engineer Aviation Group.

c. The above units remain attached to respective wings at permanent stations for quarters, rations, supply, disciplinary control, and courts martial jurisdiction. Statistical reporting will continue in accordance with existing Strategic Air Command directives.

2. a. Effective 1 July 1949, the unit listed below is relieved from attachment to Strategic Air Command and further attachment to Eighth Air Force; is assigned to Strategic Air Command and further assigned to Headquarters Strategic Air Command, without change in station:

Unit	Station
464th Sig Avn Hv Cons Co	Bergstrom AF Base

b. Unit remains attached to Eighth Air Force and 27th Fighter Wing for administration, logistical support, disciplinary control, and courts martial jurisdiction.

3. Authority: Restricted letter, Departments of the Army and the Air Force, AGAO-I 322 (15 Apr 49) CSGOT-M AFOOR 322, subject: "Assignment of SCARWAF Units," dated 11 May 1949; AFR 39-5.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

EARL C. MILLER
Major, USAF
Acting Adjutant General

DISTRIBUTION:
D
plus
40 - Hq USAF, AAG, Wash, DC
5 - TAG (Attn: AGAO-I), Wash 25, DC
5 - CG, First Army, New York, NY
5 - CG, MAAMA, Olmsted AFB, Middletown, Pa
5 - CG, Third Army, Fort McPherson, Atlanta, Ga
5 - CG, WRAMA, Robins AFB, Ga
5 - CG, Fourth Army, Fort Sam Houston, Tex
5 - CG, SAAMA, Kelly AFB, Tex

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DISTRIBUTION: (Cont'd)

5 - CG, Sixth Army. Presidio of San Francisco, Calif
5 - Commander, MATS, Andrews AFB, Wash 20, DC
10 - CG, AMC, Wright-Patterson AFB, Dayton, Ohio
5 - CO, Westover AFB, Mass
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 - COM4, Movement Control Branch, SAC

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7

HEADQUARTERS STRATEGIC AIR COMMAND COM4
Offutt Air Force Base
Omaha, Nebraska

SAC 370.5 (13 May 49) 13 May 1949

SUBJECT: Movement Orders, AF Bands.

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

7

Commanding General
Fifteenth Air Force
Colorado Springs
Colorado

Commanding Officer
3902d Air Base Group
Offutt Air Force Base
Omaha, Nebraska

1. It is desired that you take the necessary action to move the units for which you are responsible, to stations indicated, at current strength:

16 June 1949

Unit	From	To
611th AF Band	Walker AFB, Roswell, NMex	Biggs AFB, Biggs Field, Tex
745th AF Band	Smoky Hill AFB, Salina, Kans	Topeka AFB, Topeka, Kans
775th AF Band	Davis-Monthan AFB, Tucson, Ariz	Castle AFB, Calif
585th AF Band	Carswell AFB, Fort Worth, Tex	Bergstrom AFB, Austin, Tex

1 August 1949

612th AF Band	Rapid City AFB, Weaver, SDak	Spokane AFB, Bong, Wash
740th AF Band	MacDill AFB, Fla	Chatham AFB, Savannah, Ga

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COM4
Subj: Movement Orders, AF Bands

1 September 1949

Unit	From	To
775th AF Band	Davis-Monthan AFB, Tucson, Ariz	March AFB, Calif
745th AF Band	Smoky Hill AFB, Salina, Kans	Mt Home AFB, Mt Home, Ida
702d AF Band	Offutt AFB, Omaha, Nebr	McGuire AFB, Ft Dix, NJ

2. a. This is a TEMPORARY change of station for a period of thirty days in each case.

b. Upon completion of TDY, units will return to home station under authority of these orders.

3. Movement will be accomplished by military aircraft.

4. Units will be attached to wings at stations of temporary duty.

5. Obligate to the extent necessary the appropriate allotments in accordance with paragraph 2b C AFL 172-80. Travel performed subsequent to 30 June 1949 will be chargeable to allotments to be announced for FY-1950.

6. Reports of departures and arrivals will be submitted to this headquarters, Attention: COM4, Movement Control Branch.

7. Other details of movements will be in accordance with provisions of AFR 75-20 and AFR 35-13.

8. Direct communication is authorized.

9. Authority: AFR 75-20 and AFR 35-13.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

/s/t/ DONALD S. HUBER
Lt Colonel, USAF
Adjutant General

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

COM4

SAC 370.5 (24 Jun 49)

24 June 1949

SUBJECT: Amendment No 2, Movement Orders, AF Bands

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

Commanding General
Fifteenth Air Force
Ent Air Force Base
Colorado Springs
Colorado

Commanding Officer
3902d Air Base Group
Offutt Air Force Base
Omaha, Nebraska

The tabulation in paragraph 1, letter, this headquarters, SAC 370.5 (18 May 49), subject: "Movement Orders, AF Bands," dated 18 May 1949, as amended, is further amended as follows:

a. Substitute the date, "5 July 1949" for 16 June 1949, as pertains to the 611th, 775th and 585th AF Bands.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

EARL C. MILLER
Major, USAF
Acting Adjutant General

DISTRIBUTION:
40 - Hq USAF, AAG, Wash 25, DC
5 - TAG (Attn: AGAO-I), Wash 25, DC
10 - CG, 97th Bomb Wing, Biggs AFB, Biggs Fld, Tex
10 - CG, 311th Air Division, Forbes AFB, Topeka, Kans
10 - CG, Eighth Air Force, Carswell AFB, Fort Worth, Tex
10 - CG, Fifteenth Air Force, Ent AFB, Colorado Springs, Colo
10 - CO, 3902d Air Base Group, Offutt AFB, Omaha, Nebr
10 - CO, 93d Bomb Wing, Castle AFB, Calif

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COM4
Subj: Amendment No 2, Movement Orders, AF Bands

DISTRIBUTION: (Cont'd)
10 - CO, 27th Fighter Wing, Bergstrom AFB, Austin, Tex
10 - CG, 92d Bomb Wing, Spokane AFB, Bong, Wash
10 - CO, 2d Bomb Wing, Chatham AFB, Savannah, Ga
10 - CO, 1st Fighter Wing, March AFB, Calif
10 - CO, 4205th Air Base Group, Mt Home AFB, Mt Home, Ida
10 - CO, 91st Strategic Rcn Wing, McGuire AFB, Ft Dix, NJ
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 - COM4, Movement Control Branch, SAC

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HEADQUARTERS EIGHTH AIR FORCE
FORT WORTH, TEXAS

PLD 370.5 (22 Jun 49) 22 June 1949

SUBJECT: Movement Orders, AF Bands

TO: Commanding Officer, 7th Bombardment Wing, Heavy, Carswell Air Force Base, Fort Worth, Texas
Commanding Officer, 43d Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona
Commanding Officer, 509th Bombardment Wing, Medium, Walker

1. It is desired that you take the necessary action to move the units for which you are responsible, to stations indicated, at current strength:

5 July 1949

Unit	From	To
585th AF Band	Carswell AFB, Fort Worth, Tex	Bergstrom AFB, Austin, Tex
775th AF Band	Davis-Monthan AFB, Tucson, Ariz	Castle AFB, Calif
611th AF Band	Walker AFB, Roswell, NMex	Biggs AFB, Tex

1 September 1949

Unit	From	To
775th AF Band	Davis-Monthan AFB, Tucson, Ariz	March AFB, Calif

2. a. This is a TEMPORARY change of station for a period of thirty days in each case.

b. Upon completion of TDY, units will return to home station under authority of these orders.

3. Movement will be accomplished by military aircraft.

4. Units will be attached to wings at stations of temporary duty.

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5. Obligate to the extent necessary the appropriate allotments in accordance with paragraph 2b C AFL 172-80. Travel performed subsequent to 30 June 1949 will be chargeable to allotments to be announced for FY-1950.

6. a. Reports of departures and arrivals will be submitted to Strategic Air Command, Attention: COM4, Movement Control Branch and PLM, Eighth Air Force.

b. Notify TDY stations arrival time and number of personnel accompanying unit.

7. Other details of movements will be in accordance with provisions of AFR 75-20 and AFR 35-13.

8. Authority: Letter, Strategic Air Command, SAC 370.5 (18 May 49), Subject: Movement Orders, AF Bands, 18 May 1949, and telephone conversation between Captain Richmond, Strategic Air Command and Captain Greene, this Headquarters, 17 June 1949.

BY COMMAND OF MAJOR GENERAL RAMEY:

JOHN E. HALL
Major, USAF
Adj Gen

DISTRIBUTION: "D"
plus
40 - Hq USAF, AAG, Wash 25, DC
5 - TAG (Attn: AGAO-I), Wash 25, DC
10 - CG, 97th Bomb Wing, Biggs AFB, Tex
10 - CO, 93d Bomb Wing, Castle AFB, Calif
10 - CO, 27th Fighter Wing, Bergstrom AFB, Austin, Tex
2 - Director, Orgn & Tng Div, GSUSA, Wash 25, DC
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Director of Logistics, CSUSA (Attn: Chief, Movements Br), Wash 25, DC
10 - COM4 - Movement Control Branch, SAC
5 - PLD, Hqs 8th AF

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GENERAL ORDERS)
NUMBER 48)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
5 August 1949

ASSIGNMENT OF UNITED STATES AIR FORCE
RESERVE COROLLARY UNITS

SECTION I.--1. The following USAFR Corollary units, having been assigned to the Strategic Air Command, are further assigned to the Fifteenth Air Force, and attached to the parent Regular USAF unit indicated, effective 27 June 1949:

Unit	T/O&E	Auth Strength OFF	Auth Strength AMN	Parent USAF Unit
	MARCH AIR FORCE BASE			
Hq & Hq Sq, 330th Bomb Wg, M	1-1011, 24 Mar 48 1 x colm 5 as changed by 1-0001C, 1 Mar 49	26	50	Hq & Hq Sq, 22d Bomb Wg, M
Hq, 330th Bomb Group, M	1-1112, 24 Mar 48 1 x colm 5 as changed by 1-0001B, 1 Jan 49	14	28	Hq, 22d Bomb Group, M
457th Bomb Sq, M	1-1113, 24 Mar 48 1 x colm 5 as changed by 1-0001C, 1 Mar 49	50	198	2d Bomb Sq, M
Hq & Hq Sq, 330th Air Base Group	1-8012, 24 Mar 48 1 x colm 5 as changed by 1-0001A, 1 Nov 48	9	60	Hq & Hq Sq. 22d Air Base Gp
	CASTLE AIR FORCE BASE			
Hq, 447th Bomb Group, M	1-1112, 24 Mar 48 1 x colm 5 as changed by 1-0001B, 1 Jan 49	14	28	Hq, 93d Bomb Group, M

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Unit	T/O&E	Auth Strength OFF	AMN	Parent USAF Unit
	CASTLE AIR FORCE BASE			
708th Bomb Sq, M	1-1113, 24 Mar 48 1 x colm 5 as changed by 1-0001C, 1 Mar 49	50	198	328th Bomb Sq, M
Hq, 447th Maint & Supply Group	1-7012, 24 Mar 48 1 x colm 5	4	8	Hq, 93d Maint & Supply Group
Hq & Hq Sq, 447th Air Base Group	1-8012, 24 Mar 48 1 x colm 5 as changed by 1-0001A 1 Nov 48	9	60	Hq & Hq Sq, 93d Air Base Group
	SPOKANE AIR FORCE BASE			
Hq, 454th Bomb Group, M	1-1112, 24 Mar 48 1 x colm 5 as changed by 1-0001B, 1 Jan 49	14	28	Hq, 92d Bomb Gp, M
736th Bomb Sq, M	1-1113, 24 Mar 48 1 x colm 5 as changed by 1-0001C, 1 Mar 49	50	198	325th Bomb Sq, M

2. Authority: Letter, Department of the Air Force, 322 (AFOOR 213f), subject: "Constitution, Reconstitution, Redesignation, Activation, and Reorganization of Corollary Units," dated 16 May 1949, as amended, and General Orders 46 and 47, Headquarters Fourth Air Force, dated 31 May 1949.

SECTION II.--1. The following USAFR Corollary units, having been assigned to the Strategic Air Command, are further assigned to the Eighth Air Force, and attached to the parent Regular USAF unit indicated, effective 27 June 1949:

Unit	T/O&E	Auth Strength OFF	AMN	Parent USAF Unit
	DAVIS-MONTHAN AIR FORCE BASE			
Hq, 459th Bomb Group, M	1-1112, 24 Mar 48 1 x colm 5 as changed by 1-0001B, 1 Jan 49	14	28	Hq, 43d Bomb Group, M

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Unit	T/O&E	Auth Strength OFF	AMN	Parent USAF Unit
	DAVIS-MONTHAN AIR FORCE BASE			
759th Bomb Sq, M	1-1113, 24 Mar 48 1 x colm 5 as changed by 1-0001C, 1 Mar 49	50	198	63d Bomb Sq, M

2. Authority: Letter, Department of the Air Force, 322 (AFOOR 213f), subject: "Constitution, Reconstitution, Redesignation, Activation, and Reorganization of Corollary Units," dated 16 May 1949, as amended, and General Orders 46, Headquarters Fourth Air Force, dated 31 May 1949.

SECTION III.--1. The following USAFR Corollary Units, having been assigned to the Strategic Air Command, are further assigned to the 311th Air Division, and attached to the parent Regular USAF unit indicated, effective 27 June 1949:

Unit	T/O&E	Auth Strength OFF	AMN	Parent USAF Unit
	FAIRFIELD-SUISUN AIR FORCE BASE			
549th Reconnaissance Tech Sq	1-2313, 1 Feb 49 1 x colms 5, 7, 12, 13, 14, 16; 3 x colms 8, 9, 10; 2 x colms 11 and 15	50	319	9th Reconnaissance Tech Sq

2. Authority: Letter, Department of the Air Force, 322 (AFOOR 213f), subject: "Constitution, Reconstitution, Redesignation, Activation, and Reorganization of Corollary Units," dated 16 May 1949, as amended, and General Orders 46, Headquarters Fourth Air Force, dated 31 May 1949.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

DONALD S. HUBER
Lt Colonel, USAF
Adjutant General

0-0122(50)

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HEADQUARTERS 7TH BOMBARDMENT WING, HEAVY
CARSWELL AIR FORCE BASE
FORT WORTH, TEXAS

A3

21 June 1949

SUBJECT: Corollary Units

TO: Commanding General
Eighth Air Force
Fort Worth, Texas

10

1. Reference verbal instructions from your Headquarters, the following information is submitted outlining the capabilities of the 7th Bombardment Wing (H) in furnishing administration, training, and equipment to corollary units in accordance with Air Force Letter 45-12, 9 May 1949. These capabilities are based upon the performance of the 7th Bombardment Wing (H) during the past six-month period and what can be expected during the next six-month period. The 11th Bombardment Group (H) has not been considered in the computations, since it has been only partially manned and equipped during the subject period and since the corollary units will be assigned to the 7th Bombardment Group (H).

a. Flying training.

(1) No B-36 flying time will be available to corollary units if the combat crews of the 7th Bombardment Group (H) meet their minimum requirements set forth by the Strategic Air Command. This is based upon forty hours per combat crew per month.

(2) The 7th Bombardment Group (H) flew 3237 hours during the last six months. To meet SAC minimums, 4320 flying hours were required.

(3) Total flying hours required did not include flying time for Wing and Group staff personnel.

(4) The 7th Bombardment Group (H) will increase their total flying time during the next six-month period, but it is not expected that the corollary units will have B-36 flying available for them if the parent units meet their SAC minimums.

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(5) Administrative aircraft.

(a) The 7th Bombardment Wing (H) has six C-47 and one B-25 type aircraft assigned. These planes are used to haul high priority freight and transport personnel.

(b) The administrative aircraft have been flown 2890 hours during the last six-month period. Rated administrative personnel require 2550 hours in these planes to meet their AFR 60-2 requirements. The next six months should parallel the last six months, leaving 340 hours available for the corollary units. These aircraft have been flown over the week-end during this period.

(c) This Wing presently has 79 pilots on mobilization assignment. If these pilots are to get their flying requirements in administrative aircraft there would be none left for the corollary units.

(d) Air Force Letter 45-12, 9 May 1949, cannot be complied with if the corollary units use administrative aircraft for flying since it specifies that "corollary units will attain such individual and unit proficiency as will permit utilization of the corollary unit personnel immediately after M-day as individual filler or replacements". No flying training would be afforded the flight engineer, radar operator, bombardier, or gunner in administrative aircraft. The other crew members would not be qualified in their respective SSN's.

b. Ground training.

(1) The following trainers are available and could be used by corollary units. Instructor personnel would have to be furnished by the squadrons.

(a) Bomb Trainers.

(b) Link Trainers.

(c) Supersonic Trainers.

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A3 21 June 1949
Subject: Corollary Units

(d) Loran Trainers.

(e) Code Practice.

(2) The following is a list of courses presently available at this station, showing the number of hours for each SSN and the time it would take to complete courses for corollary units.

Courses Available	Duration	Time To Complete
1095	60 hours	4 months
1028 or 737	240 hours	1 year
1037, 1034, 1035, 0142	120 hours	8 months
2756	60 hours	4 months
580, 612, 866	120 hours	8 months
747	640 hours	3 years
528	560 hours	3 years
684	580 hours	3 years

(3) Nearly all the personnel would require ground training in SSN's as listed above before becoming proficient in the B-36 program. It is believed that the long period of time that it takes to complete most of these courses would detract from the benefit the Air Force would derive by training these personnel.

(4) There is no authorization for instructor personnel on this station. Any time spent teaching classes for corollary units would be the same as taking that many man hours away from our own units, thus hampering their primary mission.

(5) No mobile training units or B-36 mock-ups are available.

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c. Administration.

(1) All administrative work cannot be performed by the corollary units for the reasons listed below.

(a) Deadline on reports that conflict with training assemblies.

(b) Correspondence between training assemblies.

(c) Preparation of Form 40's, which must be completed prior to training assemblies.

(d) Preparation of payrolls, which must be completed after the end of training assemblies.

(e) Preparation of Form 5's which cannot be completed during training assemblies.

(2) The following are the minimum permanently assigned personnel required for administration of corollary units.

(a) Officer-in-Charge.

(b) NCO-in-Charge, Hq & Hq Sq 7th Bomb Group (H).

(c) NCO-in-Charge, 9th Bomb Squadron (H).

(d) NCO-in-Charge, 436th Bomb Squadron (H).

(e) Clerk-typist.

d. Supply and maintenance.

(1) The corollary units would put an additional work load on supply and maintenance, which is already heavily burdened.

(2) Regular personnel would be required for providing maintenance and requisitioning of supplies for the corollary units.

2. The physical facilities on this station are not large enough to accomodate any additional personnel when both tactical groups are

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A3 21 June 1949
Subject: Corollary Units

fully manned. The normal housing capacity of this station is 2504, and at the present time there are 2754 beds occupied. It would be necessary to use tents for fifteen-day active duty tour for corollary units.

FOR THE COMMANDING OFFICER:

/s/t/ L. F. McCaffery
L. F. MCCAFFERY
Major, USAF
Adjutant

A TRUE COPY
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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11

HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
OMAHA, NEBRASKA

AIC

SAC 686(9 Oct 49) 7 Oct 49

SUBJECT: Reduction of Maintenance and Repair Work at Certain Air Force Bases

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

Inclosed for your information and compliance are copies of a letter and an inclosure from Headquarters USAF, dated 16 September 1949, pertaining to the above subject.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

11

/s/t/ A. W. Kissner
A. W. KISSNER
Brigadier General, USAF
Chief of Staff

2 Incls
1. Cy ltr fr Hq USAF dtd 16 Sep 49
2. Cy List of Installations

AG FILE: No Action necessary
14 October 1949
/s/t/ ROSCOE G. RECTOR, Major 274

A TRUE COPY
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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DEPARTMENT OF THE AIR FORCE
Headquarters United States Air Force
Washington 25, D.C.

AFMIE-4 16 Sep 1949

SUBJECT: Reduction of Maintenance and Repair Work at Certain Air Force Bases

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

1. A list of Air Force bases which are to be declared surplus, turned over to the Department of the Army, or inactivated, as recently announced by the Secretary of Defense and with modifications as determined by this headquarters, is attached as Inclosure No. 1. The purpose of this letter is to effect maximum savings of maintenance and repair funds on these bases. It is not to be construed as a directive to inactivate bases.

2. Projects which have already been approved for listed installations should be reviewed and, where it is considered to be advantage of the Government to do so, such projects should be cancelled. In the event contracts have been let, they should be suspended or terminated, as considered advisable.

3. Approval of projects at listed bases should be confined to those considered essential to the health of the personnel and the safe operation of the installation pending final disposition. Expenditure of funds for normal recurrent maintenance should be reduced to an absolute minimum consistent with the performance of their assigned missions pending final disposition.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ JAMES B. NEWMAN, JR.
Major General, U. S. Air Force
Director of Installations
Office, Deputy Chief of Staff, Materiel

1 Incl:
List of Installations

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John E. Hall
Major, USAF
Adjutant General

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LIST OF AIR FORCE BASES FOR WHICH
CHANGE OF STATUS IS CONTEMPLATED

DATE:

To be Declared Surplus

Casper AFB, Casper, Wyoming
Kearney AFB, Kearney, Nebraska
Ephrata AFB, Ephrata, Washington
Anniston AFB, Anniston, Alabama
Camp Mackall Air Force Aux. Field, Hoffman, N. C.
Camp Stewart AFB, Hinesville, Georgia
San Marcos AFB, San Marcos, Texas
Wendover AFB, Wendover, Utah
Avon Park AFB, Avon Park, Florida
Clinton County AFB, Wilmington, Ohio
Clovis AFB, Clovis, New Mexico
DeSoto Parish Air Force Aux. Field, Mansfield, Louisiana
Dow AFB, Banger, Maine
Goodwin Air Force Aux. Field, El Dorado, Arkansas
Grenier AFB, Manchester, N. H.
Sedalia Air Force Aux. Field, Sedalia, Missouri (Knobnoster)
Slocum AFB, New Rochelle, New York
Williams Air Force Aux. Field #4, Casa Grande, Arizona

To be Turned Over to the Department of the Army

Benjamin Harrison AFB, Indianapolis, Indiana - 10th AF Headquarters
Camp LeRoy Johnson, New Orleans, Louisiana (AFORD)
Stewart AFB, Newburgh, New York

To be Inactivated

Ent AFB, Colorado Springs, Colorado - 15th AF Headquarters
Lockbourne AFB, Columbus, Ohio
Greenville AFB, Greenville, S. C.
France AFB, Colon, Canal Zone
Waller AFB, Port of Spain, Trinidad
Mingan AFB, Quebec Province, Canada
Barking Sands AFB, Kauai Island, Hawaii
Vernam AFB, Kingston, Jamaica
Guatemala City AFB, Guatemala City, Guatemala
Howard AFB, Colon, Canal Zone
Mountain Home AFB, Mountain Home, Idaho
Forbes AFB, Topeka, Kansas
Smoky Hill AFB, Salina, Kansas

To be Retained on Inactive Status

Orlando AFB, Orlando, Florida - 14th AF Headquarters
Presque Isle AFB, Presque Isle, Maine
Bryan AFB, Bryan, Texas

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Richard E. Hall
Major, USAF
Adjutant General
Inclosure No. 1

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12

HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date 25 July 1949

SUBJECT: Report of Supervisory Staff Visit:

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

Stations Visited: Campbell Air Force Base -- 17 - 18 July 1949
Kearney Air Force Base -- 18 July 1949
Clovis Air Force Base -- 18 - 19 July 1949

1. Campbell Air Force Base.

a. Discussed general situation at Campbell with all Officers concerned. In general everything seemed to be in good shape with the exception it was noted that no aggressive action had been taken in supply along the line of opening up a base accountable system there in the near future. More aggressive action must be taken in order to accomplish this.

b. Supply section, this division, has been instructed to aid Campbell in setting up basic preliminaries for accomplishment of this project.

c. Housing situation at Campbell is not satisfactory to the personnel now living there. Effective 1 July, personnel living in these tar paper buildings are required to pay their entire rental allowance for the use of these buildings as homes. A project was submitted to Headquarters SAC under the austerity program for rehabilitation at a cost of $500.00 per unit which was disapproved. Due to lack of funds, and as no action as yet has been taken by Congress, nothing at the present time can be done to alleviate this situation.

/s/ MARION D. UNRUH, ColUSAF
Countersigner
Director of Materiel

/s/ CARL V. EKSTRAND, LT Col
Visiting Staff Officer
Ass't Dir of Materiel

Incl #1
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d. Various items of classified equipment required at that station were discussed with responsible individuals and this headquarters is taking the necessary action for shipment of this equipment.

2. Kearney Air Force Base.

a. Personnel at Kearney are doing a commendable job in the outshipment of supplies and equipment. Shipping instructions have been received for 90% of all equipment which remained after departure of 27th Fighter Wing. 75% of all such equipment has been shipped. Shipment is proceeding daily. The medical account has been completed, all equipment shipped, records audited, cleared and shipped to Kansas City for record purposes.

b. The entire housing area, all barracks, 3 hangars and 2 warehouses have been turned over for use by the city, leaving only a small percentage of the buildings in actual possession of the Military. As fast as the equipment is cleared from any building, it is immediately turned over to the city.

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c. There are minor lots of equipment yet requiring distribution instructions. This headquarters is taking necessary action to acquire this. It is believed that shipment of all supplies and equipment will be terminated some time in October.

d. There are about 15 Reports of Survey now at Bergstrom AF Base which must be cleared on Kearney's accounts on which action will be taken by this division. Considerable time may be required to complete all audits and clear these audits to close the accounts at Kearney, however after October, as this is only a paper transaction, will require a very few personnel and only one officer -- total probably being less than ten.

3. Clovis Air Force Base.

a. All buildings in Clovis seem to be in an excellent state of repair, however numerous buildings which have tar paper covering may indicate deterioration. Actual walls are in excellent repair and if these buildings are required no immediate repair will be necessary. Later on this protective covering should be replaced. All hangars are in excellent shape Roofs on all buildings have been repaired and no leaking roofs are now existant at the station. Base shop equipment has been properly stored and is in excellent shape. Base supply is running an active account of approximately 3,700 to 4,000 stock record cards. Activity at the station centers around AIO functions in which they have accomplished a considerable amount of work in maintaining the station's state of repair. One major deficiency now exists in that the runways require immediate sealing. If these runways are to be maintained in such a condition so as to warrant use at a later date, sealing of all runways must be accomplished this year. This is now a serious situation at Clovis, as even C-47's have broken down in certain spots. The railway track spur has been repaired by station personnel to such an extent that its use will be available in case it is required.

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HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date 4 April 1949

SUBJECT: Report of Supervisory Staff Visit

THRU: Coordination & Compliance Officer

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

Staff Visit to Hq, Strategic Air Command by Major Chester R. Lamb, 30 and 31 March 1949.

13

1. **The undersigned attended the Limestone Air Base Conference and contacted Lt Col Van Ornum regarding B-36 problems.**

Limestone Conference

1. **Meeting called and Major General Power outlined the need for this base, stating its location was the best from a strategic viewpoint so far planned, even exceeding the Alaska bases. Also the fact it would be used for staging. The General stressed the fact that it should have only the best installations for operation, maintenance and housing in order to assure maximum operation and morale.**

2. **At this time, the base is only partially completed and far from an operational base. The resident engineer stated that this was the result of several factors mainly shortage of funds, short construction season (approximately five months per year), difficulties in getting material, and because of its location and shortage of housing it was impossible to secure enough first class construction laborers. These items also reflect in the high cost of the installation which will exceed one hundred million dollars**

FRANK G. JAMISON, Col, USAF
Director of Materiel
Countersignor

CHESTER R. LAMB, Major, USAFR
Asst Chief, Maintenance Section
Visiting Staff Officer

Incl #2
8AF Form 11-13 M (48)
(Supersedes Incl #2, 47)

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when the base is completed as a permanent station for two groups of heavy bombers. Lt Col Lange from Chief of Air Installations stated if all funds were available it would be 1954 before the base could be finished.

2. At the present time the following installations have been completed:

a. One runway 9100 feet long.

b. Ramp space for six B-36's.

c. Taxiway from ramp to runway.

d. One Rapid City type hangar which will not be heated until 1951.

e. One 250 man barracks unit.

f. One electric power plant having a 3000 kilowatt output will be completed by June.

g. Part of the refueling system and a 74,000 barrel storage tank has been purchased.

3. The overall plan outlines a base having barracks for 6000 men, 10 hangars, parking space for 60 heavy bombers with power and fuel outlets at each parking space. Fuel and oil storage for 74,000 barrels of aviation gasoline, 15,000 barrels of fuel oil and 48,000 gallons of lubricating oil. The base would have housing for married personnel on about the same ratio of other bases now existing.

4. General Sweeney of Strategic Air Command Headquarters outlined a 1st priority list of installations to be completed.

a. Bomb assembly building and bomb storage.

b. Administration building (Wing Headquarters).

c. Parking space for 30 heavy bombers.

d. The 74,000 barrel fuel storage and refueling point.

e. Hangars, 4 each, one with present funds.

f. Heated motor vehicle maintenance and storage building.

5. Off base housing does not exist at this time. The town of Limestone has a population of approximately 1800.

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Conference with Lt Col Van Ornum on B-36 Problems

1. Jacks:

a. 20-ton modified type will not be used until instructions are received from AMC.

2. Maintenance Stands:

a. Multi-level, 12 being shipped, first 2 to Carswell AFB, third to Eglin AFB, fourth to Oklahoma City, the balance to Carswell AFB.

b. CVAC type, 10 sets being bought for Carswell AFB.

3. Oxygen Servicing Carts:

a. 3 each F-2 shipped from Mitchell Field, 14 March 1949, others to be shipped as soon as possible.

b. The C-3 (D-1) will be available in approximately 6 months.

4. Auxiliary Power Plants:

a. E-5B plants on hand at CVAC will be released to Carswell AFB.

b. 36 C-21 and C-22 units being modified for use until such time as the B-10 is available.

5. Towing Tractors:

a. No information available as to which company has been awarded the contract or possible delivery date.

6. Flight Instruments:

a. Instructions being issued to remove the C-5 directional gyro from the B-36A for installation in the B-36B.

7. Emergency D.C. Electric System:

a. Authority to install two 100 amp generators on each B-36 will be issued with the necessary parts. The generators can supply the D.C. power system in case of complete A.C. failure. An inverter will be installed to supply current for flight instruments.

b. A 28 volt D.C. starter will be added to one of the alternator equipped engines. With this installation a B-36 can be started when even 400 cycle current isn't available.

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8. Astrodomes:

a. A new type astro compass using the periscope principle has been developed which deletes the need of an astrodome.

9. Gunnery:

a. To date, AMC has not authorized the proving ground to air-fire the B-36 guns.

CHESTER R. LAMB
Major, USAFR
Asst Chief, Maintenance

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14

HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date 20 June 1949

SUBJECT: Report of Supervisory Staff Visit:

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

Purpose of visit was to attend a conference on Limestone Air Force Base and coordinate various matters pertaining to this command. Personnel contacted:

Colonel Kenneth B. Hobson	A-5 Section
Colonel Lee B. Washbourne	A-4 Section
Colonel Hewitt T. Wheless	A-3 Section
Lt Colonel Virgil M. Cloyd	A-3 Section

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1. The conference on Limestone Air Force Base was conducted by members of the Air Staff and attended by Major General Powers, Brigadier General Sweeney, the writer representing the Eighth Air Force, and various members of the A-5 and A-4 sections of SAC headquarters. Seven possible plans for the utilization of Limestone are under consideration. These plans and the approximate costs of each in millions of dollars are as follows:

Plan I

Facilities for a small permament "housekeeping" party and the capability of staging one (1) Heavy Bomb Group. (Staging to be construed as a stay of up to four months) Cost $71,500,000.00.

/s/t/ W. C. Kingsbury
W. C. KINGSBURY
Col, U.S.A.F.

Countersigner — Visiting Staff Officer

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Report of Staff Visit to Headquarters SAC "Contd"

Plan II

Facilities for a small permanent party and the capability of staging two (2) Heavy Bomb Groups. Cost $103,346,000.00.

Plan III

Facilities for permanently basing one (1) Heavy Bomb Wing with 30 B-36's Cost $118,056,000.00.

Plan IV

Facilities for permanently basing one (1) Heavy Bomb Wing and staging one (1) Heavy Bomb Group. Cost $143,756,000.00.

Plan V

Facilities for permanently basing two (2) Heavy Bomb Groups. Cost $195,402,000.00.

Plan VI

Facilities for permanently basing two (2) Heavy Bomb Groups and staging 140 B-36's. Cost $229,729,000.00.

Plan VII

Facilities for permanently basing two (2) Heavy Bomb Groups and staging 140 B-36's plus additional facilities such as extra theaters, swiming pools, post offices, etc., Cost $242,402,000.00.

a. Plan I could be completed if funds were made available by December of 1951.

b. Plan IV could probably be completed by December of 1954.

c. After consideration of the above plans General LeMay will go to Washington with a recommendation as to which plan he feels we should attempt to obtain. Budgetary considerations will probably be the deciding factor.

d. Recommendations were requested from the Eighth Air Force regarding requirements as to parking and taxi-ing B-36's at Limestone.

2. Colonel Hobson stated that our request for augmentation of personnel for headquarters Eighth Air Force had been approved by SAC headquarters, but disapproved by Air Force Headquarters.

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Report of Staff Visit to Headquarters SAC "Contd".

3. The writer was advised by Lieutenant Colonel Cloyd that the 509th Bomb Group would probably remain in the U. K. for an additional thirty days.

4. Colonel Washbourne, SAC Air Installations Officer approved our plan to erect a temporary mess hall at Hood Air Strip. An effort will be made to secure a suitable building from the 2d Armored Division at Camp Hood and have it erected at Hood Air Strip by Company B of the 838th Engineers.

/s/t/ Willian C. Kingsbury
WILLIAM C. KINGSBURY
Colonel, USAF
Director of Plans

A TRUE COPY
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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16

HEADQUARTERS STRATEGIC AIR COMMAND Suspense AIC1
OFFUTT AIR FORCE BASE Date 6 July 1949
FORT CROOK, NEBRASKA

SAC 680 (21 Jun 49) 21 Jun 49

SUBJECT: Plans for Development of Limestone Air Force Base

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

1. Inclosed are data showing seven progressive plans for possible development of Limestone Air Force Base, as outlined to this headquarters by representatives of Headquarters United States Air Force in presentation on 20 June 1949.

2. In view of the limited funds available to develop Limestone Air Force Base, this headquarters desires to eliminate from each plan those facilities which are in excess of the minimum necessary for operations. Comment is therefore requested as to the adequacy or superfluity, from an operational viewpoint, of the facilities under each plan.

3. No comment is necessary by your headquarters on the amount of permanent housing allocated under each plan since the estimates made by United States Air Force are apparently based on war strength TO&E's. For budget planning purposes, this headquarters prefere to base quarters requirements upon one crew per assigned aircraft. Strength of staging units appears to result from flash estimates, rather than from careful and realistic study of requirements, based upon the planning of staging operations, Information is desired as to your estimates for the personnel required to support the staging operation of 30 B-36's, for three sorties over a two week period.

4. No plan has yet been adopted for the operational parking of aircraft at Limestone. One layout plan developed by Headquarters United States Air Force is inclosed. Other parking patterns include "stems," "Frying pans," "herringbone," "loops," and solid apron. The opinion of your headquarters is requested relative to the operational advantages of the several types of parking for B-36 and jet aircraft when weighed against the square yards of pavement required per aircraft.

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Suspense AIC1
Date 6 July 1949

AIC1
Subject: Plans for Development of Limestone Air Force Base

4. Consideration will be given to the use by 1952 of the B-52 type aircraft with its five-man crew and coutrigger-type landing gear.

5. It is desired that your comments on the above items, plus any original suggestions that occur to your staff, be forwarded to this headquarters by 6 July 1949.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

5 Incls
1. Construction Program Chart
2. Programs 1 thru 7
3. Parking Pattern
4. Runway Layout
5. Minutes of Meeting

THOMAS S. POWER
Major General, USAF
Deputy Commander

A TRUE COPY
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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SAC 680 (21 Jun 49)
Subject: Plans for Development of Limestone Air Force Base

PLD 686 (21 Jun 49) 1st Ind

Headquarters Eighth Air Force, Fort Worth, Texas 5 Jul 1949

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

1. In compliance with basic communication, the following information is submitted:

a. In view of the probable limitations of funds available for the complete development of Limestone Air Force Base, it is the opinion of this headquarters that the following items are superfluous:

(1) The construction of the Northeast-Southwest runway and corresponding taxiways. The two North-South runways should be adequate to handle any foreseeable traffic. Carswell Air Force Base utilizes only one runway for B-36 aircraft and no appreciable delay has been encountered in dispatching nineteen (19) B-36 aircraft on one mission.

(2) It is believed that consideration should be given to the elimination of the proposed crash strip. It is felt that possibly the nearby Presque Isle Air Field could be used for this purpose or a graded space between the two North-South runways would be adequate. In the entire operation of the 58th Bomb Wing from the Marianas Islands during the last war, no mission was held up or serious difficulty encountered due to lack of a crash strip.

b. It is felt that the strength figure of 300 officers and 2000 airmen is much too high for staging a Heavy Bomb Group. With a permament party of fifteen (15) officers and two hundred (200) airmen, this headquarters feels that one Heavy Bomb Group with thirty (30) B-36 aircraft could stage for a two weeks period and fly three sorties with a total of 315 officers and 620 airmen. This figure contemplates one crew per aircraft plus personnel to support the Group in addition to the permanent party.

c. It is noted that Plans I and II place fifty (50) civilians in the permenent party while no facilities are shown for civilian housing. It is felt that, due to the location of this base, unless housing is provided no civilians should be included.

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PLD 686 (21 Jun 49)
Subject: Plans for Development of Limestone Air Force Base

d. It is believed desirable, if the cost is not prohibitive, to use a solid apron system for parking B-36 or B-52 aircraft. This is particularly true if any heavy equipment such as cranes are to be moved in or around the aircraft. It is realized that if dispersal of the aircraft is necessary the solid apron is unsatisfactory. If it is felt that disposal is essential, the old "hardstand" system of parking as used in the last war is recommended.

e. Some points of interest that were developed while making this study are as follows:

(1) The normal turn radius of the B-36 is 264 feet.

(2) The minimum nose to tail distance for engine run up is 300 feet. To permit maintenance to be accomplished it is suggested that the aircraft be staggered as the prop blast at 300 feet would endanger maintenance personnel working on the rear aircraft.

(3) No serious problem exists as to length of taxi distance however for fuel conservation purposes it is recommended that it be kept as short as possible.

FOR THE COMMANDING GENERAL:

Incls w/d

JOHN A. ROBERTS
Colonel, USAF
Chief of Staff

A TRUE COPY
John E. Hall
[illegible]
MAJOR, USAF
[illegible]

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HEADQUARTERS EIGHTH AIR FORCE
FORT WORTH, TEXAS

PLD 600.03 28 Jun 1949

SUBJECT: Future Plans for the 11th Bombardment Group, Heavy

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska
ATTN: Director of Plans

1. Present planning for the 11th Bombardment Group, Heavy, is based on its movement for permanent change of station to Limestone Air Force Base, Maine.

2. Recent information indicates that Limestone Air Force Base will not be ready for permanent occupancy prior to 1954.

3. Due to the critical housing situation and shortage of available buildings of all types at Carswell Air Force Base, this headquarters feels that serious thought should be given to locating the 11th Bomb Group at some other Base in the near future. As the 11th Bomb Group is gradually brought up to its T/O strength, this situation becomes increasingly critical.

4. It should be pointed out that in addition to the present overcrowding on the flight line and over-taxed housing situation on the Base, an increase of at least one hundred eight (108) officers and one hundred sixty three (163) airmen may be expected as the 11th Group comes up to its authorized Peacetime T/O strength.

5. The movement of the 11th Bomb Group would make available enough space on the Base and flight line so that the 7th Bomb Wing could operate in a much more efficient manner than is now possible.

FOR THE COMMANDING GENERAL:

/s/t/ John A. Roberts
JOHN A. ROBERTS
Colonel, USAF
Chief of Staff

A TRUE COPY
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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SAC 370.5 (28 Jun 49) 1st Ind DPL1

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Omaha, Nebraska 26 Jul 49

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

1. Inclosed is an exchange of messages relative to movement of the 11th Bombardment Wing to Victorville as an interim solution to delay in the completion of Limestone. It should be noted that USAF estimated dates are 1952 or 1953.

2. This Headquarters has assumed that completion of the mat currently under construction will provide non-operational parking for 48 aircraft and that movement of the Engineer Battalion after completion of the mat will alleviate the housing problem to some extent.

3. Current aircraft delivery schedules indicate that Carswell Air Force Base will not reach a total of 48 B-36 type aircraft until the second quarter of fiscal year 1951. At that time this Headquarters can control the total aircraft on hand at Carswell by assignment of excess aircraft to other stations and units, if deemed necessary.

4. During the interim, this headquarters is pressing for the completion of Limestone to accommodate the 11th Group at the earliest practicable date.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

/s/ Walter C. Sweeney, Jr.
WALTER C. SWEENEY, JR.
Brigadier General, USAF
Director of Plans

2 Incls:
1. TWX, AFODP 56137, fr USAF to SAC dtd 2 Jul 49
2. TWX, DPL1 5276, fr SAC to USAF dtd 14 Jul 49

A TRUE COPY
John E. Hall,
JOHN E. HALL
Major, USAF
Adjutant General

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TWX FROM: Hq USAF Washington, DC
TO: CG, SAC, Offutt AFB, Omaha, Nebr

Mes Ref: AFODP 56137
Time Gp: 020542Z July

Reference is made to the recent briefing afforded members of your command with respect to several proposed construction programs at Limestone. Present indications are that the rate of construction possible at this station will preclude any degree of active tactical operation there before 1952 or 1953. In this connection it is noted that delivery schedules for the B-36 anticipate that both the 7th and 11th Bomb Wings will contain 18 of these aircraft furing the 1st quarter of Fiscal Year 1950 and that the 7th Wing will begin equipping to a total of 30 Aircraft during the 2nd quarter of FY 1950. Indicated here is the inability of Carswell AFB to accommodate this activity beyond the end of the 1st quarter. Your comments are requested in this regard with particular reference to the movement of the 11th Bomb Wing to Victorville AFB during the 2nd or 3rd quarter of FY 1950 in order to relieve this congestion.

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TWX FROM: COMGENSAC

TO: CSUSAF WASH DC

DPL1 5276. Re AFODP 56137. This command had considered the congested parting problem at Carswell when it recommended deferment of conversion of the 22nd Wing and equipping of the 7th Wing in excess of eighteen aircraft. With the mat currently under construction Carswell will accommodate 48 aircraft (non-opnl parking). This headquarters recommends that:

a. No interim move be planned for the 11th Wing

b. Every effort be directed to making facilities at Limestone available.

c. The 11th be held to 18 UE aircraft if necessary at the expense of possibly overloading other heavy units by three or four aircraft until Limestone is available (aircraft will not become available for the 11th Wing above 18 UE prior to second quarter of FY 51).

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HEADQUARTERS FIFTEENTH AIR FORCE
COLORADO SPRINGS, COLORADO

322 3 Jun 49

SUBJECT: Assignment of 2d Strategic Support Squadron to Fifteenth Air Force

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

1. Informal information received by this Headquarters indicates the possibility of the assignment of the 2d Strategic Support Squadron to the Fifteenth Air Force.

2. In view of the commitments of the Fifteenth Air Force to participate on a comparatively large scale in the current Special Weapons Program, it is considered of utmost importance that such a Support Squadron be assigned this Air Force to assist our units in accomplishing required operational commitments. Requirements for the Support Squadron would be as follows:

a. Primary Mission: Support Fifteenth Air Force units in conducting special exercises and maneuvers in conjunction with the Special Weapons Program.

b. Secondary Mission:

(1) Provide assistance in airlifting Fifteenth Air Force unit personnel to and from home bases and ports of embarkation during TDY movements to and from the ZI.

(2) Assist in providing cargo transportation service to Fifteenth Air Force units TDY outside the ZI.

(3) Assist Fifteenth Air Force and other SAC units in the movement of large scale cargo and personnel within the ZI.

3. It is recommended that if the Support Squadron is assigned to the Fifteenth Air Force it be located at Smoky Hill Air Force Base, Salina, Kansas, for the following reasons:

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Subj: Asgmt 2d SSS to 15th AF

a. Centralized location in respect to Fifteenth Air Force Bases.

b. Centralized location in respect to Sites Able, Baker and Charlie.

c. The facilities available at Smoky Hill Air Force Base will more readily accommodate such a unit than any other Fifteenth Air Force Base.

4. It is also recommended that this unit be placed under direct operational control of the Commanding General, Fifteenth Air Force and assigned to the 301st Bombardment Wing Headquarters for logistic, administrative and housekeeping functions only.

5. Request this Headquarters be advised of the contemplated action relative to this assignment.

FOR THE COMMANDING GENERAL:

/s/t/t JOHN S. HARDY
Colonel, USAF
Acting Chief of Staff

Info cy:
CO 301st BW

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HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
OMAHA, NEBRASKA DPL1

SAC 322 (12 Jul 49) 12 Jul 49

SUBJECT: Assignment of 2d Strategic Support Squadron to Fifteenth Air Force

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

The request contained in the attached letter from Headquarters, Fifteenth Air Force, is under consideration in this Headquarters. Request your comments and recommendations at the earliest practicable date.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

1 Incl:
Copy of ltr to CG, SAC
fr 15th AF, subj as
above dtd 3 Jun 49

EDWARD T. LIFFORD
2d Lt, USAF
Asst Adj Gen

19

A TRUE COPY
John E. Hall,
JOHN E. HALL
Major, USAF
Adjutant General

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19A

SAC 322
Subject: Assignment of 2d Strategic Support Squadron of Fifteenth Air Force

PLD 322 (12 Jul 49) 1st Ind

Headquarters Eighth Air Force, Fort Worth, Texas, 18 Jul 1949

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

1. This headquarters does not recommend the movement of the 2d Strategic Support Squadron for the following reasons:

a. Present pooling of available aircraft, as well as air and ground crews, permits greater operational capabilities. To divide this strength would weaken not one but two organizations.

b. Under the present method of operation, the supporting efforts of the two Strategic Support Squadrons are available to both the Fifteenth and Eighth Air Forces for special exercises and TDY movements to and from the ZI.

2. Attention is further invited to the mission of this command and its execution thereof, whereby these two squadrons are assigned to the Eighth Air Force for operation. No particular value could be gained, either for administration and training or execution of this mission, in changing the present assignment of the 2d Strategic Support Squadron.

FOR THE COMMANDING GENERAL:

JOHN A. ROBERTS
Colonel, USAF
Chief of Staff

1 Incl
n/c

A TRUE COPY
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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GENERAL ORDERS

NUMBER 11

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas
10 May 1949

LEAD CREW TRAINING SQUADRON, BOMBARDMENT, MEDIUM (PROV)

1. Effective 0001, 10 May 1949, the Lead Crew Training Squadron, Bombardment, Medium (Prov) is organized at Walker Air Force Base. Mission of this unit is to train within Strategic Air Command fifty-four (54) B-29 and B-50 Lead Crews.

a. Training will be conducted in two (2) Phases:

(1) PHASE I - Walker Air Force Base, 9 May - 31 July 1949.

(2) PHASE II - Davis-Monthan Air Force Base, 1 August - 15 September 1949.

b. Upon completion of Phase II at Davis-Monthan Air Force Base, Tucson, Arizona, this unit is deactivated.

2. Personnel will be furnished on detached service from sources under the control of the Commanding Generals, Eighth and Fifteenth Air Forces.

3. Authority: AFR 20-38 and SAC TWX D/DO 5153, dated 10 May 49.

BY COMMAND OF MAJOR GENERAL RUNEY:

OFFICIAL:

JOHN A ROBERTS
Colonel, USAF,
Chief of Staff

John E. Hall

JOHN E HALL
Major, USAF
Adjutant General

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plus
40 - Air Adjutant General, USAF (Attn: Pub Div), Wash 25, DC.
5 - TAG (Attn: AGAO-1), 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.
10 - COMA, Movement Control Branch, SAC
25 - Commanding General, Fifteenth Air Force, Colo Springs, Colo.

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*AFR 21-10
1-3

AIR FORCE REGULATION)
NO. 21-10)

DEPARTMENT OF THE AIR FORCE
WASHINGTON, 8 JUNE 1949

ORGANIZATION - DEPARTMENT OF THE AIR FORCE

United States Air Force Medical Service

	Paragraph
Purpose	1
Policy	2
Organization and Responsibility	3
Responsibility of Other Air Force Activities	4

1. Purpose. By National Military Establishment Transfer Order No. 36, 12 May 1949, as implemented by Joint Army-Air Force Adjustment Regulations 1-11-62, 16 May 1949, certain powers, duties, and functions of the Medical Department of the Department of the Army were transferred to the Department of the Air Force. This Regulation prescribes the general principles of the organization of the United States Air Force Medical Service so that personnel of this service will receive full professional recognition. It is by this means only that maximum standards of health can be maintained in the Air Force.

2. Policy. It is the policy of the Air Force to organize its Medical Service on a basis that will permit the various categories of professional personnel to maintain the integrity of their professions; that will provide full opportunity for advancement within each profession; and that will relieve professional personnel from unnecessary and burdensome administrative duties.

3. Organization and Responsibility:

a. General Order No. 35, 8 June 1949, establishes the Office of the Surgeon General, USAF. The Surgeon General will be responsible to the Chief of Staff, USAF, for:

(1) Establishing Air Force medical policy and doctrine.

(2) The health of the Air Force by supervising the medical care of officers and airmen of the Air Force.

(3) General supervision of all personnel and activities of the Medical Service, USAF.

b. General Order No. 35 further establishes various personnel components of the United States Air Force Medical Service. These have been designated by the Chief of Staff as the Medical Corps, the Dental Corps, the Veterinary Corps, Medical Service Corps, the Air Force Nurse Corps, and the Women's Medical Specialist Corps. Personnel of these corps will be commissioned in the United States Air Force in the medical speciality for which they qualify. They will be under the general supervision and professional control of the Surgeon General, USAF. Separate promotion lists will be maintained and administered for each corps by the Deputy Chief of Staff, Personnel, Headquarters USAF. Where authorized by law for comparable personnel of the Medical Department, U. S. Army, personnel of the Medical Service, USAF, will receive additional pay and credit toward initial appointment, promotion, and retirement in the same amounts as for comparable personnel of the Army.

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*This Regulation has been coordinated with and approved by the Chief, National Guard Bureau as being applicable to the Air National Guard.

9-7504, AF

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Summary of Interview with Capt Lawrence D. Roberts, Adm. Asst. to Air Surgeon, Eighth Air Force, 29 Nov 49.

In the change-over of Medical Corps personnel from Department of the Army to Department of the Air Force on 26 July 1949 only three Medical Officers in this command requested that they be retained in the Department of the Army. During this same period the Office of the Air Surgeon, Headquarters Eighth Air Force was moved from the supervision of the Directorate of Personnel to a staff position directly under the Chief of Staff.

Captain Roberts indicated that during the entire four months from May through August, several medical units of this command were under authorized strength, insofar as medical doctors were concerned. According to Captain Roberts the following authorizations and assignments were effective as of the end of August 1949:

	2d	7th	27th	43d	97th	509th
Authorized						
Doctors	6	9	4	6	2	6
Dentists	4	6	3	4	2	4
Assigned						
Doctors	3	5	4	5	1	6
Dentists	2	7	2	5	3	4

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GENERAL ORDERS

NUMBER 15

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas
15 August 1949

ANNOUNCEMENT OF CHIEF OF STAFF

Colonel CECIL E. COMBS 12034, United States Air Force, is announced as Chief of Staff, this Headquarters, (additional duty) vice Colonel JOHN A. ROBERTS 43804, United States Air Force, effective 16 August 1949.

BY COMMAND OF MAJOR GENERAL RANEY:

OFFICIAL:

JOHN A. ROBERTS
Colonel, USAF
Chief of Staff

JOHN E HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

R O S T E R O F O F F I C E R S

15 August 1949

1. Number of Items within Grade

2. Marital Status

3. Name

4. AFSN or ASN

5. Branch and Component

6. Date of Rank in Grade

7. Aircrew Data - Aeronautical Rating

   P-1 - Fighter Pilot, Jet
   P-2 - Fighter Pilot, Single Engine
   P-3 - Pilot, Single Engine, other
   P-4 - Fighter Pilot, Twin Engine
   P-5 - Pilot, B-29
   P-6 - Pilot, B-36
   P-7 - Pilot, B-50
   P-8 - Pilot, Four Engine, Other
   P-9 - Pilot, Twin Engine, Other
   E- Engineer, Flight

7. Aircrew Data - Aeronautical Rating (Continued)
   R - Radar Observer
   N - Navigator
   B - Bombardier
   NBR - Navigator - Bombardier - Radar
   U - Aerial Gunnery Officer
   F - Flight Surgeon
   AOM - Aircraft Observer, Medical

8. Duty Assignment Title

9. Organization to which assigned

10. Primary MOS

11. Month and Year present AFSS or Category Expires (i.e. Dec 1951 will be shown as 12/51

12. Office Phone

13. Home Address

14. Home Phone

IT IS REQUESTED THAT ANY ERRORS BE REPORTED TO THE OFFICE OF THE HEADQUARTERS COMMANDANT, EXTENSION 435

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1 2 3	4	5 6	7 8	9	10	11 12 13	14
MAJOR GENERAL							
1 S RAMEY, ROGER M	91A	USAF 29 Oct 47	CG-5 Commanding General	Hq & Hq Sq	0002	591 Box 296 RFD Ft Worth	
COLONELS							
1 M BLANCHARD, WILLIAM H	1445A	USAF 24 Jun 44	SG-5 Director of Operations	"	2162	355 5301 Bryce	7-2875
2 M COMBS, CECIL E	1203A	USAF 17 Aug 42	SG-8 Deputy Commander	"	2162	696 Qtrs 5-102	598
3 M FLICKINGER, DON D	19078A	USAF 7 Sept 43	AOM Air Surgeon	"	3139	247 Qtrs 3B CAFB	
4 S HEDLUND, EVART W	1568A	USAF 31 Aug 45	SG-5 Chf Maint Sec	"	7050	509 BOQ	
5 M KINGSBURY, WILLIAM C	923A	USAF 22 Nov 48	CG-5 Director of Plans	"	2162	516 1903 Trevost St., Apt B	7-9176
6 M McPHERSON, JOHN B	2068A	USAF 22 Nov 48	G-5 Director of Personnel	"	2260	242 Qtrs 7A CAFB	579
7 M OFFUTT, WILLIAM B	507A	USAF 8 Aug 42	CG-8 Inspector General	"	9301	447 Qtrs 23A CAFB	596
8 M ROBERTS, JOHN A	4380A	USAF 5 Mar 46	SG-5 Chief of Staff	"	2120	695 6336 Darwood Ave	7-6342
9 M UNRUH, MARION D	1103A	USAF 12 Jan 44	CG-8 Director of Materiel	"	4010	392 4709 Belknap	8-9196
LIEUTENANT COLONELS							
1 M BARROWCLOUGH, ROBERT I	4810A	USAF 18 Jun 45	SG-5 Asst Director of Plans	"	1024	374 5313 Bryce	
2 M BLAISDELL, RUSSELL L	18734A	USAF 24 May 45	Air Chaplain	"	5310	315 3854 Reidy St	78-5877
3 M CHADWELL, GEORGE T	1887A	USAF 31 Aug 43	SG-6 Chf Maint Sec	"	1095	679 Qtrs 6-B CAFB	578
4 M CHRISTY, ROBERT W	AO421045	USAFR 15 Mar 49	SG-8 Chf of Training Sec	"	2162	5/52 481 4705 Byers	78-1170

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LT COLONELS (CONT'D)											
5 M DUNDAS, DONALD S	24484	USAF	7 May 45		Staff Judge Advocate	Hq & Hq Sq	8103		501	6445 Malvey	7-7385
6 S EKSTRAND, CARL V	3547A	USAF	6 Feb 45	P-8	Asst to Director of Mat	"	4010		392	BOQ # 1	248
7 M ENGLISH, LEROY S	A0484543	USAFR	15 Mar 49	AO	Chf Gunnery Br	"	4593	1/52	319	3501 Kimbo	8-3335
8 M FITE, CALVIN W JR	5106A	USAF	23 Oct 45	ST-8	Asst Dir of Personnel	"	2260		242	Qtrs #3 CAFB	575
9 M HASCALL, ALVA S	A0514252	USAFR	15 Mar 49		Chf Electronics Sec	"	0200	6/52	207	5517 Taylor Rd	7-5705
10 M KIRTON, EDWIN M	2765A	USAF	15 Mar 49		Dir of Intelligence	"	9301		460	Qtrs 22-B CAFB	557
11 M MITCHELL, RICHARD R	4209A	USAF	15 Mar 49	ST-5	No Duty Assigned	"	2161			TDY Indefinite Kirtland AFB, Albuquerque, New Mexico	
12 S McNEAL, THOMAS C	3410A	USAF	5 Sep 44	ST-5	Comptroller	"	6305		670	BOQ #1	248
13 M ORR, WILLIAM R	1389A	USAF				"				BOQ # 1	248
14 M SCOTT, CECIL H JR	1933A	USAF	10 May 45	ST-4	Staff IIO	"	5401		358		
15 M SMITH, ROBERT C	2234A	USAF	29 May 44		Food Sv Supervisor	"	4114		382	1519 Owasso St	78-6325
16 M THOMPSON, JAMES H	4023A	USAF	8 Dec 44	ST-5	Asst Dir of Operations	"	2162		409	6100 Kenwick	7-9797
17 M WILLIAMS, DONALD S	A0477953	USAFR	2 Jan 45		Chf of Supply Sec	"	4010	2/52	683	5106 Bakers Lane	8-2147
MAJORS											
1 M ADAMS, HOMER E	A0403700	USAFR	27 Aug 46	ST-8	Hq Commandant	"	2136	4/52	528	3223 Meadow Oaks	8-7771
2 M BATES, FREEMAN F	A0482145	USAFR	1 Sep 44		No Duty Assigned	"	9307	7/51		(60 days delay enroute)	
3 M BECHLER, RUSSELL F	A0479300	USAFR	17 Oct 44		Asst Chf Maint Sec	"	4823	7/52	679	632 Schieme St	7-5924

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MAJORS CONT'D													
4	M	BOWEN JOHN W	3873A	USAF	1 Apr 44	P-9	Asst Staff JA	Hq & Hq Sq	8103		501	2315 Lotus	8-1095
5	M	BRIEL KARL L	8752A	USAF	6 Aug 45	ST-7	OIC Stan Bd	"	1024		529	BOQ #1, Rm 112	248
6	M	BROWN COKE F JR	5300A	USAF	2 Jan 49	RB	Chf Radar Br, Tng Sec	"	0142		319	1906 Prevost, Apt A	78-6757
7	M	COOK WILLIAM J	9842A	USAF	9 Apr 45	T-8	Chf Offs Br	"	2260		258	Rt #2, Box 464-J	
8	M	GLOVER FRED W	10250A	USAF	22 Dec 44	T-1	No Duty Assigned	"	5000				
9	M	GREENE BENJAMIN O JR	5866A	USAF	8 Aug 49		Chf Manpower Sec	"	2260		516	5400 Byers Ave	7-2046
10	M	HALL JOHN E	A02053895	USAFR	6 Nov 45		Adjutant General	"	2110	2/51	259	3725 Clarke Ave	7-2984
11	M	HAVEMAN ALLEN E	4112A	USAF	19 Feb 44	T-5	Air Insp (T & A)	"	2121		512	1708 N. Riverside Drive	8-5096
12	M	IRELAND RUSSELL F	4863A	USAF	27 Jun 44	ST-5	Air Insp (O & T)	"	2166		512	6452 Rosemont Ave	7-9900
13	M	KNIGHT MILTON R	A0412944	USAFR	27 Jan 44	B	Asst Director of Intelligence	"	9301	2/52	460	1019 Southland	2-2830
14	M	LAMB CHESTER R	A0445386	USAFR	21 Jul 44	-	Asst Chf Maint Sec	"	4823	9/51	509	Ctrs 9-B CAFB	638
15	M	LANE JAMES R	7409A	USAF	27 Jun 45	T-9	Chf Ftr Br, Tng Sec	"	2162		319	2601 Haynes	56-1771
16	M	LEFFINGWELL SAMUEL D	2335A	USAF	4 Feb 44		Staff Finance Off	"	6200		374	Westmoor Tourists #5	7-6611
17	M	LeMAY LLOYD W	2706A	USAF	20 Dec 44		Chf Trans Sec	"	4541		672	Rt #2, Box 478B	
18	M	McCAFFERY LAWRENCE F	3005A	USAF	30 Jan 44		Chf Pers Sec	"	2260		242	Ctrs 14-B CAFB	551
19	M	McMICHAEL GEORGE H	A0908713	USAFR	1 Apr 47		Chf Requirement Sec	"	9301	1/52	257	3145 Merida St	9-2159

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MAJORS CONT'D													
20	M	PARKER KELVIN B	A01010035	USAFR	8 Aug 49		Petrl Stor Off, AF Sup Br	Hq & Hq Sq	4902	8/51	683	1810 Elmhurst Park Mineral Wells, Texas	1472-W
21	M	PEARSON ROGERS L	A02279488	USAFR	23 Jan 46	P-5	Air Inspector (S & M)	"	7536	3/52	513	4628 Calmont	7-2151
22	M	PERSONEUS LESTER JR	9164A	USAF	2 Jul 45	SP-5	Asst Director of Plans	"	2162		374	Qtrs 2B CAFB	635
23	M	RECTOR ROSCOE G	3080A	USAF	18 Jun 44		Stf Air Install Off	"	7010		274	Qtrs 1B CAFB	573
24	S	SIMMONS JOE L	5880A	USAF	4 Jun 45	P-5	Chf Opns & Flying Safety Sec	"	2162		502	BOQ #1	248
25	M	SMITH DALTON	A0854064	USAFR	27 Jul 45		No Duty Assigned	"	9301	1/52	TDY	22 wks Maxwell AFB, Ala	
26	M	SOGLARD FOLMER J	3649A	USAF	14 Jul 43	SP-5	Chf AF Supply Br	"	4010		683	Qtrs 20B CAFB	555
27	M	THOMPSON KENNETH D	7593A	USAF	31 Mar 44	SP-5	Chf Logistics Sec	"	4823		481	5021 Almena Road	6-1940
28	M	WALTER WILLARD S	A0669546	USAFR	1 Sep 45	P-8	AF Exchange Off	"	4210	1/52	382	5302 Bryce Apt A	7-6077
29	M	WHITE WILLIAM T	8571A	USAF	30 Oct 44	N	Asst Chf Oprns Plans & Special Projects Sec	"	1034		683	Box 326, Route #2	
30	M	WIKSTROM FLOYD E	4634A	USAF	23 Aug 43	SP-5	Chf Grd Tng & Res Br	"	2162		319	2416 Westbrook	8-3230
31	M	WILLIAMS LON P	A0463339	USAFR	1 May 44		Chf QM Supply Br	"	4015	7/52	382	610 Harrisdale	78-4604
32	M	WRIGHT ELLIS W JR	7403A	USAF	26 Oct 43	SP-9	Stf Radiological Chem Off	"	7314		514	DS to Lowry AFB, Colo.	
CAPTAINS													
1	M	ARNER HAROLD W	A01998735	USAFR	23 May 49		Chf Ren Br, Eqmt Sec	"	8502	2/52	460	1912 Prevost, Apt B	
2	M	BEAHAN KERMIT K	8169A	USAF	24 Aug 43	B	Sp Projects Off	"	1035		683	3521 Mission	93-1390
3	M	BONING JOHN	15955A	USAF	18 Oct 46	T-5	Tng Aids & Personal Equip Off	"	2520		481	3932 Bunting	78-3409

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CAPTAINS (CONT'D)											
4 M BROCKINS, RICHARD C	A0422898	USAFR	17 Sep 44	P-9	Aircraft Maint Off	Hq & Hq Sq	4823	12/51	509	3713 Modlin	78-1342
5 M CAHELO, GEORGE JR	14152A	USAF	22 Oct 44	NBR	Asst Chf Opnl Plans & Special Projects Sec	"	1037		688	6225 Malvey Ave	7-1991
6 M CUSHMAN, HENRY R JR	A01295517	USAFR	1 Nov 45	P-9	Adm Asst to JA	"	2601	8/51	690	7324 Llano	7-2124
7 M DELOUGHARY, ROBERT D	129894	USAF	18 Jul 44	B	Chf Bomb Br	"	1035		319	1902 Prevost	7-1878
8 M DEVORE, RALPH N	11111A	USAF	28 Aug 45	SP-5	Asst Hq Commandant	"	2120		316	7416 Llano	78-4727
9 S DUROCHER, C. J. JR	A0803119	USAFR	19 Oct 44	N	RNB (Stan Bd)	"	1034	1/52	375	BOQ # 6 Room 214	287
10 M FISH, ROBERT L JR	A0398084	USAFR	9 Jul 43	O	Asst Provost Marshal	"	9100	8/51	522	3404 Hazeline Dr	5-5310
11 M FRYE LEXIE	A02046495	USAFR	25 Jan 45		Chf Mail & Records Br	"	2110	6/52	220	Qtrs 18-A CAFB	590
12 M GAYLOR, DON G	6656A	USAF	24 Jul 45	P-9	Chf SpS Br, Sz Sec	"	5004		296	5305 Bryce, Apt A	
13 M GIFFORD, GEORGE D	9915A	USAF	2 Dec 44	P-5	Operations Off, Flt Sec	"	2161		304	1036 Nelson St	8-1888
14 M GOODREAU, JAMES J	13313A	USAF	21 May 45		Radio Officer	18th Comm	0500		207	5512 Taylor Road	78-1026
15 M GLASS, LEROY E	A0764648	USAFR	25 May 48	P-5	Acft Maint Off, Flt Sec	Hq & Hq Sq	4823	6/52	304	2729 Cravens Rd	Handley 287 J
16 M HOLLEY, ROY L	12773A	USAF	13 Feb 45		No Duty Assigned	"	6402		TDY	120 Days Tyndall AF Base, Air Tact School	
17 M HOWARD, FREDERICK E	A0515894	USAFR	1 Oct 44		Staff Arm Ord Officer	"	4593	1/52	515	4709 Calmont	7-4270
18 M HUEZ, KENNETH L.	A0435079	USAFR	24 Jan 44		Commanding Officer	18th Comm	0200	4/52	410	BOQ # 1	248
19 S KIEL, KENNETH J	10343A	USAF	30 Nov 45	NBR	Asst Chf Opns Plans & Special Projects Sec	"	1037		688	BOQ # 3 Room 201	440

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20 M KNUDTSON, FRANKLIN L	A0734570	USAFR	13 Apr 45	N	Chf Nav Br	Hq & Hq Sq	1034	6/52	375	1352 Park	66-2082
21 M LESHER, CLYDE E	A0504812	USAFR	17 Jul 44		Chf Construction Util & Fire Prevention Br	"	7010	5/52	548	4420 Almena Rd	66-3524
22 M LINDBERG, FRANK R	A0855439	USAFR	23 May 49	R	Chf ECM Br	"	7888	1/52	667	Route 8 Box 52	7-5297
23 M MACHEMER, CARL C	10251A	USAF	15 Aug 44		Chf Opnl Intel Sec	"	9301		371	1019 Southland	3-9791
24 M McCONNELL, GLENN A	15700A	USAF	14 Jan 48	P-7	Asst Staff Arm Ord Officer	"	4593		515	601 Hassett Ave	78-1993
25 M McCOURT, JOSEPH T	A0790377	USAFR	27 Mar 44	SP-8	Flying Safety Officer	"	9260		502	4339 Pershing	7-5072
26 M MELLO, ALFRED G	A01553142	USAFR	1 Mar 49		Auto Maint Officer	"	4805	11/51	543	1605 Elmhurst Park Mineral Wells, Tex	740-R
27 M MELTON, DONALD L	A0709603	USAFR	23 Mar 45	P-8	Adjutant, Hq & Hq Sq	"	2110	1/52	436	3510 W 7th St; Apt 9	78-4473
28 M OHLMEYER, HAROLD Z	12656A	USAF	26 Jun 44	B	RNB (Stan Bd)	"	1035		529	1918 Hervie Apt B	7-6203
29 M PIDGEON, CHARLES H	13125A	USAF	3 Oct 45	P-8	Chf Class Br (Officers)	"	2210		404	Route 10, Box 164	66-3[illegible]
30 M PORTER, GEORGE E	13904A	USAF	23 May 49	P-9	Chf Stat Svs Sec	"	6402		463	5013 Locke Ave	78-1605
31 M RISHER, JOHN R	6439A	USAF	9 Aug 45	SP-6	Asst OIC (Stan Bd)	"	1024		529	Qtrs 21-A' CAFB	570
32 M ROBERTS, GORE F	5759A	USAF	1 Nov 45	E	Chf Flt Engr Br	"	1028		319	5306 Byers Ave	7-4457
33 M ROBERTS, LAWRENCE B	A01533433	USAFR	25 Jan 45		Adm Asst to AirSurgeon	"	2120	9/51	247	3605 W 6th St	78-3294
34 M SANDOVAL, CHARLES A	A0561972	USAFR	3 Sep 45		Asst Radio Officer	18th Comm Sq	0500	10/51	684	3700 Tulsa Way	7-2574
35 S SMITH, LARRY R	A0465456	USAFR	13 Mar 47		Chf Collection & Dissemination Br	Hq & Hq Sq	9301	1/52	371	3104 Wingate	3-9183

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CAPTAINS (CONT'D)													
36	M	SMITH, LESLIE A	7478A	USAF	19 Nov 43	GP-5	Aircraft Maint Officer	Hq & Hq Sq	4823		509	7108 Brazos	78-1916
37	M	SPROTT, THOMAS G	A0693322	USAFR	23 Aug 45	P-8	Asst Chf Logistics Sec	"	4010	11/51	665	5003 Pershing Apt 51	78-3760
38	M	STEINER, EVERETT W	12418A	USAF	17 Jan 45	P-8	Chf Alien Capability Br	"	9301		694	BOQ # 4	498
39	M	VAN PATTEN, ISAAC T III	7797A	USAF	20 Feb 47	P-5	Aide-de-Camp to CG	"	1024		591	3521 Mission St	
40	M	VREELAND, ROBERT W	5863A	USAF	1 Jun 48		No Duty Assigned	"	9401		TDY 30 days to Hq SAC		
41	M	WHISNANT, WALTER J	A0492426	USAFR	20 Jul 43		Staff Provost Marshal	"	9100	6/52	244	6417 Curzon Ave	7-7323
42	M	ZIMMERMAN, ROBERT E	14914A	USAF	1 May 45	P-8	Asst Chf Logistics Sec	"	4010		665	2350 Evans Ave	9-8888
FIRST LIEUTENANTS													
1	M	ANDERSON, ROBERT S	15199A	USAF	4 Apr 45	P-8	No Duty Assigned	"	9301		387	1300 Homan	66-4823
2	M	BANYON, CHESTER P	A02055333	USAFR	7 Jul 44		Message Center Officer	18th Comm Sq	0224	3/52	419	4505 Lawrence Rd	6-9630
3	M	CAMPION, LOUIS J JR	17075A	USAF	28 Jul 47	P-5	Chf Cost Annalysis Sec	Hq & Hq Sq	6400		489	4305 Pennrose	78-6622
4	M	COCKRUM, NELSON G	A0686450	USAFR	16 Aug 46	P-8	Mess, Sup & Trans Off	18th Comm Sq	4000	9/51	410	Route 2 Lake Worth	
5	M	HAMRICK, JAMES Q	16126A	USAF	1 Mar 46	P-8	Chf of Adminstration	Hq & Hq Sq	2110		372	103 Smallwood Dr	
6	S	HARNESS, THOMAS	A02078535	USAFR	13 Nov 45	NR	RNB (Stan Bd)	"	0142	1/52	375	BOQ # 3 Room 225	440
7	M	HAWS, GEORGE A	A01639147	USAFR	19 Jun 43		Tel & Tel Off Inside Plant	18th Comm Sq	0410	4/52	207	4717 Byers St	78-1313
8	M	HUSSKE, GEORGE R	A0798649	USAFR	22 Nov 43	P-8	Tech Sup Off, Hq & Hq Sq	Hq & Hq Sq	4902	8/52	338	4201 South West Blvd	78-1084

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FIRST LIEUTENANTS CON'TD											
9 M JOHNSON, JOHN A JR	A0556077	USAFR	23 Aug 45	E	Flt Engineer (Stan Bd)	Hq & Hq Sq	1028	11/51	529	1913 Hervie, Apt D	7-58
10 S KNAPIK, DELORES M	AL80258	USAF	24 Jun 48		Asst Msg Center Officer	18th Comm Sq	0410		234	Nurses BOQ	345
11 M PAULK, JAMES W JR	A01646885	USAFR	20 Jul 44		Chf Signal Sup Br	Hq & Hq Sq	4400	7/51	667	Route 11, Box 562	6-7004
12 M SCHROEDER, PAUL L	A0576203	USAFR	23 Oct 45	E	Asst Air Insp (S & M)	"	7536	6/52	513	1920 Hervie	7-9275
13 M SIMPSON, HAROLD G	A0764479	USAFR	2 May 45	P-8	Structural Crash Fire Off	"	9401	12/51	548	5034 Locke St	7-4352
14 S TANNENBAUM, ROBERT C	A01640059	USAFR	24 Jan 45		Asst Tel & Tel Off (Inside Plant)	18th Comm Sq	0200	11/52	234	BOQ # 5	237
15 M UMPHREY, JACK K	A0797643	USAFR	31 Mar 44	P-8	Chf Anal, Presentation & Liaison Br	Hq & Hq Sq	6402	5/52	463	BOQ #7 Room 101	240
16 M WRIGHT, HORACE E	A0581366	USAFR	30 Dec 43		Chf Management & Sup Br	"	7010	4/52	548	BOQ # 5 Room 222	237
SECOND LIEUTENANTS											
1 M WYTOCK, HARRY L	17872A	USAF	1 Jul 48		Asst Cryptographic Off	18th Comm Sq	0200		234	4916 Marks Place	
CHIEF WARRANT OFFICERS											
1 M BELL, ROBERT G	AW951364	USAF	21 Aug 44		Chf Airmen Br	Hq & Hq Sq	2200		245	2760 Primrose	8-2536
2 M CARTER, RAYBON	AW950458	USAF	5 Feb 44		Chf Off Pers Sec (Sq)	"	2110		435	4921 White Settmt Rd	7-0369
3 M CHARLTON, WILLIAM H	AW950472	USAF	24 Nov 42		Chf Radar Br	"	0145		667	5613 Thomas Lane	7-5183
4 M HIGHTOWER, LESLIE J	AW2110971	AFUS	17 Jun 43		Chf Offs Placement Unit	"	2200	1/52	258	805 Haskell	7-6(
5 M JUNE, JIMMY M	AW2116387	AFUS	23 Jun 43		Asst Air Inspector	"	2121	6/52	512	9117 Oels St	7-9110

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CHIEF WARRANT OFFICERS (CONT'D)												
6 M	TODD, ELVIN E	AW951253	USAF	20 Nov 42	Chf Purchasing & Contr Br	Hq & Hq Sq	4320		665	3712 Modlin Ave		78-1556
WARRANT OFFICERS JUNIOR GRADE												
1 M	COY, HAROLD E	AW950509	USAF	15 Nov 48	Asst to Top Secret & Restr Data Control Officer	"	2110		460	7737 Norman Ave		
2 M	CROTT, STANLEY H	AW951451	USAF	15 Nov 48	Chf Airmen Status Unit	"	2200		245	BOQ # 2 Room 206		440
3 M	DOW, FRED J	AW950555	USAF	15 Nov 48	Chf Personnal Affairs Br	"	2110		296	3808 Englewood Dr		6-3158
4 M	HARRIS, CHESTER D	AW950681	USAF	15 Nov 48	Chf Publications Br	"	2110		461	195 Marrett Drive		
5 M	HICKS, LEDFORD L	AW950710	USAF	15 Nov 48	Air Inspector (Comm)	"	4400		531	248 Lyon Drive		
6 S	HOWARD, JESSE L	AW950737	USAF	15 Nov 48	Asst Chf Class Br (Airmen)	"	2210		404	BOQ # 3 Room 114		447
7 M	MILLS, VERNON O	AW2128663	AFUS	23 Dec 43	Chf Offs Status Unit	"	2200	7/52	503	1171 Greenbrier Dr		66-1290
8 M	OLSON, HAROLD V	AW2118736	AFUS	1 Dec 42	Ap Armament Officer	"	4593	11/51	515	1917 Hervie		78-4167
9 M	ROBERTS, MELVIN H	AW951092	USAF	15 Nov 48	Salvage & Troperty Disposal Officer	"	4419		382	Rosemont Apts, Apt 2701		93-0557
10 M	SWALLOW, ELMER M	AW951431	USAF	15 Nov 48	Chf Adm Sec, AG	"	2110		259	Qtrs 26A, CAFB		205
11 M	WALLACH, AARON M	AW951292	USAF	15 Nov 48	Tech Sup Off, AF Sup Br	"	4902		TDY 30 Days Brooke Gen Hosp			

OFFICE OF SPECIAL INVESTIGATION

LIEUTENANT COLONEL	OFFICE PHONE	HOME PHONE
1 M PETERSON, HERMAN A	523 & 473	4-9332

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OFFICE OF SPECIAL INVESTIGATION (CONT'D)

MAJOR	OFFICE PHONE	HOME PHONE
1 M JACOBS, HERBERT	523 & 473	66-4039

L O S S E S

MAJORS

1 BERMAN, ROBERT A	8939A	USAF	T-5	Reasgd	2nd Bomb Wg, Chatham AF Base, Georgia	Par 2 SO 78, Hq 8AF, 22 Jul 49 EDCMR 5 Aug 49
2 CRIBBS, JEROME H	3576A	USAF	None	Reasgd	7th Bomb Wg, CAFB	Par 5 SO 76, Hq 8AF, 20 Jul 49 EDCMR 1 Aug 49
3 PARKER, JAMES W	A0443725	USAFR	Bombdr	Reasgd	18th Comm Sq, CAFB	Par 8 SO 78, Hq 8AF, 22 Jul 49 EDCMR 2 Aug 49

CAPTAINS

1 HAIST, GLADE F	6333A	USAF	None	Reasgd	USAF Institute of Technology, Wright Patterson AFB, Ohio	Par 15 SO 79, Hq 8AF, 26 Jul 49 EDCMR 10 Aug 49
2 WALLACE, DON B	10248A	USAF	None	Separated		DAF Ltr Order dtd 18 Jul 49 & TWX AFTMP 4B56581 Hq USAF

FIRST LIEUTENANT

1 BRADSHAW, HARRY C JR	15734A	USAF	T-5	Reasgd	7th Bomb Wg, CAFB	Par 9 SO 83, Hq 8AF, 3 Aug 49 EDCMR 11 Aug 49

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24A

HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
OMAHA, NEBRASKA

DPL

SAC 370 (1 Jun 49) 1 Jun 49

SUBJECT: Strategic Air Command Manning Policy

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

1. Strategic Air Command letter, subject: "Development Program Manning Policy," dated 8 February 1949, is rescinded.

2. Manning of Strategic Air Command units will be in accordance with the following:

a. Combat units will be manned in accordance with the priorities and policies indicated in Inclosure 1.

b. Supporting units will be manned in accordance with the priorities indicated in Inclosure 2.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

/s/t/ Edward T. Lipford
EDWARD T. LIPFORD
2d Lt, USAF
Asst Adj Gen

2 Incls:
1. SAC Manning Policy (Combat Units)
2. SAC Manning Policy (Support Units)

A TRUE COPY
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

24A

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STRATEGIC AIR COMMAND MANNING POLICY (COMBAT UNITS)

1. The following minimum crew capabilities will be maintained in units in accordance with the priority listed below:

Unit	Crews
509 MBW	36
509 ARS	20
43 MBW	36
43 ARS	20
2 MBW	36
2 ARS	20
93 MBW	36
301 MBW	30
301 ARS	20
97 MBW	30
7 HBW	18
11 HBW	18
1 SSS	18
2 SSS	18
9 SRW	18
91 SRW	48
5 SRW	36
27 FW	75
82 FW	75
22 MBW	30

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Unit	Crews
307 MBW	30
28 HBW	18
92 MBW	30
98 MBW	30
306 MBG	30
55 SRW	48
1 FW	75

2. Crew personnel excess to the requirements of paragraph 1 will be allocated to accomplish the following:

1st. To bring units authorized war strength to 45 crews in accordance with the priority listed.

2nd. To bring units so authorized to war strength.

3. Other than crew personnel will be allocated:

1st. To support the capability reflected in paragraph 1, above.

2nd. To anticipate the capability reflected in paragraph 2, above.

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STRATEGIC AIR COMMAND MANNING POLICY (SUPPORT UNITS)

1. Units will be manned in accordance with the following listed priority:

Hq & Hq Sq SAC
30 Comm Sq
Hq & Hq Sq 8AF
18 Comm Sq
Hq & Hq Sq 311 Air Div
Hq & Hq Sq 15 AF
33 Comm Sq
4205 Air Base Gp (Mt Home)
3902 Air Base Gp (Offutt)
4001 Base Ser Sq (Hood)
4002 Base Ser Sq (Campbell)
3903 Radar Bomb Scoring Sq
Aero Chart Ser
1 Comp Tech Unit
4203 Photo Tech Sq
4201 Motion Picture Sq
3 Arm Sq Chem
937 Eng Av Gp Hq
812 Eng Av Bn
621 Eng Av Maint Co
916 Eng Av Depot Co
464 Sig Heavy Cons Co
838 Eng Av Bn
4004 Base Ser Sq (Matagorda)
4000 Base Ser Sq (Clovis)
4300 Base Ser Sq (Avon Park)
4101 Base Ser Sq (Casper)
4003 Base Ser Sq (Kearney)
3901 WAF Sq (Offutt)
4206 WAF Sq (Topeka)
4005 WAF Sq (Carswell)
4106 WAF Sq (Colo Springs)

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Eighth AIR FORCE

COMMAND BOOK

1 JUN 1949

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COMPTROLLER
HEADQUARTERS EIGHTH AIR FORCE

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EIGHTH AIR FORCE

1. Purpose. The mission of the Eighth Air Force as stated in letter, Hq SAC 322, subject: "Mission of the Eighth Air Force", dated 10 Janary 1947.

2. General. The Commanding General, Eighth Air Force, will be responsible for exercising command jurisdiction over and operating the Eighth Air Force in accordance with policies established by the Commanding General, SAC.

3. Mission. The Eighth Air Force will:

a. Command and administer such units and installations as may be assigned thereto, including the administration of military justice to all personnel subject to military law.

b. Man, train and equip, in accordance with priorities established by Headquarters, Strategic Air Command, such tactical units and their associated services as are designated, maintain these units in a state of training and indoctrination with the latest available equipment necessary to permit immediate long range offensive bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort operations in any part of the world, either independently, or in cooperation with land and naval forces.

c. Train units, crews, and individuals for maintenance of the combat efficiency of strategic combat units assigned to separate theater commands to include long range bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort, based upon requirements furnished by the Commanding General.

d. Conduct such Universal Military Training as may be directed by the Commanding General, Strategic Air Command.

e. Support the Air Reserve and National Guard Programs in accordance with instructions issued by this headquarters.

f. Perform such special missions and assignments as the Commanding General, Strategic Air Command may direct.

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Air Base Date-Housing, Length of Runways 49

Command Book Distribution

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SECTION I

ORGANIZATION

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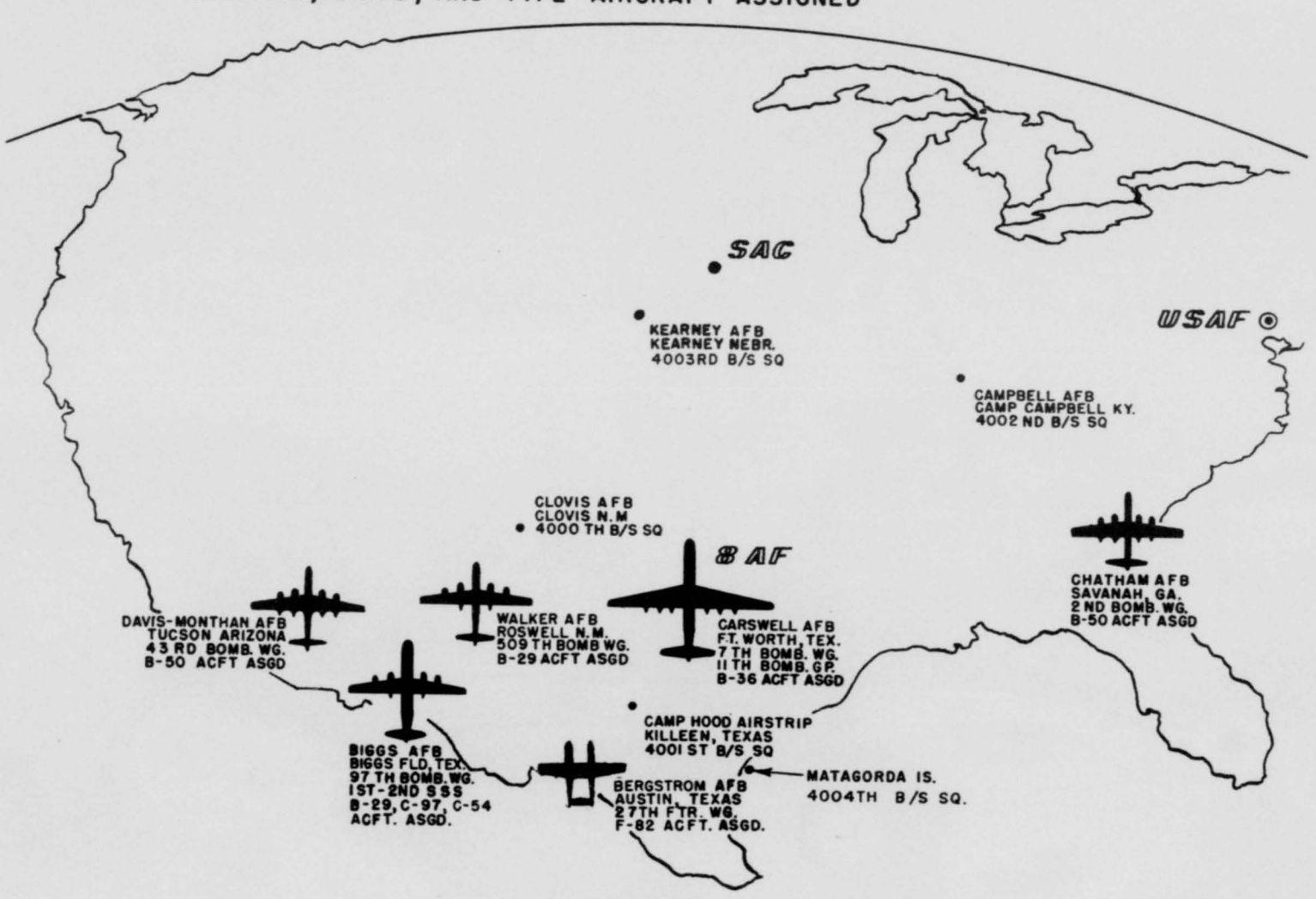
EIGHTH AIR FORCE BASES

LOCATION, UNITS, AND TYPE AIRCRAFT ASSIGNED



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EIGHTH AIR FORCE BASES AND UNITS

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FORT WORTH TEXAS
HQ. & HQ. SQ.
EIGHTH AIR FORCE

CARSWELL AFB
HQ & HQ SQ, 7TH BOMB WG, HEAVY
7TH BOMB GROUP, HEAVY
7TH AIR BASE GROUP
7TH MAINTENANCE & SUPPLY GROUP
7TH MEDICAL GROUP
11TH BOMB GROUP, HEAVY
585TH AF BAND
AF STAGING AREA
AF ASSEMBLY STATION
AF SEPARATION POINT
18TH COMMUNICATIONS SQ (COMD)
838TH ENGR AVN BN (ATTACHED)

DAVIS-MONTHAN AFB
HQ & HQ SQ, 43D BOMB WG, MEDIUM
43D BOMB GROUP, MEDIUM
43D AIR BASE GROUP
43D MAINTENANCE & SUPPLY GROUP
43D MEDICAL GROUP
775TH AF BAND
AF STAGING AREA
AF ASSEMBLY STATION
AF SEPARATION POINT
COMPANY C 838TH ENGR AVN BN
(TDY FROM CARSWELL AFB)
2D AIR REFUELING SQUADRON
(TDY FROM CHATHAM)

BIGGS AFB
HQ & HQ SQ, 97TH BOMB WG, MEDIUM
97TH BOMB GROUP, MEDIUM
97TH AIR BASE GROUP
97TH MAINTENANCE & SUPPLY GROUP
97TH MEDICAL GROUP
1ST STRATEGIC SUPPORT SQUADRON
2ND STRATEGIC SUPPORT SQUADRON
AF ASSEMBLY STATION
AF SEPARATION POINT

WALKER AFB
HQ & HQ SQ, 509TH BOMB WG, MEDIUM
509TH BOMB GROUP, MEDIUM
509TH AIR BASE GROUP
509TH MAINTENANCE & SUPPLY GROUP
509TH MEDICAL GROUP
611TH AF BAND
AF ASSEMBLY STATION
AF SEPARATION POINT
AF STAGING AREA

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KEARNEY AFB
MINIMUM OPERATIONS
4003RD BASE SV SQ

CLOVIS AFB
STAND BY STATUS
4000TH BASE SV SQ

BERGSTROM AFB
HQ & HQ SQ, 27TH FTR WG
27TH FIGHTER GROUP
27TH AIR BASE GROUP
27TH MAINTENANCE & SUPPLY GROUP
27TH MEDICAL GROUP
4004TH BASE SV SQ
(MATAGORDA ISLAND)

CAMPBELL AFB
MINIMUM OPERATIONS
4002ND BASE SV SQ

HOOD AIR STRIP
MINIMUM OPERATIONS
4001ST BASE SV SQ
COMPANY B 838TH ENGR AVN BN
(TDY FROM CARSWELL AFB)

CHATHAM AFB
HQ & HQ SQ, 2ND BOMB WG, MEDIUM
2ND BOMB GROUP, MEDIUM
2ND AIR BASE GROUP
HQ & HQ SQ, 2ND MAINT AND SUPPLY GROUP
2ND MAINT SQUADRON
2ND SUPPLY SQUADRON
2ND MEDICAL GROUP

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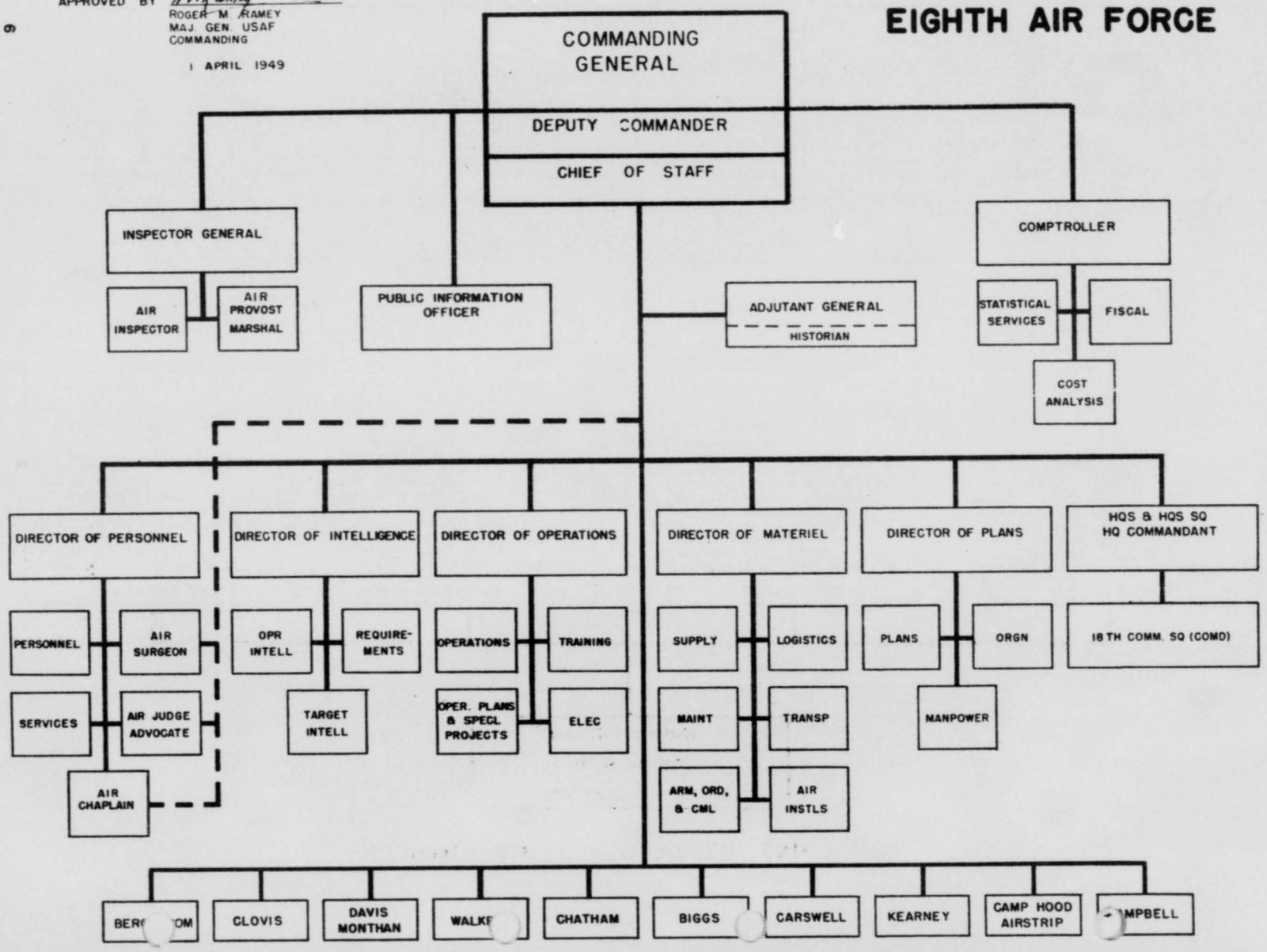
APPROVED BY
ROGER M. RAMEY
MAJ. GEN. USAF
COMMANDING

1 APRIL 1949

HEADQUARTERS
EIGHTH AIR FORCE



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EIGHTH AIR FORCE

ROSTER OF KEY PERSONNEL

HEADQUARTERS EIGHTH AIR FORCE

COMMANDING GENERAL	- MAJ. GEN. R.M. RAMEY	DIRECTOR OF OPERATIONS	- COL. W.H. BLANCHARD
DEPUTY COMMANDER	- COL. C.E. COMBS	DIRECTOR OF MATERIEL	- COL. F.G. JAMISON
CHIEF OF STAFF	- COL. J.A. ROBERTS	DIRECTOR OF PLANS	- COL. W.C. KINGSBURY
INSPECTOR GENERAL	- COL. W.B. OFFUTT	COMPTROLLER	- LT. COL. T.C. McNEAL
DIRECTOR OF PERSONNEL	- COL. J.B. McPHERSON	CO HQ & HQ SQ	- MAJ H.E. ADAMS
DIRECTOR OF INTELLIGENCE	- LT. COL. E.M. KIRTON	CO 18TH COMM. SQ. (COMD)	- CAPT. K.L. HUEZ

RESTRICTED

WING	WING COMMANDER	ACTIVE STATIONS
2D BOMB WING (M)	COL. F.E. GLANTZBERG	CHATHAM AIR FORCE BASE, SAVANAH, GEORGIA
7TH BOMB WING (H)	COL. W.P. FISHER	CARSWELL AIR FORCE BASE, FORT WORTH, TEXAS
43D BOMB WING (M)	COL. J.C SELSER JR.	DAVIS-MONTHAN AIR FORCE BASE, TUCSON, ARIZONA
97TH BOMB WING (M)	BRIG. GEN. D.W. HUTCHISON	BIGGS AIR FORCE BASE, BIGGS FIELD, TEXAS
509TH BOMB WING (M)	COL. C.S. IRVINE	WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO
27TH FIGHTER WING	COL. A.B. PACKARD	BERGSTROM AIR FORCE BASE, AUSTIN, TEXAS

RESTRICTED

	STATION COMMANDER	STANDBY
4000TH BASE SV. SQ.	CAPT. C.S. LINVILLE	CLOVIS AIR FORCE BASE, CLOVIS, NEW MEXICO

		MINIMUM OPERATIONS
4001ST BASE SV. SQ.	MAJ. A.D. LUCAS	CAMP HOOD AIRSTRIP, KILLEEN, TEXAS
4002D BASE SV. SQ.	LT. COL C.C. WOOLWINE	CAMPBELL AIR FORCE BASE, CAMP CAMPBELL, KY.
4003D BASE SV. SQ.	MAJ. W.M. THOMPSON	KEARNEY AIR FORCE BASE, KEARNEY, NEBR.

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SECTION II

PERSONNEL

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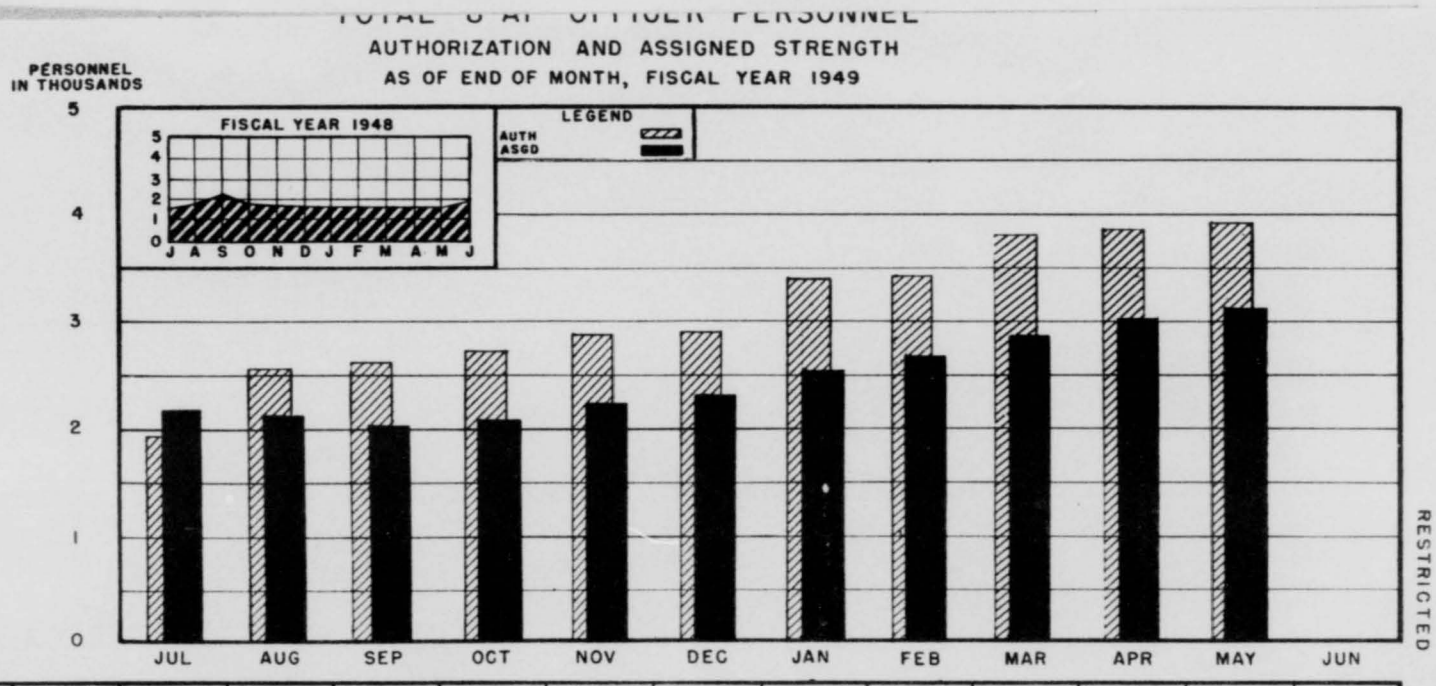
TOTAL 8 AF OFFICER PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	1966	2593	2619	2743	2868	2875	3390	3431	3825	3849	3859	
	ASGD	2194	2150	2070	2095	2227	2297	2543	2680	2882	3003	3133	
HQ. & HQ. SQ 8 AF	AUTH	90	90	90	87	87	87	116	116	116	116	116	
	ASGD	82	79	81	83	85	88	99	107	109	118	120	
HQ 8AF UNITS	AUTH	40	42	46	20	20	20	20	20	27	24	24	
	ASGD	39	36	33	15	16	17	16	17	21	22	25	
BIGGS	AUTH	176	244	244	244	266	320	397	397	787	786	786	
	ASGD	252	243	250	265	311	372	400	414	446	449	481	
CARSWELL	AUTH	383	378	375	378	417	561	561	595 ▼	587 ▼	585 ▼	585 ▼	
	ASGD	443	435	395	408	401	352	350	393 ▼	447 ▼	478 ▼	529 ▼	
DAVIS-MONTHAN	AUTH	594	842	842	888	898	920 *	1325 *	1249 ■	1250 ■	685 ■	817 ■	
	ASGD	655	660	643	642	670	758 *	841 *	773 ■	768 ■	577 ■	579 ■	
BERGSTROM	AUTH	225	221	221	281	292	292	292	292	292	293	303	
	ASGD	226	214	199	205	206	214	267	278	325	325	328	
WALKER	AUTH	458	776	801	845	672	672	676	676	676	682	682	
	ASGD	497	483	469	477	410	494	568	580	601	628	622	

Note:
Hq. 8AF Units include 18th Comm Sq.(Comd), 4003 RD, 4000th, 4001st, 4002nd BS Sq.
▼ Includes Hq & Hq & Sv Co, Co "A", "B" & Med Det, 838th Engr Avn. BN
■ Includes Co "C" 838th Engr Avn Bn.

CHATHAM AFB	
AUTH	546
ASGD	449

* Includes Units Of 2nd Bomb Wg now at Chatham AFB

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TOTAL 8 AF ENLISTED PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1949

		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	13603	14852	15267	15558	16691	16151	18007	18599	20114	19932	20196	
	ASGD	16110	16155	15970	15668	16780	15865	16011	16467	17065	17333	17842	
HQ & HQ SQ 8 AF	AUTH	250	250	250	250	250	250	281	281	281	281	281	
	ASGD	249	249	244	239	251	256	266	273	295	297	278	
HQ 8 AF UNITS	AUTH	391	391	466	190	190	190	213	213	213	213	215	
	ASGD	317	316	315	130	149	167	169	191	201	204	225	
BIGGS	AUTH	1185	1553	1553	1553	1908	2261	2273	2273	3882	3682	3682	
	ASGD	1585	1808	1770	1719	2122	2392	2434	2399	2365	2320	2487	
CARSWELL	AUTH	2972	2651	2649	2753	3191	3588	3588	4049 ▼	3941 ▼	3941 ▼	3941 ▼	
	ASGD	4325	4249	4117	3988	4114	3754	3694	4134 ▼	4158 ▼	4274 ▼	4415 ▼	
DAVIS-MONTHAN	AUTH	3811	4512	4512	4830	4832	4880 *	6621 *	5362 ■	5376 ■	3505 ■	3820 ■	
	ASGD	4119	4156	4212	4349	4464	4493 *	4675 *	3992 ■	3980 ■	3166 ■	3109 ■	
BERGSTROM	AUTH	1573	1400	1400	1504	1582	1582	1582	1582	1582	1584	1846	
	ASGD	1544	1424	1360	1310	1312	1377	1435	1424	1875	1844	2053	
WALKER	AUTH	3421	4095	4437	4478	3306	3306	3355	3355	3355	3377	3377	
	ASGD	3971	3953	3952	3933	3385	3333	3243	3250	3170	3118	3000	

Note:
— Hq 8AF Stations include 18th Comm Sq(Comd), and 4000th, 4001st, 4002nd, 4003d B S. SQ.
▼ Includes Hq & Hq & Sv Co, Co "A", "B" & Med Det, 838th Engr Avn. BN

CHATHAM AFB	
AUTH	3034
ASGD	2275

* Includes Units Of 2nd Bomb Wg. now at Chatham AFB

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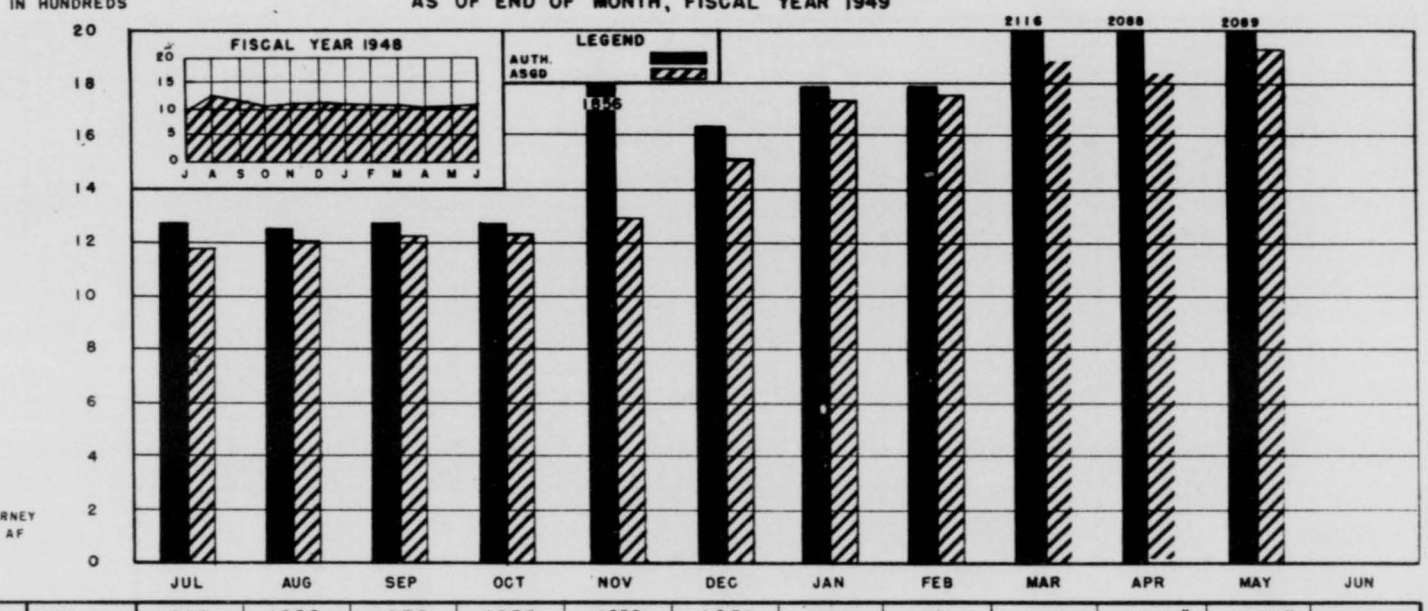
TOTAL USAF CIVILIAN PERSONNEL
AUTHORIZED AND ASSIGNED STRENGTH
AS OF END OF MONTH, FISCAL YEAR 1949



* FIGURES FOR KEARNEY INCLUDED IN 8TH AF TOTAL.

		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	1263	1256	1273	1273	1856	1631	1791	1791	2116 *	2088 *	2089*	
	ASGD	1179	1201	1222	1236	1281	1518	1636	1659	1895 *	1853 *	1932*	
HQ & HQ SQ 8 AF	AUTH	75	75	75	75	75	75	75	75	75	75	75	
	ASGD	68	71	68	69	71	73	72	71	74	73	74	
BIGGS	AUTH	5	5	7	7	298	298	300	300	300	300	300	
	ASGD	0	1	5	5	6	220	225	249	269	270	282	
CAMPBELL	AUTH	16	16	16	16	16	16	16	16	16	16	16	
	ASGD	10	10	15	16	16	16	16	16	16	16	16	
CARSWELL	AUTH	301	301	307	307	328	328	330	330	330	330	330	
	ASGD	291	294	294	299	302	317	324	322	325	323	326	
DAVIS-MONTHAN	AUTH	298	295	296	296	296	296	299	299	299	301	301	
	ASGD	284	285	288	296	300	301	299	295	296	297	296	
BERGSTROM	AUTH	212	212	214	214	260	260	260	260	260	261	262	
	ASGD	186	197	206	204	228	240	245	241	204	226	237	
WALKER	AUTH	306	302	308	308	308	308	308	308	308	308	308	
	ASGD	290	293	296	297	308	301	301	302	303	299	304	
CLOVIS	AUTH	50	50	50	50	50	50	50	50	50	50	50	
	ASGD	50	50	50	50	50	50	50	50	49	49	50	
CHATHAM	AUTH		ASSIGNED TO 8TH AF EFF 1 DEC '48					153	153	293	307	307	
	GD							104	113	122	160	07	

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MILITARY PERSONNEL STRENGTH BY UNIT

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			AUTHORIZATION			ASSIGNED				
			OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	AUTH	ASGD
CARSWELL	8AF	HQ & HQ SQ 8AF	114	2	0	101	2	17	281	278
		18TH COMM. SQ (COMD)	9	0	0	7	0	0	149	107
		585TH AF BAND	0	0	1	0	0	1	34	26
BIGGS		1ST STRATEGIC SUPPORT SQ.	65	0	0	64	0	0	206	192
BIGGS		2ND STRATEGIC SUPPORT SQ.	65	0	0	55	0	1	161	130
WALKER		611TH AF BAND	0	0	1	0	0	1	34	30
DAV-MONTHAN		7751H AF BAND	0	0	1	0	0	1	34	30
CARSWELL	8AF	TOTAL 7TH BOMB WING	322	35	0	382	22	23	2656	3372
		HQ & HQ SQ 7TH BOMB WG. H	35	0	0	106	0	8	98	131
		HQ 7TH BOMB GP, H	13	2	0	19	1	1	28	37
		9TH BOMB SQ, H	62	0	0	56	0	1	254	269
		436TH BOMB SQ, H	62	0	0	53	0	1	254	280
		492ND BOMB SQ, H	62	0	0	53	0	1	254	264
		7TH MAINT. & SUPPLY GP.	41	0	0	32	0	7	795	876
		7TH AIR BASE GP.	47	0	0	63	0	4	845	1385
		7TH STATION MED. GP.	0	33	0	0	21	0	128	130
CARSWELL	8AF	TOTAL 11TH BOMB GP.	199	2	0	78	0	0	790	617
		HQ. 11TH BOMB GP. H	13	2	0	13	0	0	28	34
		26TH BOMB SQ. H	62	0	0	22	0	0	254	192
		42ND BOMB SQ. H	62	0	0	21	0	0	254	194
		98TH BOMB SQ. H	62	0	0	22	0	0	254	197

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			AUTHORIZATION			ASSIGNED				
			OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	AUTH	ASGD
DAV-MONTHAN	8 AF	TOTAL 43D BOMB WING	775	36	1	532	22	19	3655	2971
		HQ & HQ SQ 43D BOMB WG, M	38	0	0	39	0	1	96	106
		HQ 43D BOMB GROUP, M	22	1	0	26	0	0	49	43
		63D BOMB SQ, M	116	1	0	83	0	3	374	243
		64TH BOMB SQ, M	116	1	0	86	1	1	374	254
		65TH BOMB SQ, M	116	1	0	85	1	3	374	248
		43D AIR REFUEL SQ	132	0	0	101	0	2	315	291
		2D AIR REFUEL SQ	132	0	0	1	0	0	315	1
		43D MAINT & SUPPLY GP	45	0	0	47	0	5	837	743
		43D AIR BASE GP	58	0	1	64	0	4	807	931
		43D MEDICAL GP	0	32	0	0	20	0	114	111
CHATHAM	8AF	TOTAL 2D BOMB WING	511	34	1	432	5	12	3034	2275
		HQ & HQ SQ 2D BOMB WING, M	38	0	0	51	0	2	90	81
		HQ 2D BOMB GP, M	22	1	0	33	0	1	49	47
		20TH BOMB SQ, M	116	1	0	81	0	1	374	242
		49TH BOMB SQ, M	116	1	0	86	0	1	374	248
		96TH BOMB SQ, M	116	1	0	85	0	1	374	260
		2D MAINT. & SUPPLY GP.	45	0	0	37	0	6	837	639
		2D AIR BASE GP.	58	0	1	59	0	0	822	696
		2D MEDICAL GP.	0	30	0	0	5	0	114	62
BIGGS	8AF	TOTAL 97TH BOMB WING	643	12	1	344	6	11	3315	2165
		HQ & HQ SQ 97TH BOMB WG, M	38	0	0	51	0	3	84	80
		HQ 97TH BOMB GP, M	22	1	0	27	0	2	49	29
		340TH BOMB SQ, M	116	1	0	67	0	0	374	214
		341ST BOMB SQ, M	116	1	0	60	0	0	374	210
		342D BOMB SQ, M	116	1	0	50	0	0	374	208
		97TH AIR REFUEL SQ	132	0	0	11	0	0	315	3
		97TH MAINT & SUPPLY GP	45	0	0	29	0	5	821	578
		97TH AIR BASE GP	58	0	1	49	0	1	885	794
		97TH MEDICAL GP	0	8	0	0	6	0	39	49

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			AUTHORIZATION			ASSIGNED				
			OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	AUTH	ASGD
WALKER	8AF	TOTAL 509TH BOMB WING	645	35	1	581	22	18	3343	2970
		HQ & HQ SQ 509TH BOMB WG	40	0	0	56	0	4	86	121
		HQ 509TH BOMB GROUP	22	1	0	43	0	1	49	54
		393D BOMB SQ. M	116	1	0	83	1	1	374	266
		715TH BOMB SQ. M	116	1	0	92	1	0	374	247
		830TH BOMB SQ. M	116	1	0	82	1	2	374	268
		509TH AIR REFUEL SQ.	132	0	0	118	0	0	315	324
		509TH MAINT. & SUPPY GP.	45	0	0	39	0	7	839	703
		509TH AIR BASE GP.	58	0	1	68	0	3	818	903
		509TH MED. GP.	0	31	0	0	19	0	114	84
BERGSTROM	8AF	TOTAL 27TH FIGHTER WING	271	22	0	302	13	8	1584	1857
		HQ & HQ SQ 27TH FTR. WG.	31	0	0	38	0	1	68	93
		HQ 27TH FIGHTER GP.	9	2	0	9	2	0	25	32
		522ND FTR. SQ.	55	0	0	56	0	0	135	147
		523D FTR. SQ.	55	0	0	57	0	0	135	140
		524TH FTR. SQ	55	0	0	55	0	0	135	145
		27TH MAINT. & SUPPLY GP.	29	0	0	33	0	5	447	473
		27TH AIR BASE GP.	37	0	0	54	0	2	572	766
		27TH MED GP	0	20	0	0	11	0	67	61

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			AUTHORIZATION			ASSIGNED				
			OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	AUTH	ASGD
GARSWELL	ATCHD 8AF	TOTAL 838TH ENGR AVN BN.	27	3	0	27	0	1	592	508
		HQ & HQ & SV CO, 838TH EAB	15	0	0	12	0	1	185	161
		CO "A" 838TH EAB	4	0	0	5	0	0	131	135
		MEDICAL DET 838TH EAB	0	3	0	0	0	0	14	12
CAMP HOOD		CO "B" 838TH EAB	4	0	0	5	0	0	131	92
DAVIS-MONTHAN		CO "C" 838TH EAB	4	0	0	5	0	0	131	108
BERGSTROM		464TH SIG AVN HV CONS. CO.	7	0	0	3	0	1	186	195
CLOVIS	8AF	4000TH BASE SV. SQ.	4	0	0	3	0	0	0	0
CAMP HOOD		4001ST BASE SV. SQ	2	0	0	3	0	0	18	40
CAMPBELL		4002D BASE SV. SQ.	5	0	0	7	0	0	48	78
KEARNEY		4003D BASE SV. SQ	4	0	0	5	0	0	0	0
BERGSTROM	ATCHD 27TH WG.	4004TH BASE SV. SQ.	3	0	0	1	0	0	76	1

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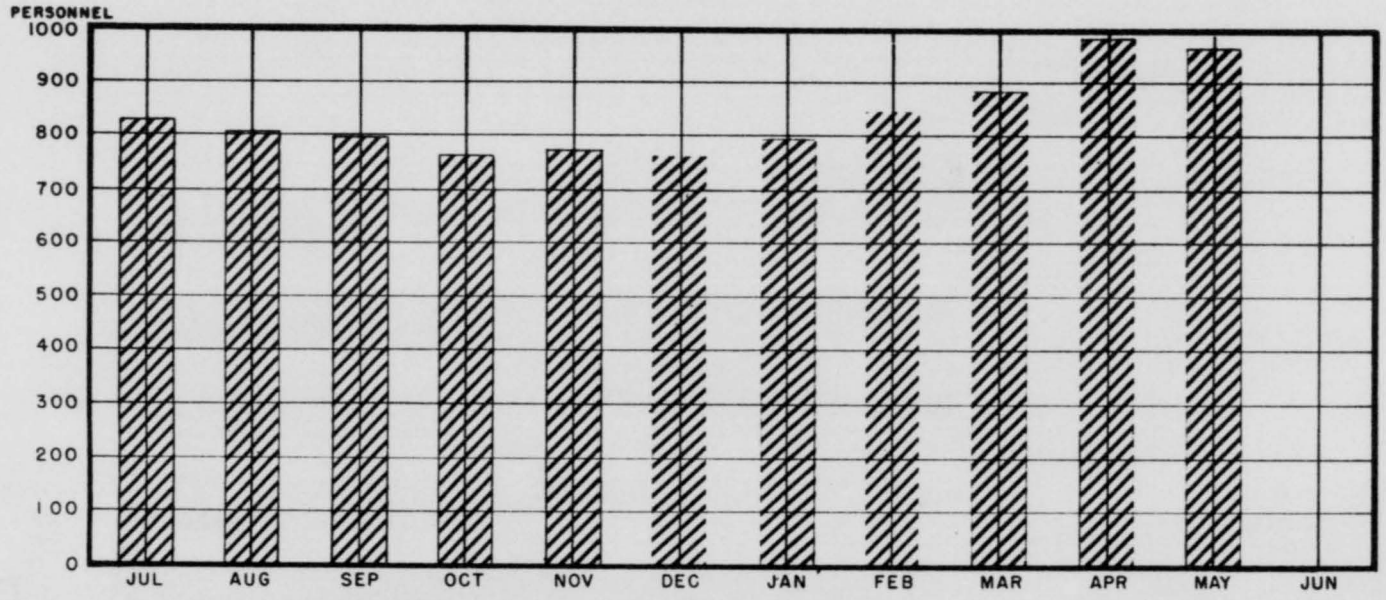
TOTAL EIGHTH AIR FORCE
REGULAR AIR FORCE AND REGULAR ARMY OFFICER PERSONNEL ASSIGNED

AS OF 15TH OF MONTH



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	823	804	797	762	776	772	796	841	883	994	971	
HQ 8TH AF	47	45	50	46	48	51	52	59	70	71	76	
BIGGS	108	111	108	102	110	135	132	131	136	134	139	
CARSWELL	185	180	176	162	164	152	151	157	164	185	194	
DAVIS-MONTHAN	229	222	225	218	220	*225	*239	235	237	234	170	
BERGSTROM	79	76	71	70	71	70	74	80	78	92	92	
WALKER	173	168	164	161	160	136	144	154	158	168	169	
CAMP HOOD AIRSTRIP	1	1	1	1	1	1	1	1	1	1	1	
CAMPBELL	1	1	2	2	2	2	2	2	2	2	2	
CLOVIS	0	0	0	0	0	0	0	0	0	0	0	
CHATHAM								22	37	57	127	
KEARNEY									0	0	1	
% OF ASGD STRENGTH	37.2	37.1	37.2	37.1	36.5	34.9	32.9	32.4	32.1	31.9	31.9	

Note: Hq 8th AF includes 18th Comm Sq(Comd).
* Davis-Monthan includes units of 24 Bomb Wing transferred to Chatham AFB, Georgia

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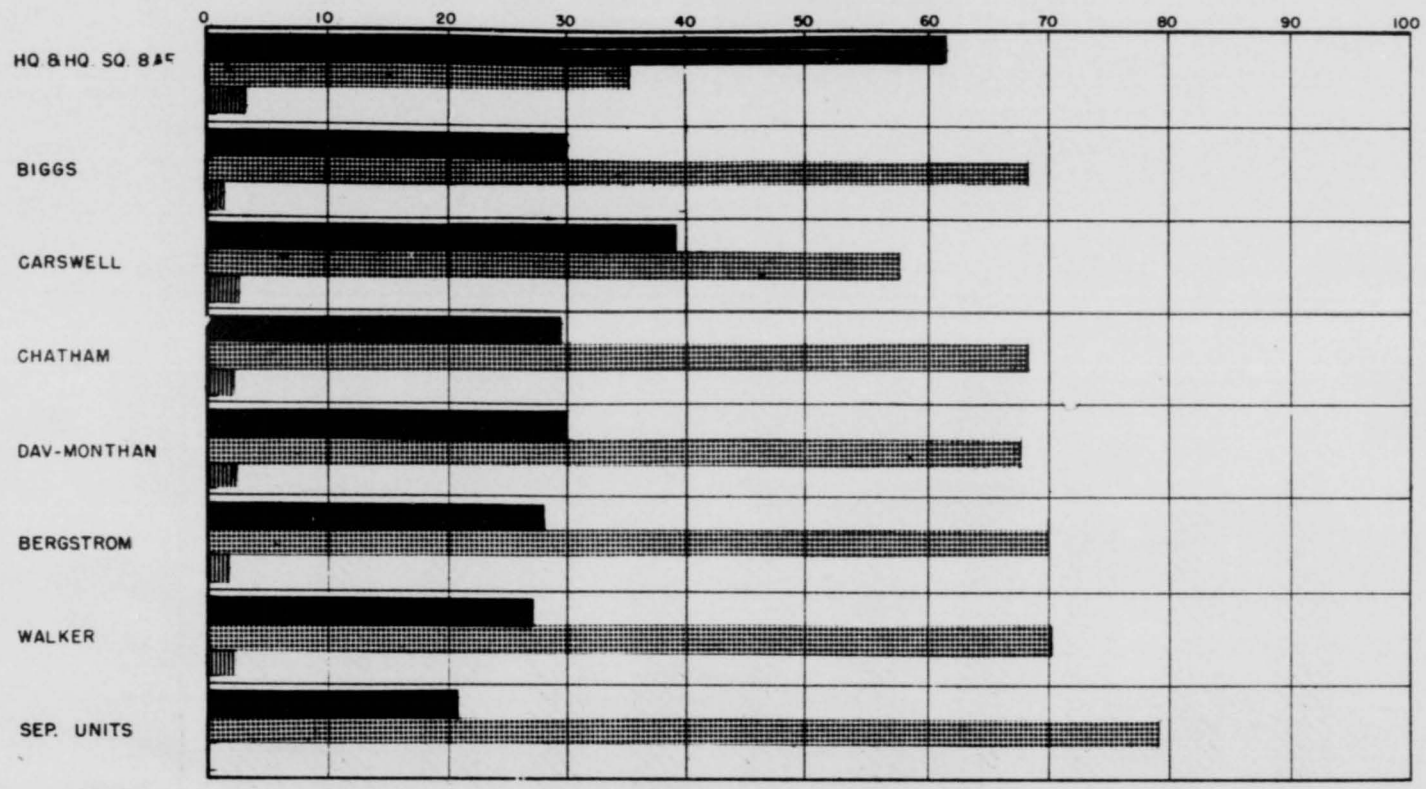
EIGHTH AIR FORCE OFFICER PERSONNEL
BY RANK & COMPONENT

AS OF 15TH MONTHLY



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COMPONENT	GEN.	COL.	LT. COL.	MAJOR	CAPT.	LTS.	FO & WO	TOTAL
USAF & RA	2	27	89	160	327	297	69	971
USAFR & ORC	0	2	16	97	527	1363	0	2005
NATIONAL GUARD	0	0	0	0	0	0	0	0
AFUS & AUS	0	0	0	0	26	3	42	71
TOTAL	2	29	105	257	880	1663	111	3047

NOTE:
INCLUDED IN SEP. UNITS.
KEARNEY
CAMPBELL & 18TH COMM. SQ. (COMD)

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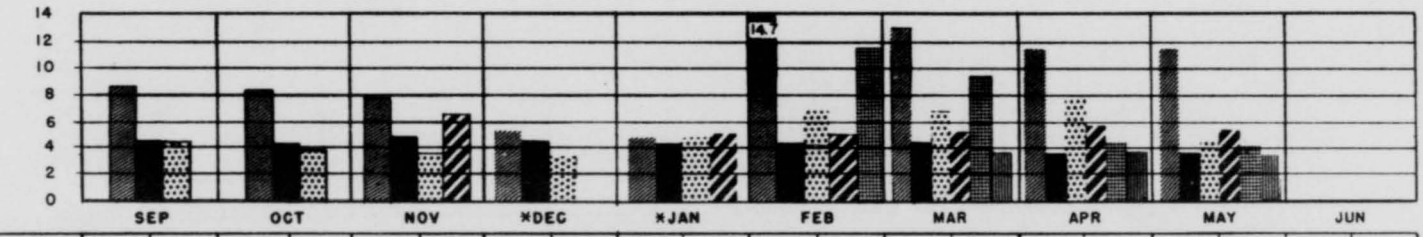
NON-WHITE ENLISTED PERSONNEL
PERCENTAGE OF TOTAL ASSIGNED BY STATION



NO. ASGD	WHT	COL	WHT	COL	WHT	COL	WHT	COL	WHT	COL	WHT	COL	WHT	COL	WHT	COL	WHT	COL	WHT	COL
CARSWELL	4233	403	3939	363	3793	321	3547	207	3522	172	3524	610	3614	544	3777	497	3899	516		
WALKER	3773	165	3767	166	3223	162	4338	155	3102	141	3719	273	3029	141	3004	114	2894	106		
DAV-MON	4047	179	4190	159	4303	161	*3179	*154	*4521	*249	3114	136	3703	277	2914	252	2970	139		
BIGGS					1981	141	2255	137	2304	130	2273	126	2238	127	2184	136	2355	132		
CHATHAM											710	94	925	96	2013	97	2178	97		

	MAR	
BERGSTROM	1805	70

8TH AIR FORCE ENLISTED STRENGTH BY GRADE & RACE

		M/SGT	T/SGT	S/SGT	SGT	CPL	PFC	PVT	% NON WHT.
SEP	WHT	1134	1136	3126	2870	2768	3430	795	
	COL	11	7	45	92	124	374	58	4.7
OCT	WHT	1066	1106	3105	2833	2771	3321	778	
	COL	11	4	41	91	134	357	50	4.4
NOV	WHT	1053	1079	3200	2839	2869	4159	796	
	COL	17	10	57	115	160	373	53	4.9
DEC	WHT	1043	1062	3107	2816	2619	3753	719	
	COL	16	9	61	116	141	354	49	4.7
JAN	WHT	1030	1067	3221	2804	2688	3822	687	
	COL	16	8	59	114	139	312	44	4.3
FEB	WHT	1056	1107	3252	2865	2640	3681	627	
	COL	23	21	101	212	304	442	136	7.6
MAR	WHT	1142	1168	3454	3017	2786	3680	563	
	COL	25	24	110	215	299	451	131	7.3
APR	WHT	1160	1203	3572	3143	2918	3630	540	
	COL	24	24	106	201	297	410	105	6.8
MAY	WHT	1216	1234	3758	3265	3173	3599	535	
	COL	24	25	111	187	288	347	80	6.0
JUN	WHT								
	COL								

BERGSTROM

APR		MAY		JUN	
WHT	COL	WHT	COL	WHT	COL
1773	71	1981	72		

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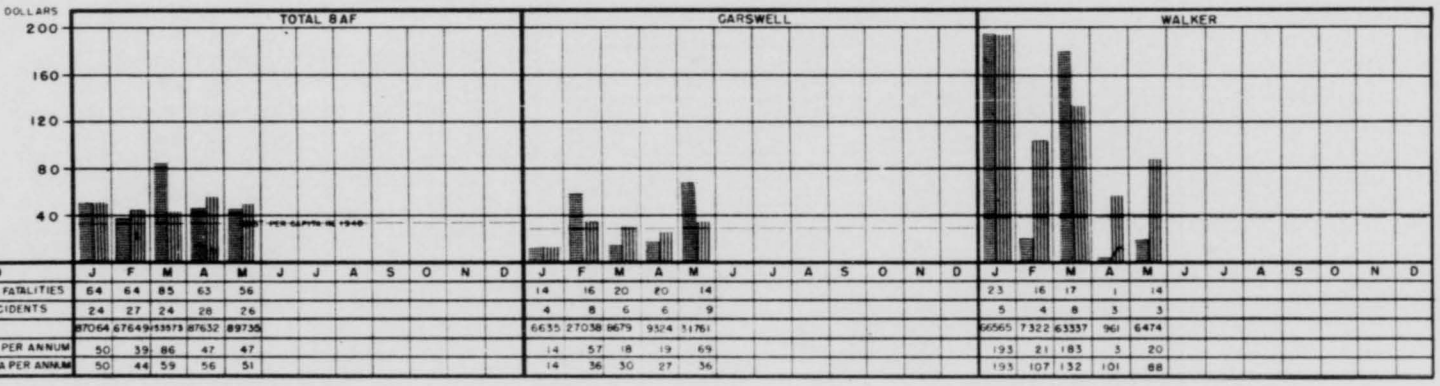
COST PER CAPITA PER ANNUM

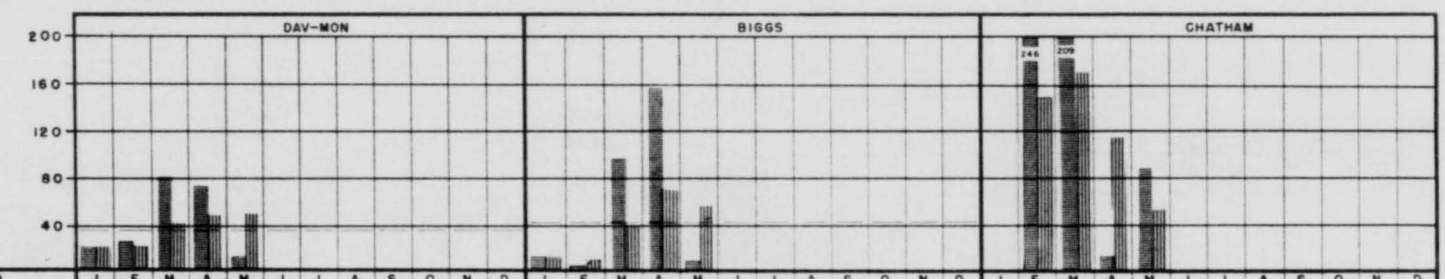
COST PER CAPITA PER ANNUM — AVG COST PER CAPITA PER ANNUM



1949	J	F	M	A	M	J	J	A	S	O	N	D
PERS. INJURIES & FATALITIES	64	64	85	63	56							
GOVT. VECH. ACCIDENTS	24	27	24	28	26							
ACCIDENT COST	87064	67649	153973	87632	89735							
COST PER CAPITA PER ANNUM	50	39	86	47	47							
AVG COST PER CAPITA PER ANNUM	50	44	59	56	51							

GARSWELL	J	F	M	A	M	J	J	A	S	O	N	D
	14	16	20	20	14							
	4	8	6	6	9							
	6635	27038	8679	9324	31761							
	14	57	18	19	69							
	14	36	30	27	36							

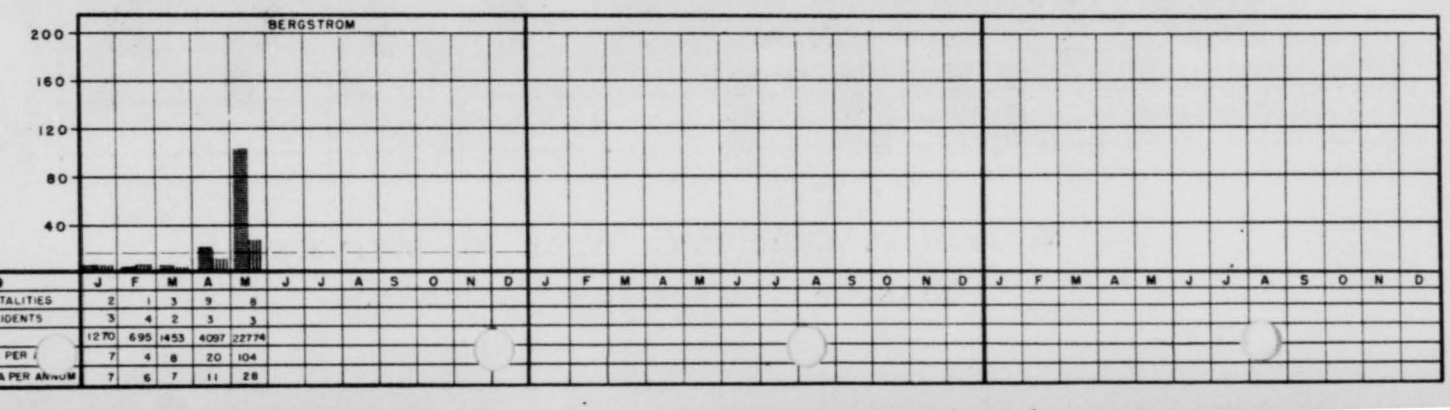
WALKER	J	F	M	A	M	J	J	A	S	O	N	D
	23	16	17	1	14							
	5	4	8	3	3							
	66565	7322	63337	961	6474							
	193	21	183	3	20							
	193	107	132	101	88							



1949	J	F	M	A	M	J	J	A	S	O	N	D
PERS. INJURIES FATALITIES	21	24	30	18	9							
GOVT. VECH. ACCIDENTS	8	3	3	7	5							
ACCIDENT COST	9256	10772	33003	27831	4064							
COST PER CAPITA PER ANNUM	22	27	82	70	13							
AVG COST PER CAPITA PER ANNUM	22	24	43	50	52							

BIGGS	J	F	M	A	M	J	J	A	S	O	N	D
	7	4	11	12	5							
	4	2	2	3	3							
	3338	1162	25514	43728	2600							
	14	4	105	159	9							
	14	8	40	72	57							

CHATHAM	J	F	M	A	M	J	J	A	S	O	N	D
	0	2	4	3	6							
	0	6	3	6	1							
	0	20219	21587	1691	22054							
	0	246	209	13	90							
	0	151	171	115	54							



1949	J	F	M	A	M	J	J	A	S	O	N	D
PERS. INJURIES FATALITIES	2	1	3	9	8							
GOVT. VECH. ACCIDENTS	3	4	2	3	3							
ACCIDENT COST	1270	695	1453	4097	22774							
COST PER CAPITA PER ANNUM	7	4	8	20	104							
AVG COST PER CAPITA PER ANNUM	7	6	7	11	28							

	J	F	M	A	M	J	J	A	S	O	N	D

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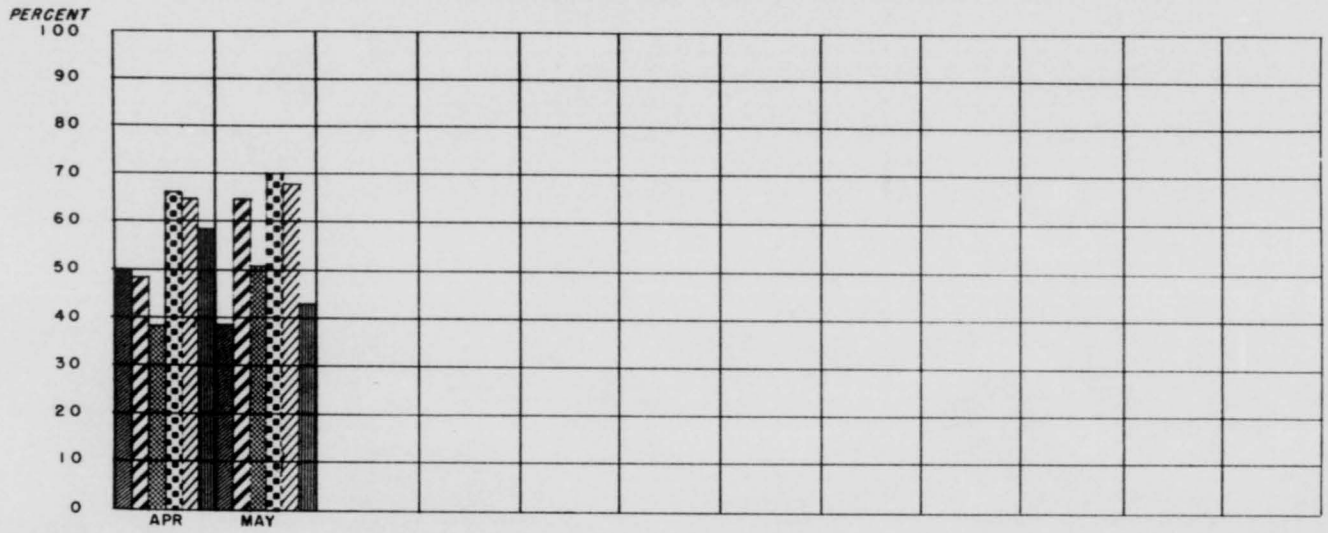
REENLISTMENT RATE

PERCENTAGE OF DISCHARGEES REENLISTING FOR STATION OF DISCHARGE



BIGGS	DISCH.	152	140	
	REENL.	76	53	
BERGSTROM	DISCH.	58	45	
	REENL.	28	29	
CARSWELL	DISCH.	177	169	
	REENL.	67	86	
CHATHAM	DISCH.	27	23	
	REENL.	18	16	
DAVIS-MONTHAN	DISCH.	237	204	
	REENL.	152	138	
WALKER	DISCH.	233	142	
	REENL.	135	61	
	DISCH.			
	REENL.			

NOTE: Dischargees include only personnel

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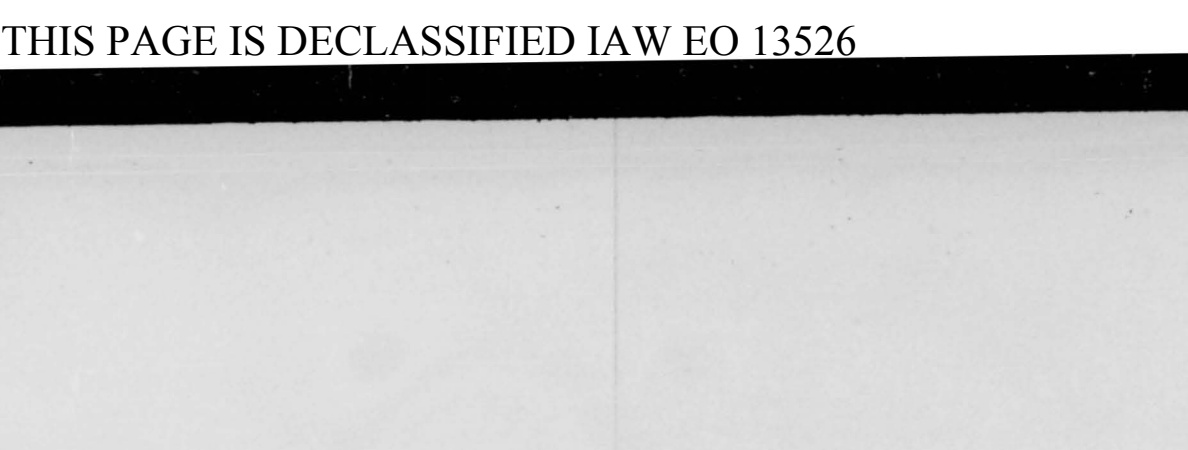
TOTAL 8TH AF COURTS MARTIAL RATES
BY MONTH 1948-1949
RATE PER 1000 PERSONNEL



		NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
BIGGS	SUMMARY											6	2.2	9	3.2	8	2.8	20	7.1	14	5.0	12	4.0		
	SPECIAL											0	0	6	2.1	4	1.4	3	1.0	5	1.8	6	2.0		
	GENERAL											0	0	0	0	1	.35	0	0	0	0	0	0		
CARSWELL	SUMMARY	23	4.2	22	4.2	41	8.3	23	5.0	16	3.2	36	7.9	17	3.8	23	4.7	22	4.3	22	4.7	25	4.5		
	SPECIAL	7	1.3	3	.58	3	.61	3	.66	3	.6	3	.7	1	.22	2	.41	3	.58	3	.64	2	.36		
	GENERAL	8	.18	1	.19	0	0	3	.66	1	.2	1	.2	0	0	0	0	1	.19	1	.21	0	0		
DAVIS-MONTHAN	SUMMARY	8	1.7	15	3.1	7	1.5	6	1.2	11	2.1	10	1.9	17	3.1	6	1.3	2	.42	7	1.9	11	2.9		
	SPECIAL	18	3.8	4	.8	10	2.1	7	1.42	13	2.5	4	.8	7	1.3	2	.42	6	1.2	6	1.6	3	.81		
	GENERAL	0	0	0	0	0	0	0	0	0	0	1	.2	0	0	0	0	0	0	0	0	0	0		
BERGSTROM	SUMMARY	9	4.8	12	7.3	8	5.1	9	5.9	7	4.6	5	3.1	8	4.7	11	6.5	8	3.6	5	2.3	8	3.3		
	SPECIAL	9	4.8	7	4.3	7	4.5	5	3.3	7	4.6	3	1.9	0	0	5	2.9	3	1.3	3	1.3	9	3.7		
	GENERAL	0	0	0	0	0	0	0	0	1	.66	0	0	0	0	0	0	1	.45	0	0	2	.84		
WALKER	SUMMARY	12	2.7	11	2.5	4	.91	19	4.3	11	2.9	3	.8	2	.52	2	.52	9	2.3	16	4.3	22	6.0		
	SPECIAL	9	2.0	6	1.4	5	1.1	11	2.5	5	1.3	0	0	1	.26	2	.52	1	.26	4	1.0	1	.27		
	GENERAL	0	0	0	0	0	0	0	0	0	0	3	8	0	0	0	0	1	.26	2	.53	0	0		
CHATHAM	SUMMARY													0	0	3	3.3	3	2.5	2	.79	10	3.6		
	SPECIAL													0	0	1	1.1	1	.84	2	.79	1	.36		
	GENERAL													0	0	0	0	0	0	0	0	0	0		
8TH AF TOTAL	SUMMARY	52	3.1	60	3.7	60	3.8	57	3.7	45	2.7	60	3.3	53	2.9	53	2.6	64	3.2	66	3.2	88	4.2		
	SPECIAL	43	2.6	20	1.3	25	1.6	26	1.6	28	1.8	10	.6	15	.8	16	.77	17	.85	23	1.0	22	1.0		
	GENERAL	0	.06	1	.06	0	0	4	.26	2	.12	5	.3	0	0	1	.05	3	.14	3	.14	2	.09		

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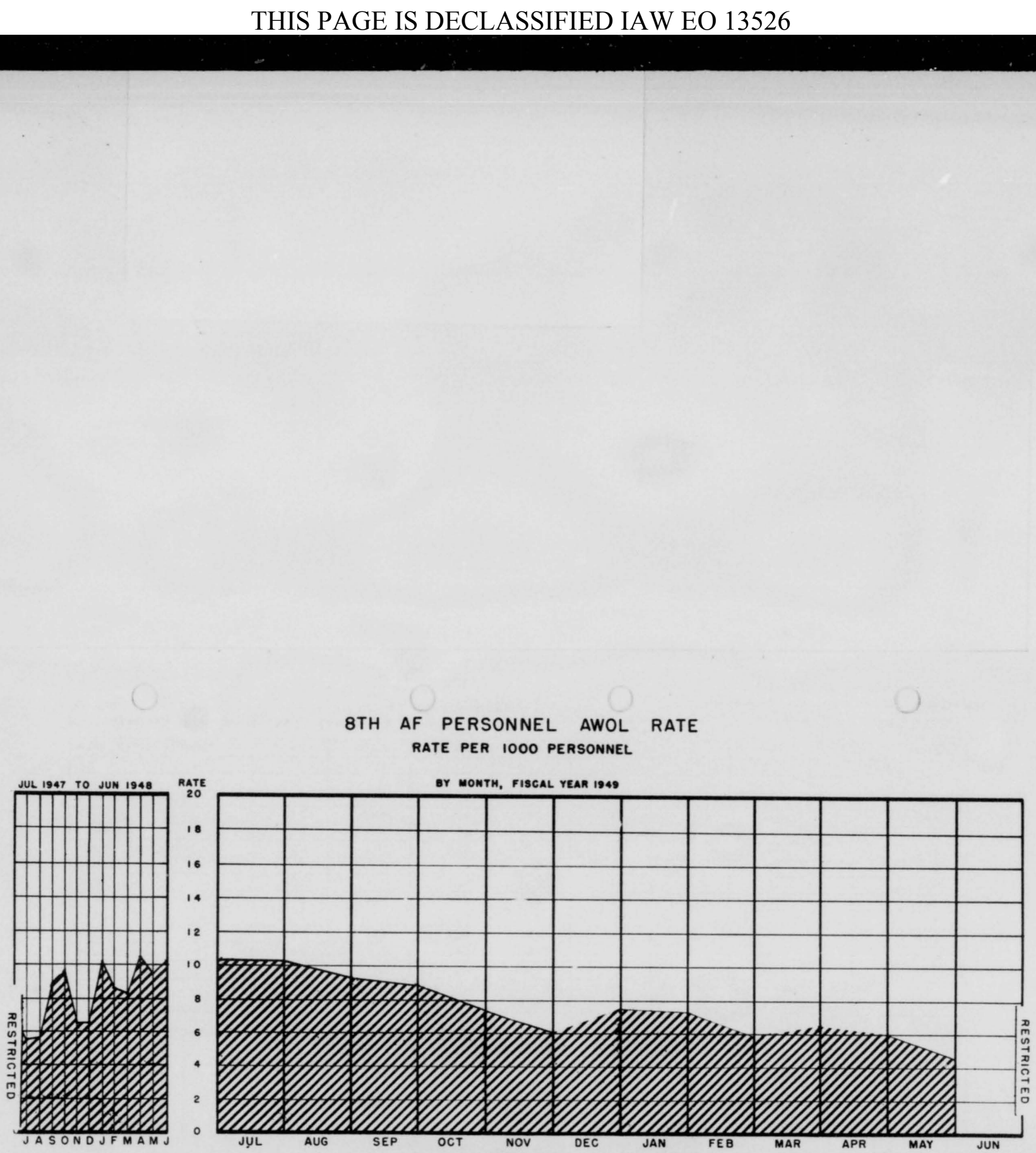
8TH AF PERSONNEL AWOL RATE

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
BIGGS	REPORT NOT AVAILABLE						12	5.0	15	5.4	14	4.9	7	2.5	15	5.3	9	3.2	5	1.7		
CARSWELL	75	13.6	49	9.3	36	7.1	39	8.5	38	8.1	20	8.1	32	7.9	31	6.9	46	9.0	56	10.8	32	6.0		
DAVIS-MONTHAN	45	9.4	23	4.8	33	6.8	23	4.7	26	5.1	36	6.9	32	5.8	27	5.8	28	5.8	28	7.4	20	5.4		
BERGSTROM	25	13.3	19	11.2	20	14.4	16	10.6	9	5.9	20	12.6	19	11.2	19	11.2	16	7.2	8	3.7	14	5.9		
WALKER	44	9.7	59	13.5	51	11.6	39	8.9	30	7.9	44	11.5	39	10.2	20	5.2	22	5.8	14	3.7	13	3.6		
CHATHAM															4	4.3	2	1.6	5	1.9	11	4.0		
8TH AF TOTAL	189	10.2	150	9.3	140	8.9	117	7.6	115	6.1	135	7.5	136	7.3	108	5.9	129	6.5	120	6.0	95	4.6		

NOTE: EXCLUDES 4000TH, 4001ST, 4002ND, 4003D, RS, SQS

SOURCE: MORNING REPORTS

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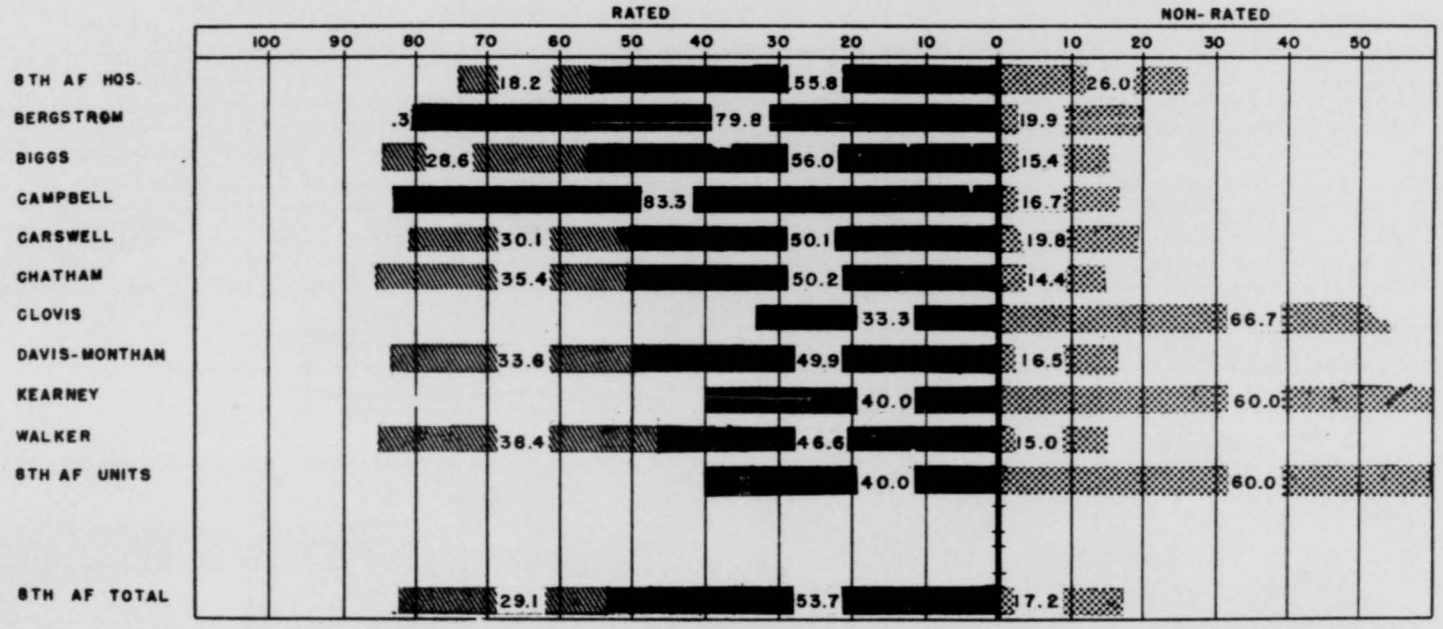
PERCENT RATED & NON-RATED OFFICER PERSONNEL



	NUMBER RATED & NON RATED OFFICER PERSONNEL								
	PILOTS	OTHER RATED	TOTAL RATED	NON RATED	WO'S	CHAPLAIN	FLT. S. & NURSE	UNKNOWN	TOTAL
8TH AF HQS.	58	19	77	27	17	1	0	0	122
BERGSTROM	248	1	249	62	9	2	4	1	327
BIGGS	250	128	378	69	11	2	1	2	463
CAMPBELL	5	0	5	1	0	0	0	0	6
CARSWELL	226	136	362	89	24	5	5	8	493
CHATHAM	207	146	353	59	11	2	0	4	429
CLOVIS	1	0	1	2	0	0	0	0	3
DAVIS MONTHAN	268	181	449	89	20	3	6	0	567
KEARNEY	2	0	2	3	0	0	0	0	5
WALKER	276	228	504	89	19	2	7	1	622
* 8TH AF UNITS	4	0	4	6	0	0	0	0	10
8TH AF TOTAL	1545	839	2384	496	111	17	23	16	3047

* INCLUDES 18TH COMM SQ, 4001ST B. S. SQ.

% EXCLUDES WO'S, CHAP, FLT. SURG & FLT. NURSES

OTHER RATED PILOTS NON-RATED

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MILITARY PERSONNEL
AUTHORIZED & ASSIGNED STRENGTH
BY RANK & GRADE
EIGHTH AIR FORCE TOTAL

	JUL		AUG		SEP		OCT		*NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
GENERAL	8	2	7	2	8	2	8	2	8	2	8	2	8	2	8	2	8	2	8	2	8	2		
COLONEL	39	18	35	16	36	17	39	18	39	19	37	21	38	22	38	23	38	26	40	29	40	31		
LT. COL.	122	88	102	84	106	85	107	89	108	87	106	78	121	77	122	81	129	92	126	102	126	108		
MAJOR	222	226	234	225	239	214	261	213	270	221	279	223	313	246	315	249	328	251	332	254	333	264		
CAPTAIN	572	645	544	630	551	607	591	608	636	671	649	699	752	757	761	796	840	834	848	862	851	889		
LIEUTENANTS	1399	1150	1594	1125	1597	1077	1681	1094	1711	1160	1736	1198	2094	1339	2106	1416	2413	1552	2435	1620	2441	1703		
WO	15	43	44	44	49	43	24	44	30	43	27	54	32	77	49	91	37	101	7	110	7	114		
ANC	40	22	33	24	33	25	32	27	33	24	33	22	32	23	32	22	32	24	53	24	53	22		
TOTAL	2417	2194	2593	2150	2619	2070	2743	2095	2868	2227	2875	2297	3390	2543	3431	2680	3825	2882	3849	3003	3859	3133		
M/SGT	985	1206	1141	1189	1170	1145	1171	1077	1196	1070	1185	1059	1361	1046	1368	1079	1486	1167	1464	1184	1474	1240		
T/SGT	713	1187	816	1173	835	1143	833	1110	882	1089	769	1071	870	1075	884	1128	934	1192	922	1227	930	1259		
S/SGT	3253	3502	3515	3063	3574	3171	3592	3146	3737	3257	3837	3168	4375	3280	4424	3353	4845	3564	4812	3678	4850	3869		
SGT	4127	2927	3837	2934	3944	2962	3985	2924	4263	2954	4175	2932	4763	2918	4860	3077	5234	3232	5258	3344	5315	3452		
CPL	3881	3026	3657	3026	3772	2892	3790	2905	4017	3029	4038	2760	4494	2827	4769	2944	5130	3085	5112	3215	5171	3461		
PFC OR PVT	2195	4739	1886	4770	1972	4657	2187	4506	2338	5381	2156	4107	2144	4865	2294	4886	2485	4825	2364	4685	2456	4561		
TOTAL	15154	16110	14852	16155	15267	15970	15558	15668	16691	16780	1615'	15865	18007	16011	18599	16467	20114	17065	19932	17333	20196	17842		

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* 33 OFF. & 258 E.M. included in totals auth.
Breakdown by Grade not available.

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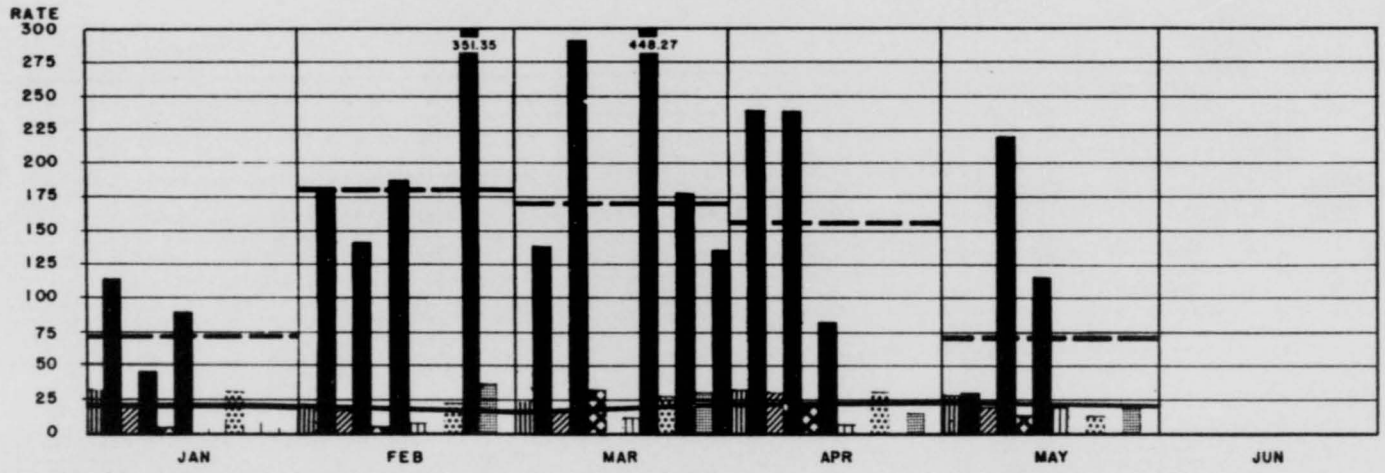
V. D. ADMISSION RATE BY RACE

ADMISSION RATE 1000 PER ANNUM



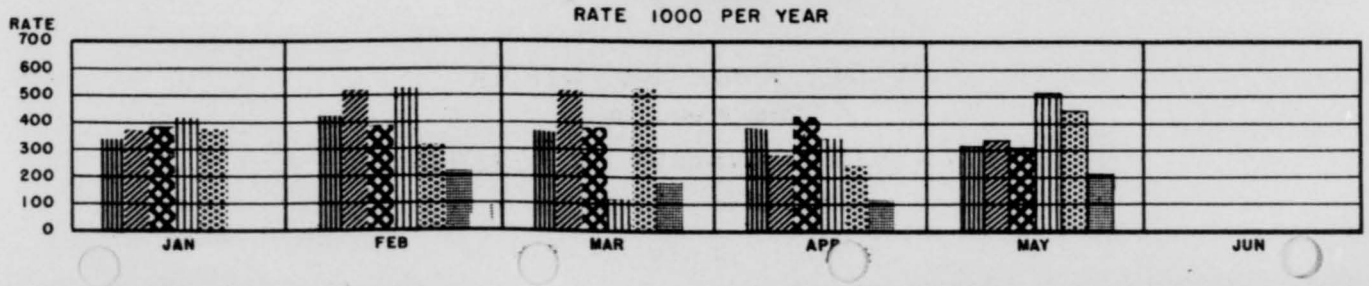
STATIONS	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD	WHT	CLD
CARSWELL	30.41	117.11	23.85	179.06	23.18	138.00	31.08	243.56	29.49	30.80		
DAVIS-MON.	23.66	46.76	16.83	142.33	16.33	291.04	29.70	242.80	22.97	220.33		
WALKER	3.49	87.24	3.48	185.75	31.67	0	22.58	82.54	14.42	117.11		
BERGSTROM	0	0	7.29	0	12.54	448.27	4.79	0	22.20	0		
BIGGS	31.49	0	24.13	351.35	25.46	175.67	29.48	0	14.79	0		
CHATHAM			38.51	0	29.34	136.84	16.99	0	22.49	0		
W COL.												
8TH AF TOTAL	19.15	73.19	16.48	178.25	22.81	169.56	24.82	157.29	21.73	73.24		

COLORED PERS.

HOSPITAL ADMISSION RATES

ALL CAUSES

RATE 1000 PER YEAR



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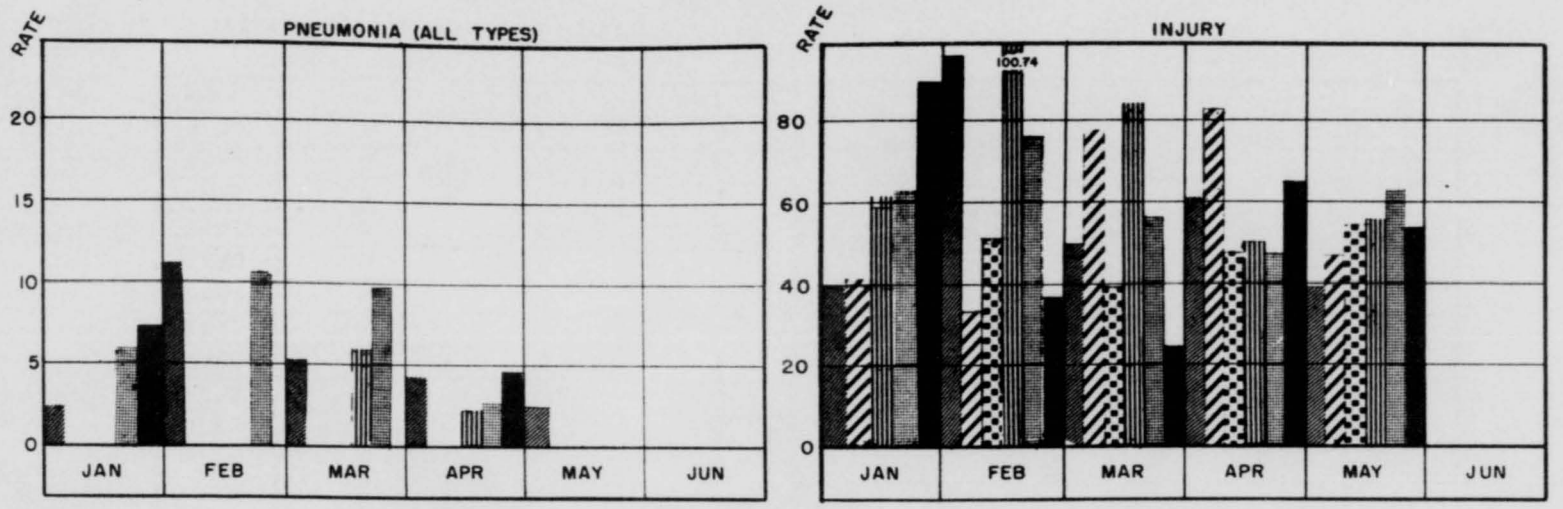
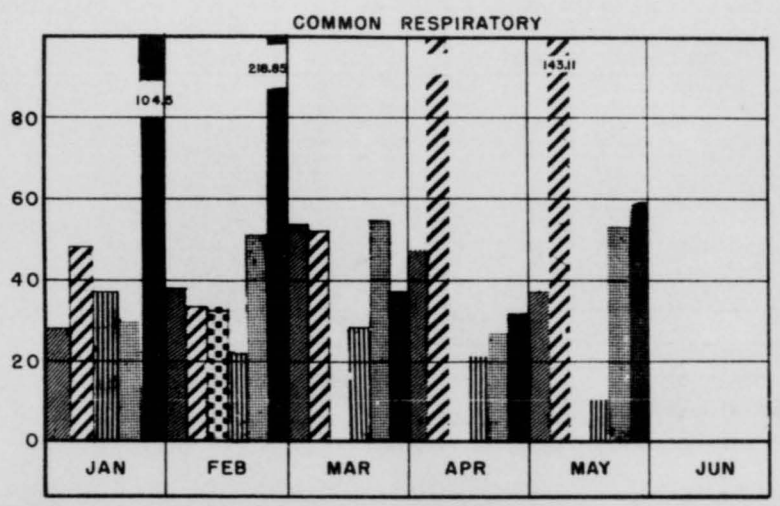
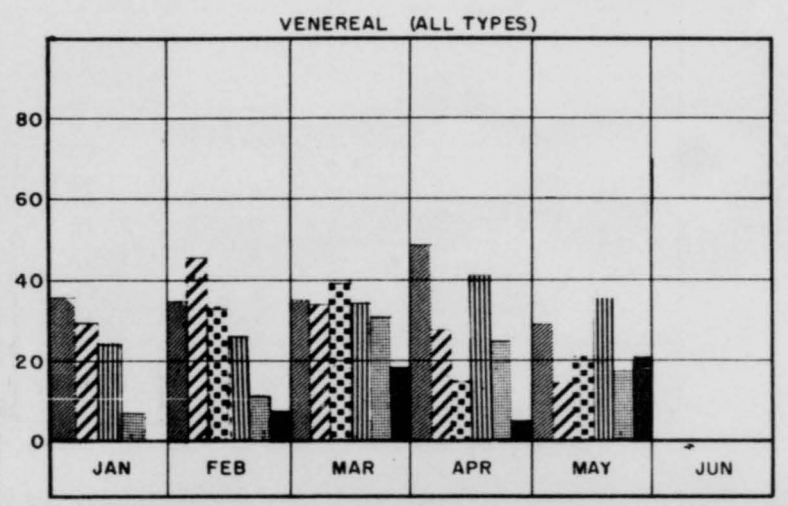
HOSPITAL ADMISSION RATES
PER 1,000 PER YEAR







37- CARSWELL BIGGS CHATHAM DAVIS-MON WALKER BERGSTROM

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CRITICAL SSN SUMMARY
OFFICERS

As of 31 May 1949

SSN	AUTH.	ASGD BY DUTY	SHORTAGE UNDER SAC DEVEL. PROGRAM
0141	*29	18	11
0142	*	96	*
0224	12	3	9
0400	6	3	3
1028	97	55	42
1034	*	200	*
1035	*	158	*
1037	1016	191	371
1095	109	64	45
2680	3	1	2
3100	43	16	27
3106	3	0	3
3139	5	1	4
3150	6	2	4
3170	17	9	8
3175	4	2	2
3420	3	0	3
3443	5	2	3
3445	5	0	5
3449	40	15	25
3500	10	5	5
4415	3	0	3
4514	6	4	2
4530	8	5	3
4821	18	6	12

SSN	AUTH.	ASGD BY DUTY	SHORTAGE UNDER SAC DEVEL. PROGRAM
4822	42	25	17
6400	6	0	6
7888	13	8	5
8502	13	10	3
8503	9	7	2

* SEE SSN 1037 FOR AUTH & SHORTAGE

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CRITICAL SSN SUMMARY
ENLISTED PERSONNEL

AS OF 30 APR 49

SSN	AUTH	ASGD. BY PRIMARY SSN	SHORTAGE UNDER SAC DEVEL-PROGRAM
033	7	2	5
060	347	331	16
062	386	195	191
063	27	15	12
072	3	0	3
144	49	33	16
166	69	21	48
212	21	14	7
237	60	48	12
242	25	18	7
268	16	12	4
275	96	66	30
279	9	6	3
348	32	22	10
432	24	12	12
528	93	49	44
548	63	51	8
555	255	249	6
575	48	27	21
609	12	6	6
647	55	21	34
648	66	37	29
657	111	81	30
667	43	27	15
678	3	0	3

SSN	AUTH	ASGD. BY PRIMARY SSN	SHORTAGE UNDER SAC DEVEL-PROGRAM
681	3	0	3
684	1486	767	719
686	130	116	14
687	136	118	18
747	1129	940	189
766	47	41	6
792	14	7	7
805	35	28	7
809	6	4	2
848	13	5	8
852	28	9	19
853	28	3	25
855	28	16	12
862	6	1	5
866	36	19	17
867	259	181	78
893	12	0	12
941	91	44	47
957	75	19	56
958	34	16	18
969	18	11	7
1274	11	6	5
1383	356	340	16
1685	219	119	100
2756	344	289	55

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SECTION III

TRAINING

AND

OPERATIONS

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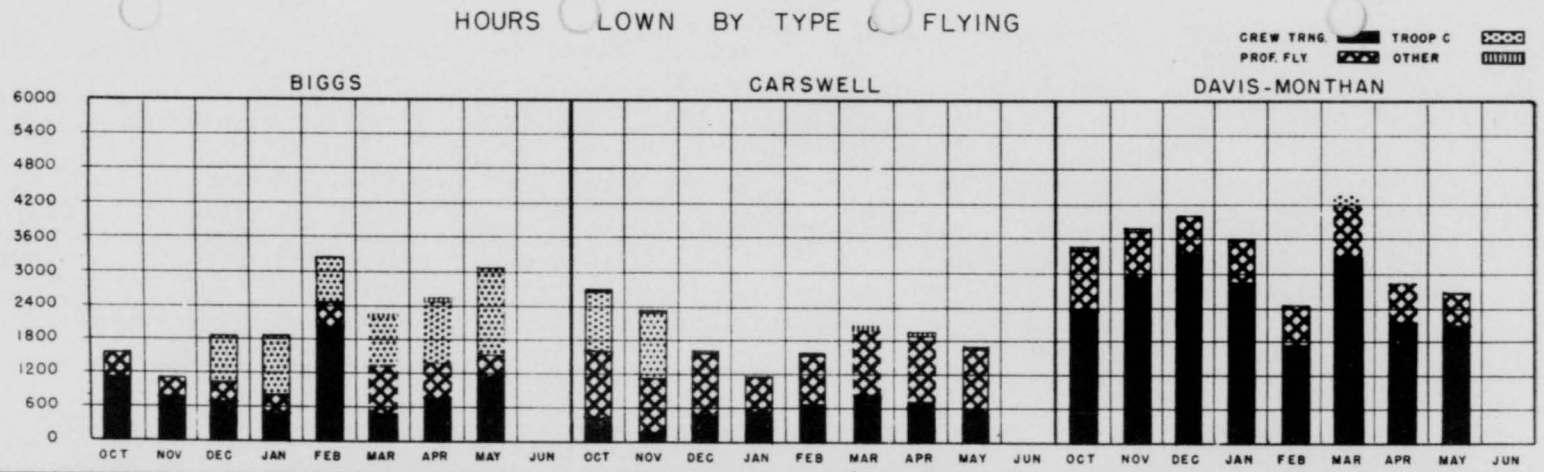
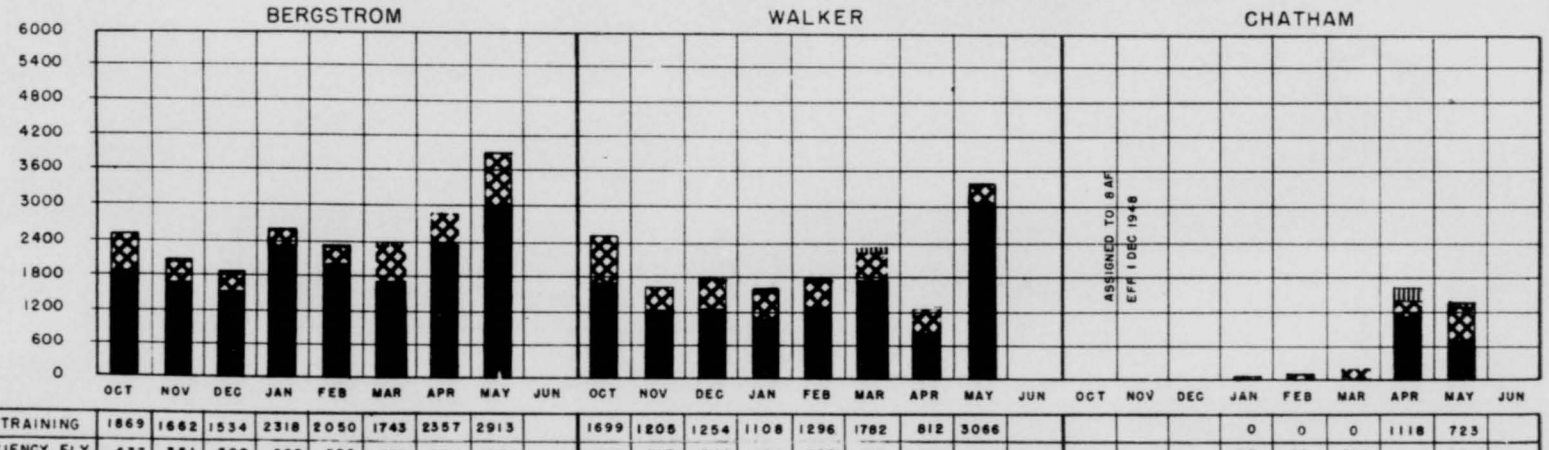
HOURS FLOWN BY TYPE OF FLYING



	BIGGS									CARSWELL									DAVIS-MONTHAN								
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	1090	792	678	812	2027	539	753	1182		425	168	485	533	694	867	734	535		2397	2904	3358	2836	1723	3353*	2140	2116	
PROFICIENCY FLY	449	298	372	403	468	792	705	376		1208	962	1094	610	871	1119	1152	1123		1027	849	689	761	769	828	683	568	
TROOP CARRIER	0	0	829	653	777	891	1113	1530		1015	1195	0	0	0	0	0	0		0	0	0	0	0	0	0	0	
OTHER	0	0	0	0	0	41	3	0		9	9	8	0	4	9	86	3		26	23	0	0	0	150	0	0	
TOTAL	1539	1090	1879	1868	3272	2263	2574	3088		2657	2334	1587	1143	1569	2075	1972	1661		3450	3776	4047	3597	2492	4331	2823	2684	



	BERGSTROM									WALKER									CHATHAM								
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	1869	1662	1534	2318	2050	1743	2357	2913		1699	1205	1254	1108	1296	1782	812	3066					0	0	0	1118	723	
PROFICIENCY FLY	637	351	308	262	298	575	877	998		815	413	528	424	459	517	422	389					15	103	204	291	550	
TROOP CARRIER	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0					0	0	0	0	0	
OTHER	0	12	2	0	3	2	0	0		0	0	1	40	32	94	31	17					0	0	0	129	55	
TOTAL	2506	2025	1844	2580	2351	2320	3234	3911		2514	1618	1783	1572	1787	2393	1265	3472					15	103	204	x1538	1328***	

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**FIGS THRU 25 APR

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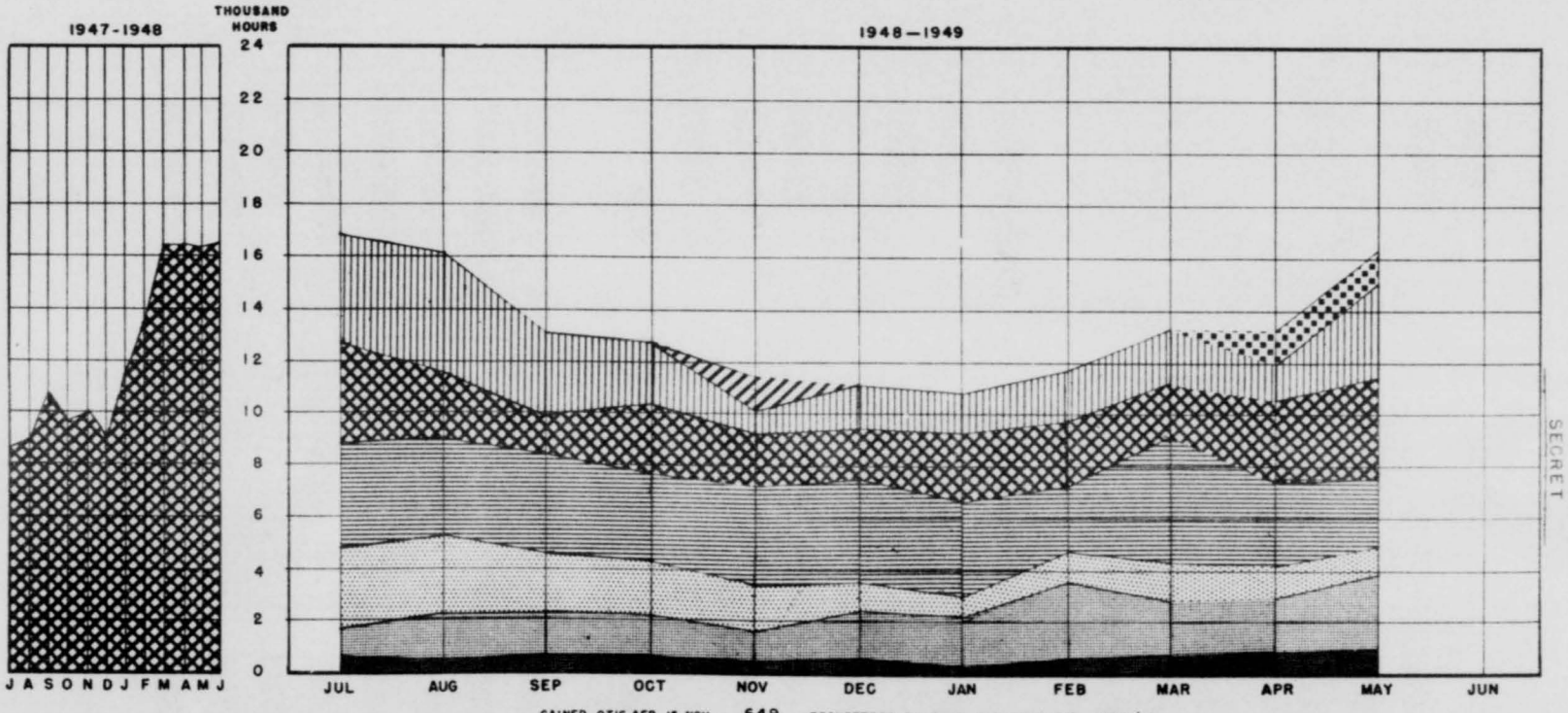
TOTAL 8TH AF AIRCRAFT HOURS FLOWN
BY MONTH FISCAL YEAR 1949



GAINED OTIS AFB 15 NOV. — 649 — TRANSFERED TO CONT. AIR COMD. EFF. 1 DEC. '48

HQ 8TH AF	595	491	593	615	553	605	312	542	651	789	872	
BIGGS	1123	1744	1655	1539	1090	1879	1868	3272	2263	2574	3088	
CARSWELL	3247	3085	2441	2151	1869	1080	870	1087	1464	1315	978	
DAVIS-MONTHAN	3924	3680	3791	3450	3776	4043	3612*	2595**	4535***	2823	2684	
BERGSTROM	3851	2694	1421	2506	2025	1844	2580	2351	2320	3234	3911	
WALKER	4094	4452	3201	2514	1618	1783	1572	1787	2393	1265	3472	
TOTAL 8TH AF	16834	16146	13102	12775	11580	11234	10814	11634	13626	13544	16333	
▼ CHATHAM										1536▼	▼▼1328	

*Includes 15 hrs. flown by 2nd A/B Gp at Chatham AFB
**Includes 103 hrs. flown by 2d A/B Gp at Chatham AFB
*** -204-

▼▼ Fig. From 27 Apr. Thru. 31 May.
▼ Fig. Thru 26 April

Hq. 8th AF Includes Flying Time For 4001, 4002 Base Ser. Sqs.

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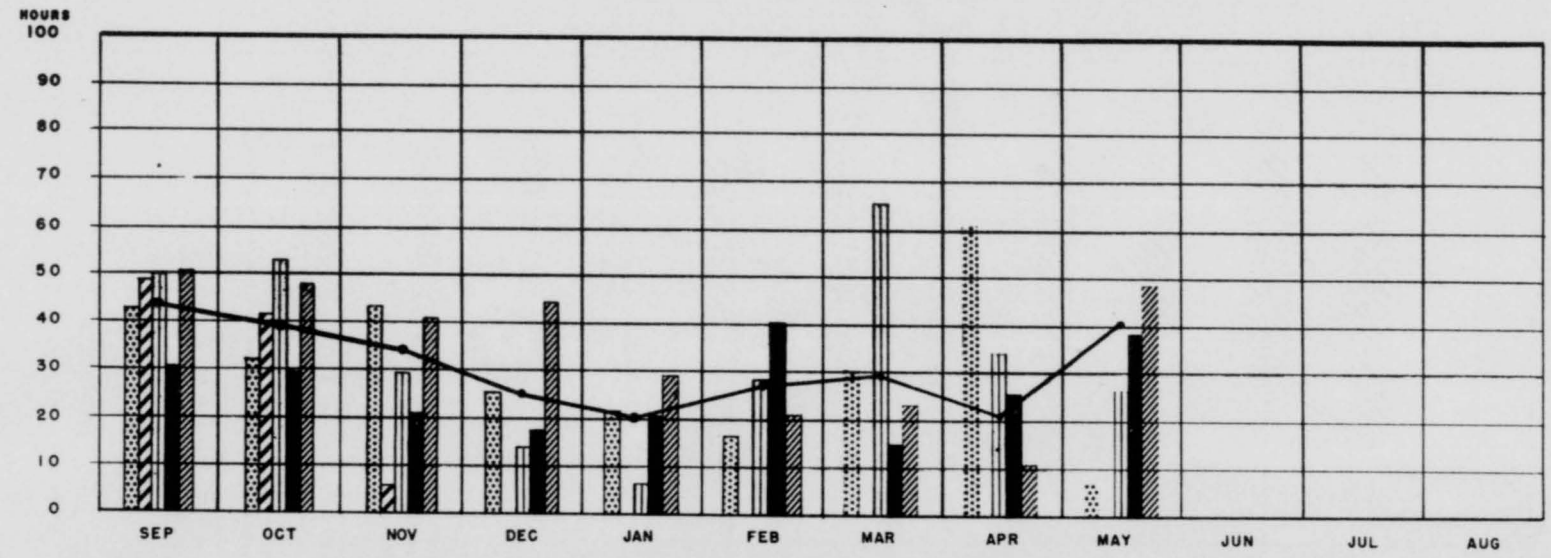
AVERAGE HOURS FLOWN PER B-29

BY: 8TH AF BOMB GROUPS



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	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
20 BG.	30	42.8	28	31.9	38	43.1	59	26.8	47	22.0	41.3	17.2	8	30.4	8.8	61.7**	5.4	7.0▼						
7TH BG.	13	48.5	6	41.6	12	5.7	NONE ASSIGNED																	
43D BG.	29	50	25	53.1	26	29.7	30	14.1	30	6.5	15.6	28.2	26	66.4*	18	34.5	18	26.6						
97 TH BG.	42	30.6	37	29.5	36	21.6	37	18.6	40	20.2	50.3	40.3	36	15.0	28.8	26.1	30.4	38.9						
509TH BG.	30	50.4	29	47.9	29	41.6	28	44.9	38	29.2	60.0	21.6	78	23.0	71	11.1	63.1	48.5						
TOTAL 8AF	142	43.1	126	39.7	131	34.2	153	25.7	156	20.2	167.2	26.9	147	29.0	125.7	21.5	117.6	40.5						

NOTE: INCLUDES B-29 IN FUNCTIONAL CODE CC ONLY

33 * INCLUDES FLYING TIME FOR FEB. FOR A/C TDY OUTSIDE CONTL. U.S.

A.- AVE. NO. B-29'S ASGD.

B.- AVE. HOURS FLOWN PER B-29

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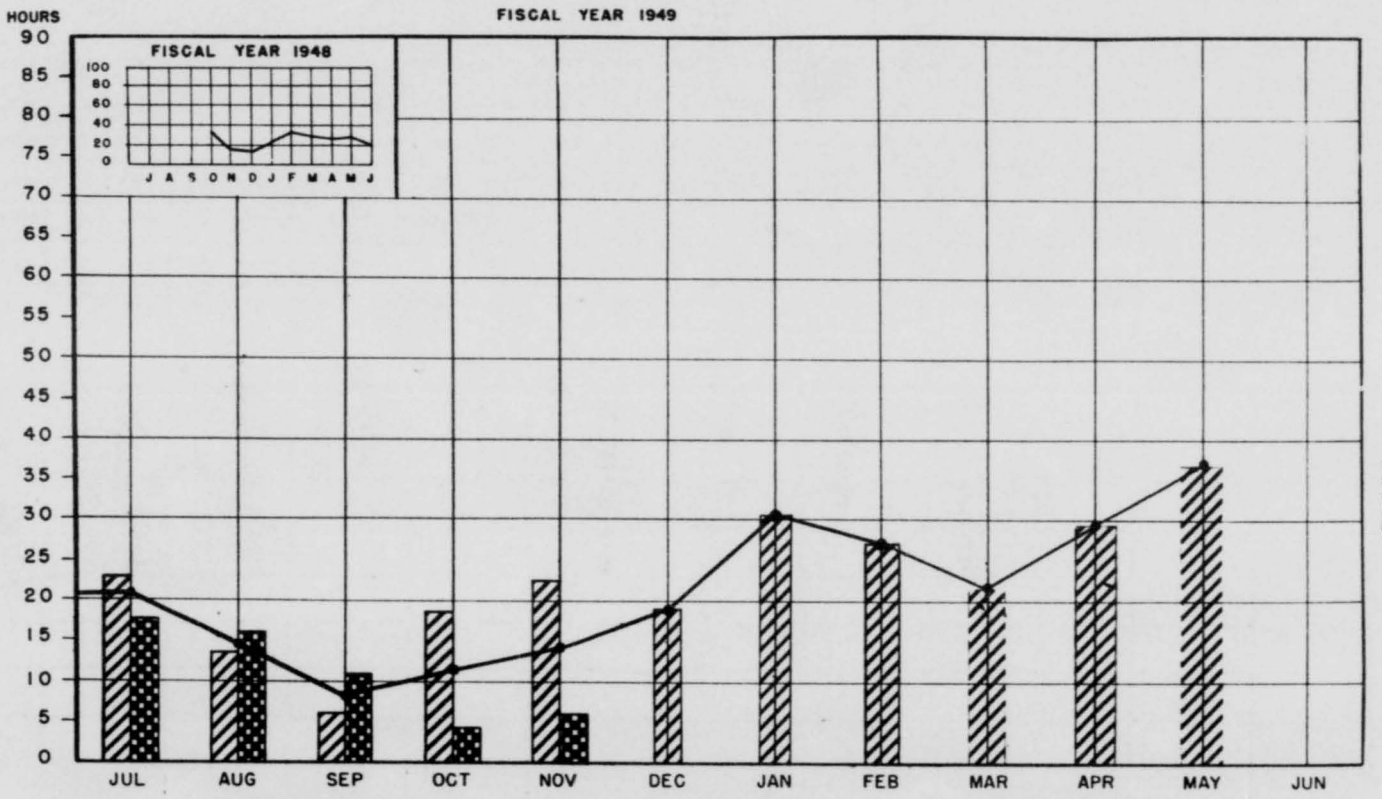
AVERAGE HOURS FLOWN PER AIRCRAFT

BY FIGHTER GROUP MONTHLY



FIGHTER GROUP	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
27TH FIGHTER GP.	134.3	22.9	156.1	13.4	127.8	6.3	102.7	18.7	72.8	22.8	79.3	19.3	76.5	30.3	76.0	27.0	80.8	21.6	79.3	29.7	78.8	37.0		
33RD FIGHTER GP.	69.3	17.7	80.5	16.3	81.8	11.4	80.5	3.8	78.6	6.6	TRANSFERRED TO CONTINENTAL AIR COMMAND 1 DEC 1948													
8TH AF TOTAL	203.6	21.1	236.6	14.4	209.8	8.3	183.13	11.9	151.4	14.4	79.3	19.3	76.5	30.3	76.0	27.0	80.8	21.6	79.3	29.7	78.8	37.0		

A. AVERAGE NO. AIRCRAFT ASSIGNED.
B. AVERAGE HRS. FLOWN PER AIRCRAFT ASSIGNED.

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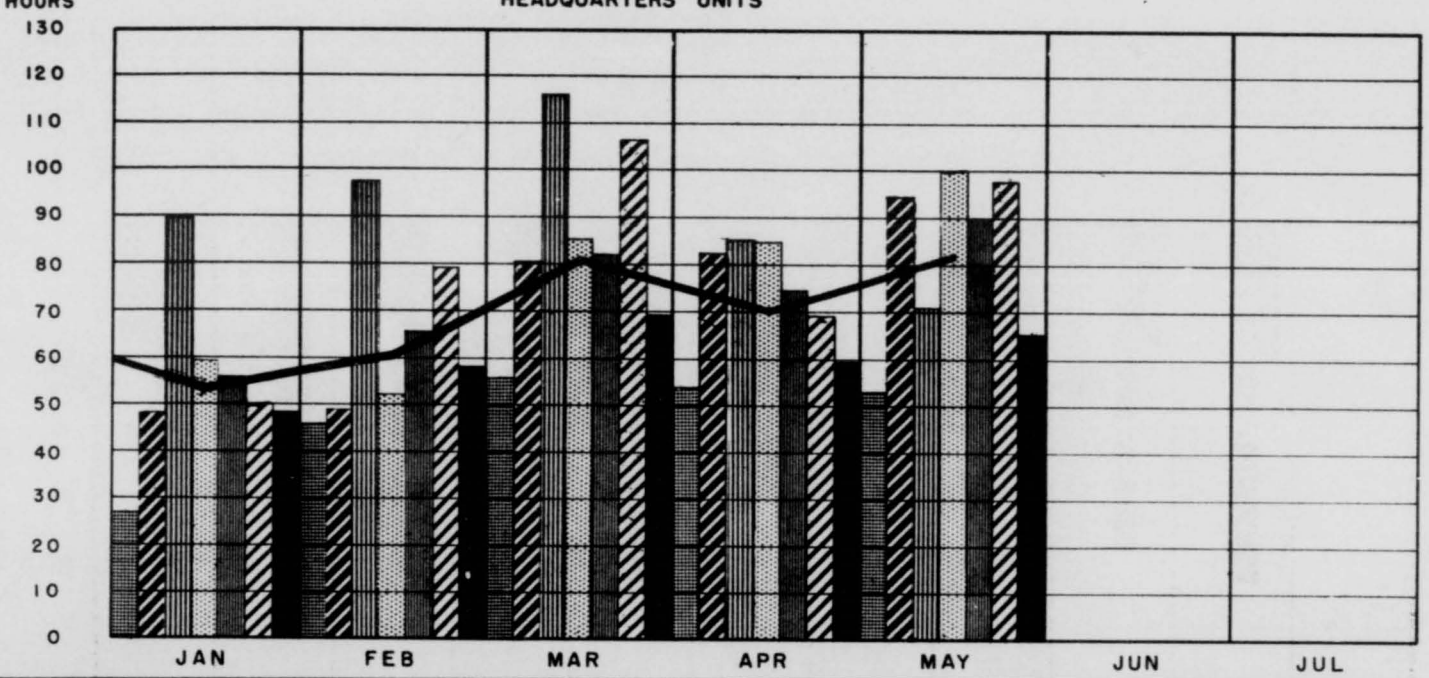
AVERAGE HOURS FLOWN PER AIRCRAFT

BY: AIR BASE GROUPS & HEADQUARTERS UNITS



	JAN A	JAN B	FEB A	FEB B	MAR A	MAR B	APR A	APR B	MAY A	MAY B	JUN A	JUN B	JUL A	JUL B
HQ & HQ SQ 8TH AF	10	27.3	10	45.9	11	56.1	12.2	53.9	12.8	53.4				
7TH A/B GP	7	48.1	8	48.6	7	80.5	6.3	82.5	6.1	94.8				
43RD A/B GP	8.5	89.5	8	97.3	7	116.6	8.0	85.4	8.0	71.0				
97TH A/B GP	7	59.3	9	52.6	9	85.2	8.3	85.0	8.6	100.0				
509TH A/B GP	7.6	55.8	7	65.6	6	82.1	5.0	74.4	4.0	90.0				
2ND A/B GP	1	50	1.3	79.2	2	107.4	4.2	*69.3	6.1	**98.5				
27TH A/B GP	5.4	48.5	5	58.4	8	69.3	14.7	59.7	15.3	65.2				
TOTAL 8TH AF	46	54.2	49	61.1	51	80.5	58.7	70.0	56.4	82.4				

A AVERAGE NO. AIRCRAFT ASGD.

B AVERAGE HOURS PER AIRCRAFT ASGD

*FIGS. THRU 26 APR.

**FIGS. FROM 27 APR THRU 31 MAY '49

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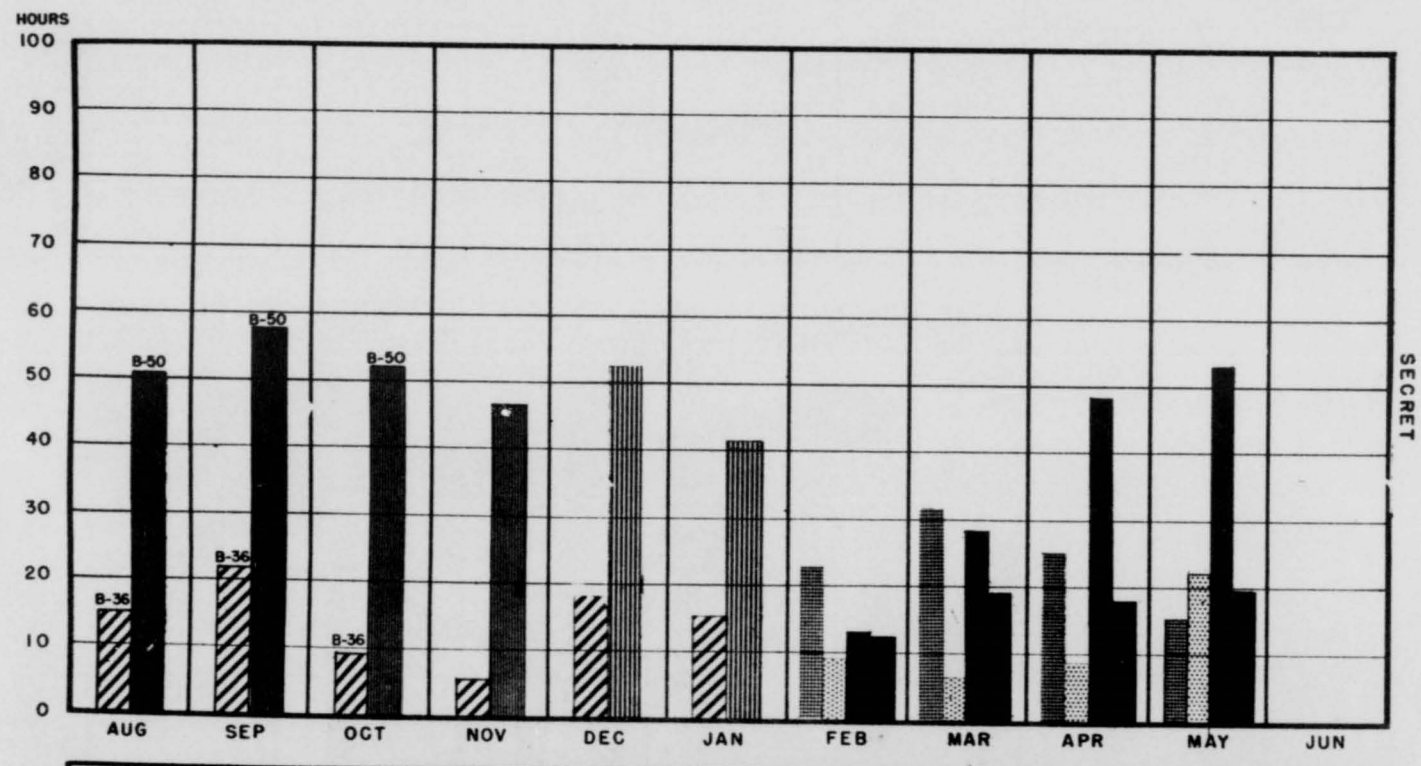
AVERAGE HOURS FLOWN BY B-36 & B-50 ACFT.

BY MONTH
FISCAL YEAR 1949



	AVE. NO. A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD.	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS FLOWN PER A/C	AVE. NO. A/C ASGD	AVE. HRS FLOWN PER A/C
7 TH B.G. 11 TH B.G. 43 D B.G. 2D B.G. (B-36)	10.1	15.2	13.6	21.9	17.3	9.3	18.4	5.3	26.8	18.1	35	15.2	26	23.3	24.8	31.4	22.8	26.4	17.0	15.4		
													10	9.8	15.1	6.1	15.4	8.6	6.0	22.8		
(B-50)	3.7	50.9	4.3	57.9	2.8	52.3	10.2	46.8	25.4	53.1	39	41.1	32	13.3	33.7	28.8	31.4	48.4	30.6	53.5		
													11	13.0	23.0	19.0	32.6	17.6▼	32.5	19.5▼▼		

* INCLUDES FLYING TIME FOR B-50 A/C OUTSIDE CONTINENTAL U.S. FOR FEB.

▼ FIGURES THROUGH 26 APR. FOR 2D B.G.

▼▼ FIGURES FROM 27 APRIL THRU 31 MAY.

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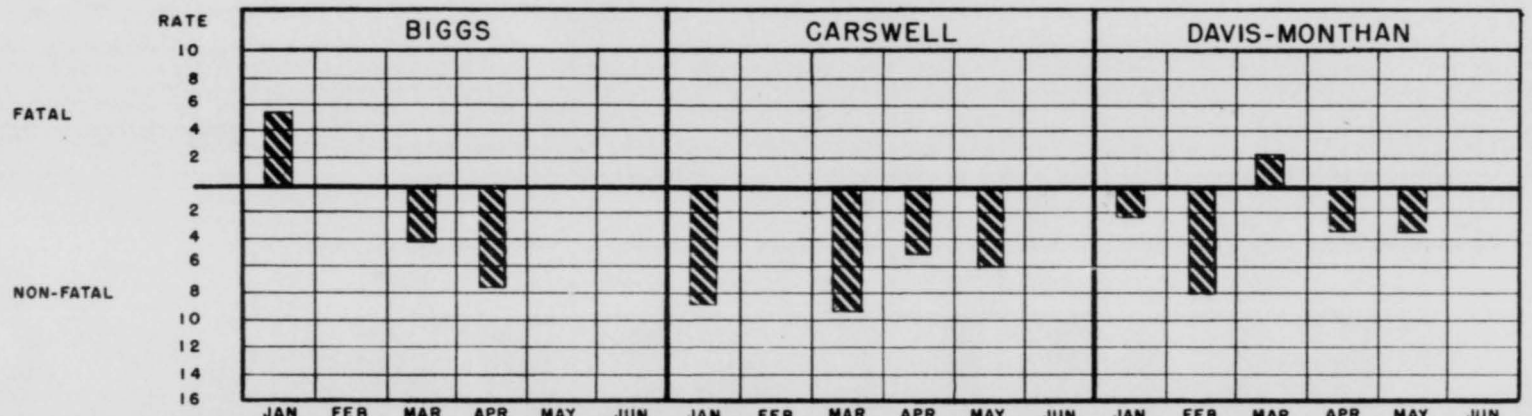
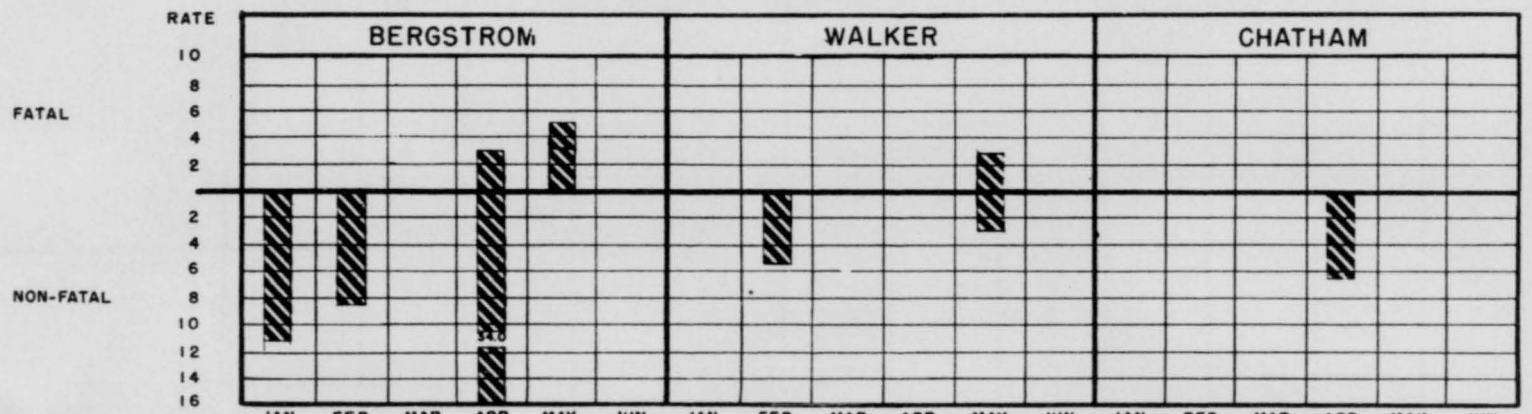
AIRCRAFT ACCIDENTS

RATE PER 10,000 HOURS FLOWN



	BIGGS						CARSWELL						DAVIS-MONTHAN					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
HOURS FLOWN	1868	3272	2263	2574	3088		1143	1569	2075	1972	1661		3597	2492	4331	2823	2684	
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	1	0	0	0	0		0	0	0	0	0		0	0	1	0	0	
NON-FATAL	0	0	1	2	0		1	0	2	1	1		1	2	0	1	1	
TOTAL	1	0	1	2	0		1	0	2	1	1		1	2	1	1	1	



	BERGSTROM						WALKER						CHATHAM					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
HOURS FLOWN	2580	2351	2320	3234	3911		1572	1787	2393	1265	3472		15	103	204	1538*	1328**	
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0	0	1	2		0	0	0	0	1		0	0	0	0	0	
NON-FATAL	3	2	0	11	0		0	1	0	0	1		0	0	0	1	0	
TOTAL	3	2	0	12	2		0	1	0	0	2		0	0	0	1	0	

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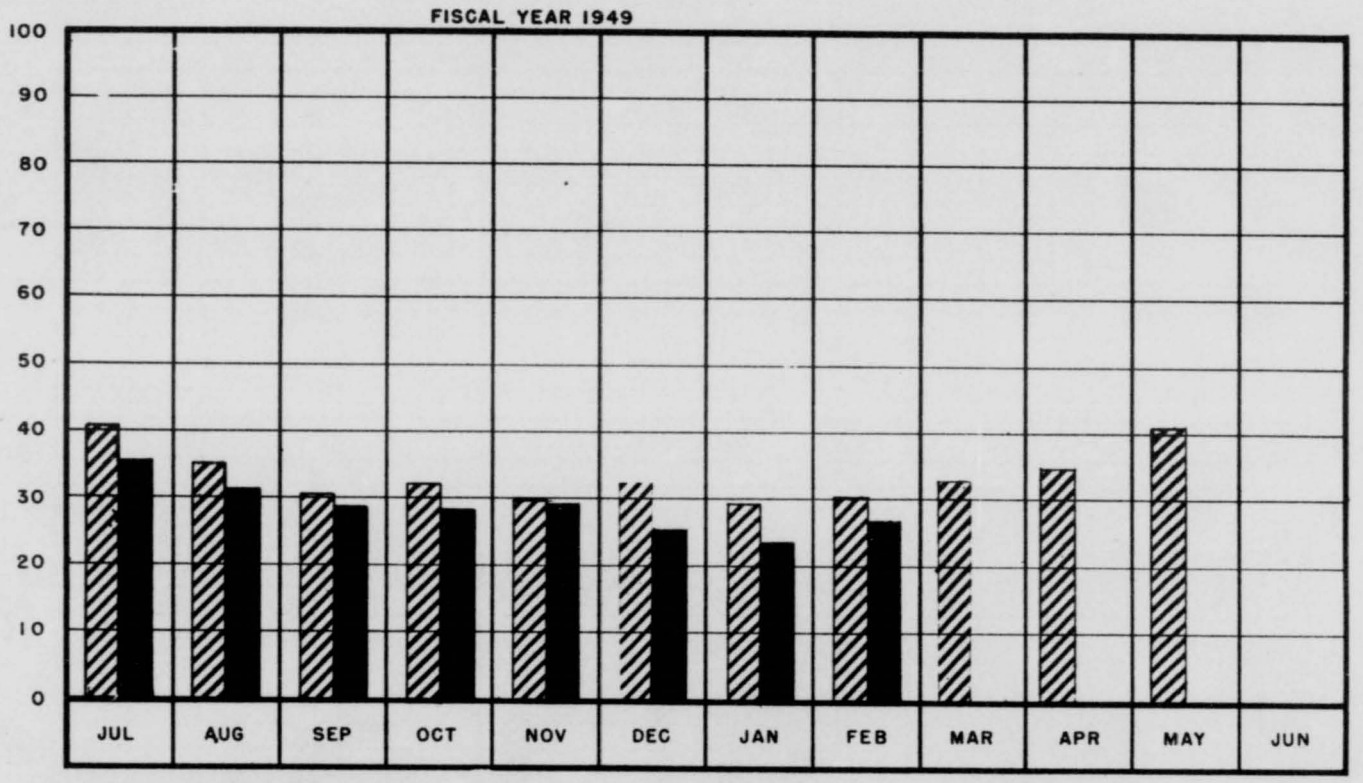
AVERAGE HOURS FLOWN PER AIRCRAFT ASSIGNED
8TH AIR FORCE VS SAC



LEGEND 8 AF ▨ SAC ■	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC
AVE NO A/C ASGD.	417	1028	458	1137	446	1183	399	1171	409	872	343	915	369	960	386	1007	407.8		376.2		384.4			
AVE HRS FLOWN PER A/C	40.3	35.9	35.2	31.1	30.2	28.2	32	27.9	29.7	29.3	32.8	25.4	29.2	23.3	30.1	27.0	32.7		35.2		41.0			

Current figures for SAC not available.

NOTE: Excludes Storage, Excess, Grounded Pending Transfer & Transient Acft.

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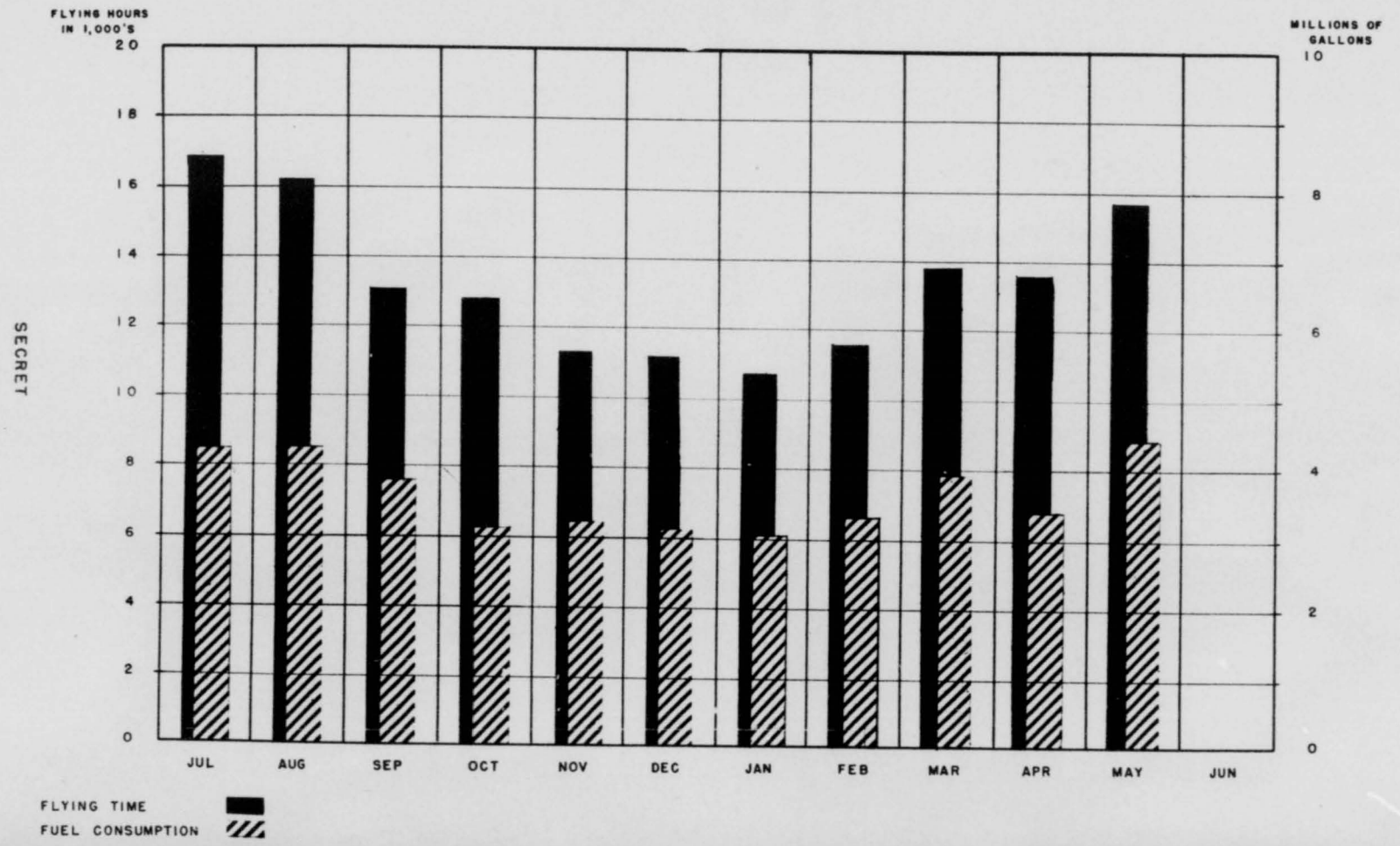
TOTAL 8TH AF FLYING TIME & AVIATION FUEL CONSUMPTION

MONTHLY, FISCAL YEAR 1949



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SECTION IV

AIRCRAFT

AND

MAINTENANCE

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AIRCRAFT INVENTORY

BY STATION & UNIT

STATION & UNIT	GRAND TOTAL	BOMBER							FIGHTER							RCN & LIAISON					CARGO							TRAINER				
		B-50 B-36	B-29 TB-29 KB-29	B-25 TB-25 VB-25	B-26			OTHER COMB	TOTAL	F-51	F-80	F-82	F-84		OTHER COMB	TOTAL	F-2	L-13	L-5	OTHER COMB	TOTAL	C-45	C-47	C-54	YC-97	XC 99	OTHER COMB	TOTAL	T-6 T-11		OTHER COMB	TOTAL
EIGHTH AIR FORCE																																
BIGGS	94																															
97TH BOMB GP.	30		30						30																							
97TH A/B GP.	8			1					1													4						4	3			3
97TH M/S GP.	45		39					2	41										1	1	2						1	1			-1	1
1ST SSS	10																							7	3			10				
2ND SSS	1																							1				1				
CARSWELL	58																															
7TH BOMB GP.	25	24							24																	1		1				
7TH A/B GP.	6			1	1				2													4						4				
7TH M/S GP.	4	1	1		1				3													1						1				
11TH B.G.	11	11							11																							
HQ & HQ AF SQ 8TH AF	12	1	2	4	1				8			1				1						3						3				
DAVIS-MONTHAN	60																															
430 BOMB GP.	49	31	18						49																							
430 A/B GP.	8			2					2													6						6				
430 M/S GP.	3	1							1											1	1										1	1
BERGSTROM	152																															
27TH FIGHTER GP.	77									5		72				77																
27TH A/B GP.	15																					8						8	7			7
*27TH M/S GP.	6									1		5				6																
WALKER	97																															
509TH BOMB GP.	88	1	87						88																							
509TH A/B GP.	4			1					1													3						3				
509TH M/S GP.	5		2					1	3	1						1															1	1
CHATHAM	58																															
2ND B.G.	51	33	18						51																							
2ND A/B GP.	7			1					1									2			2	4						4				
2ND M/S GP.																																
CAMP HOOD	2																															
4001ST B/S SQ.	2			1					1													1						1				
CAMP CAMPBELL	2																															
4002D B/S SQ.	2		1						1													1						1				
TOTAL ALL STATIONS	523	103	198	11	3			3	318	7		78				85		2	1	2	5	2	33	8	3	1	1	48	10		3	13

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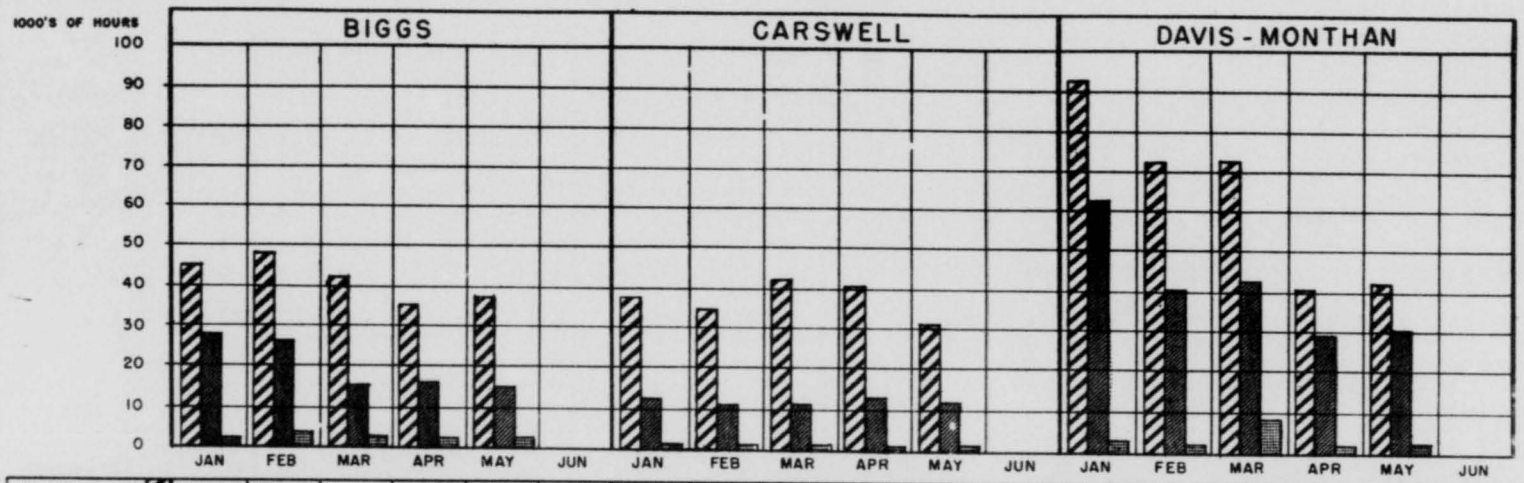
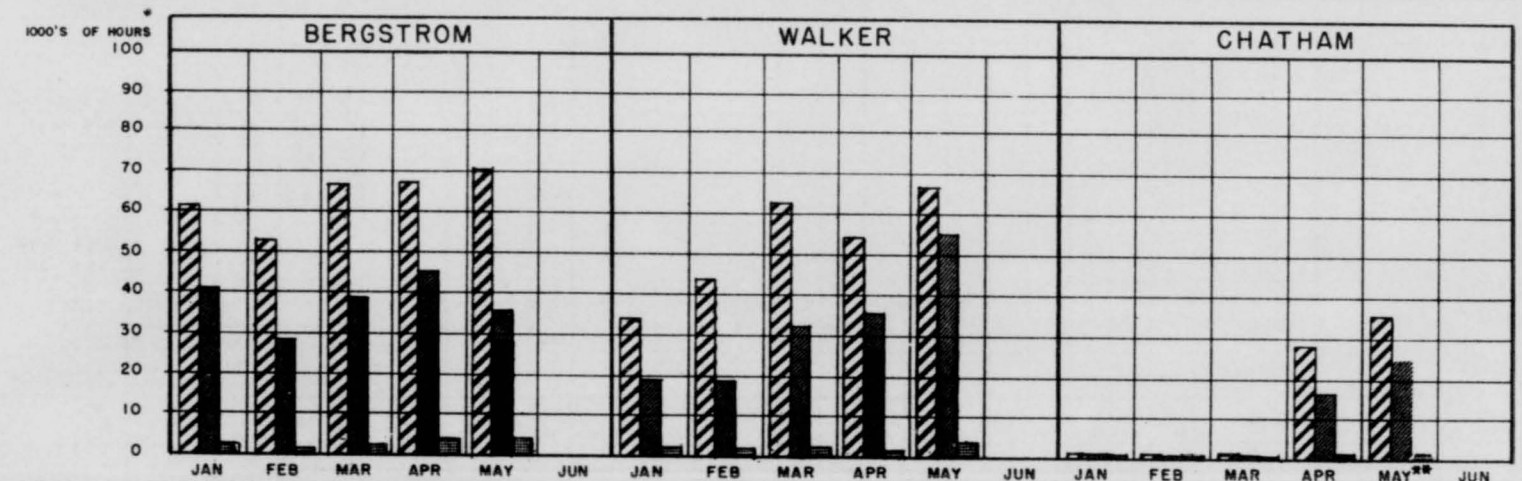
NUMBER OF HOURS ON HAND, IN COMMISSION & FLYING TIME



	BIGGS						CARSWELL						DAVIS - MONTHAN					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	45240	48074	42584	35904	37440		38664	36342	43223	40814	31214		93112	72591	72620	41352	42120	
IN COMMISSION	27704	26032	15364	16895	15347		13538	10571	11334	13180	11930		62212	41330	43001	29121	30401	
FLYING TIME	1868	3272	2522	2571	2604		1143	1565	2066	1886	1658		3597	2492	4181	2823	2684	



	BERGSTROM						WALKER						CHATHAM					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY**	JUN
ON HAND	61704	54984	66240	67669	70058		33952	44976	62959	54912	66241		240	864	1476	28794*	36468	
IN COMMISSION	40074	28677	39235	45069	36309		19703	19204	32952	35923	55111		240	726	900	17314*	24995	
FLYING TIME	2580	2348	2318	3234	3911		1532	1781	2323	1184	3455		15	103	204	1409*	1273	

NOTE: EXCLUDES [illegible]SIENT, EXCESS, STORAGE & A/C GROUNDED PENDING [illegible]NSFER. CAMP HOOD & CAMPBELL NOT [illegible]DED IN FIGS. THRU APR.

**FIGS THR 27 APR TO 31 MAY.

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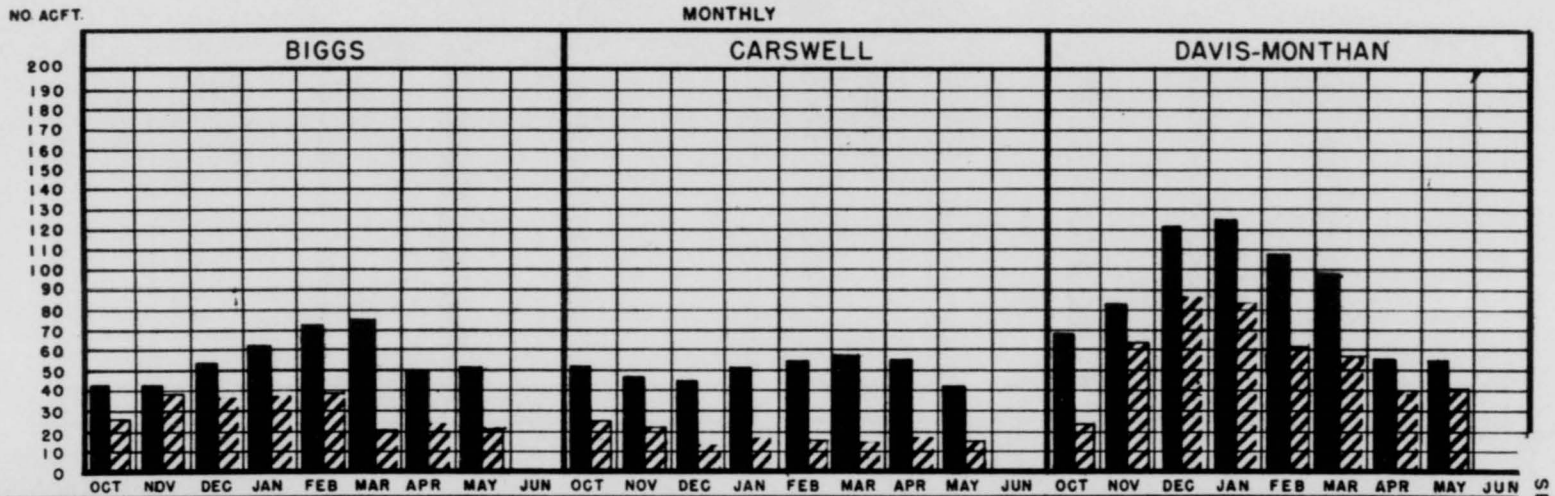
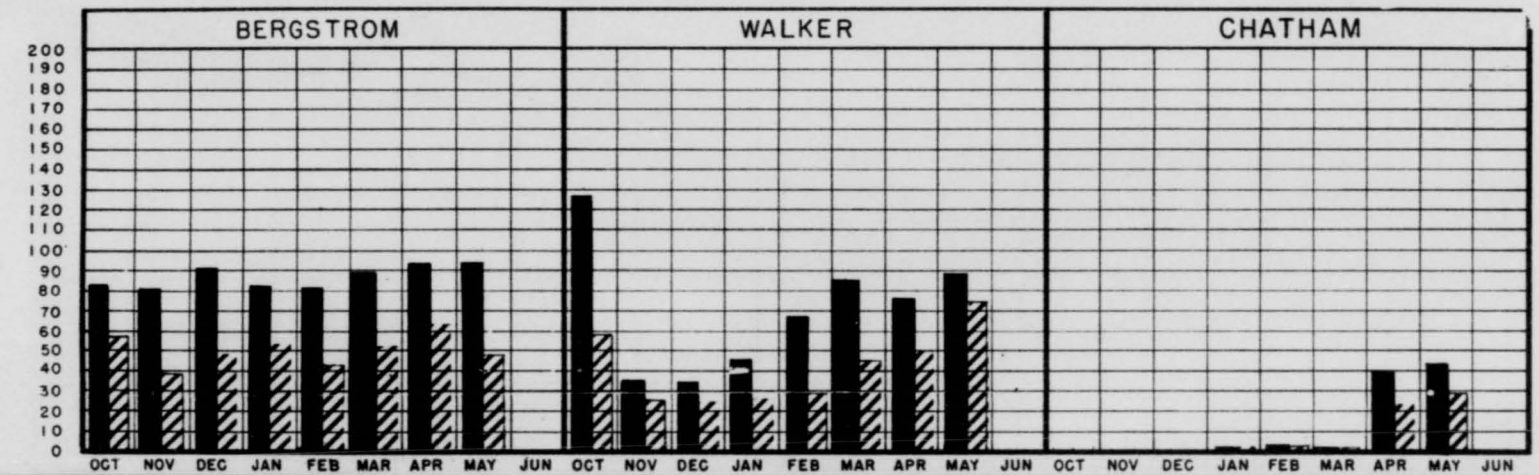
AVERAGE NUMBER AIRCRAFT ON HAND & IN COMMISSION
EIGHTH AIR FORCE BY BASE

NO. ACFT.

MONTHLY



	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
BIGGS AVE NO ON HAND	43	43	54	61	72	75	50	50.3	
BIGGS AVE NO IN COMM	26	39	38	37	39	21	24	20.6	
BIGGS % IN COMM.	59.6	79.7	69.9	61.2	54.1	27.7	47.1	40.9	
CARSWELL AVE NO ON HAND	52	47	45	52	54	58	57	41.9	
CARSWELL AVE NO IN COMM	25	22	14	18	16	15	18	16.1	
CARSWELL % IN COMM.	54	47.5	31.7	35.0	29.1	26.2	32.3	38.2	
DAVIS-MONTHAN AVE NO ON HAND	69	83	122	125	108	98	57	56.6	
DAVIS-MONTHAN AVE NO IN COMM	24	64	87	84	61	58	40	40.8	
DAVIS-MONTHAN % IN COMM.	34.2	76.9	71.0	66.8	56.9	59.2	70.4	72.1	



	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
BERGSTROM AVE NO ON HAND	83	81	93	83	82	89	94	94.2	
BERGSTROM AVE NO IN COMM	57	39	49	54	43	51	63	48.8	
BERGSTROM % IN COMM	68	47.6	53.1	64.9	52.2	57.2	66.7	51.8	
WALKER AVE NO ON HAND	127	36	35	46	67	85	76	89.0	
WALKER AVE NO IN COMM	59	26	23	27	29	44	50	74.0	
WALKER % IN COMM	46.9	73	66.5	58.0	42.7	52.3	65.4	83.2	
CHATHAM AVE NO ON HAND				.3	1.3	2	40	43.4	
CHATHAM AVE NO IN COMM				.3	1.1	1.2	24	29.7	
CHATHAM % IN COMM				100.0	84.0	60.9	60.1*	68.5*	

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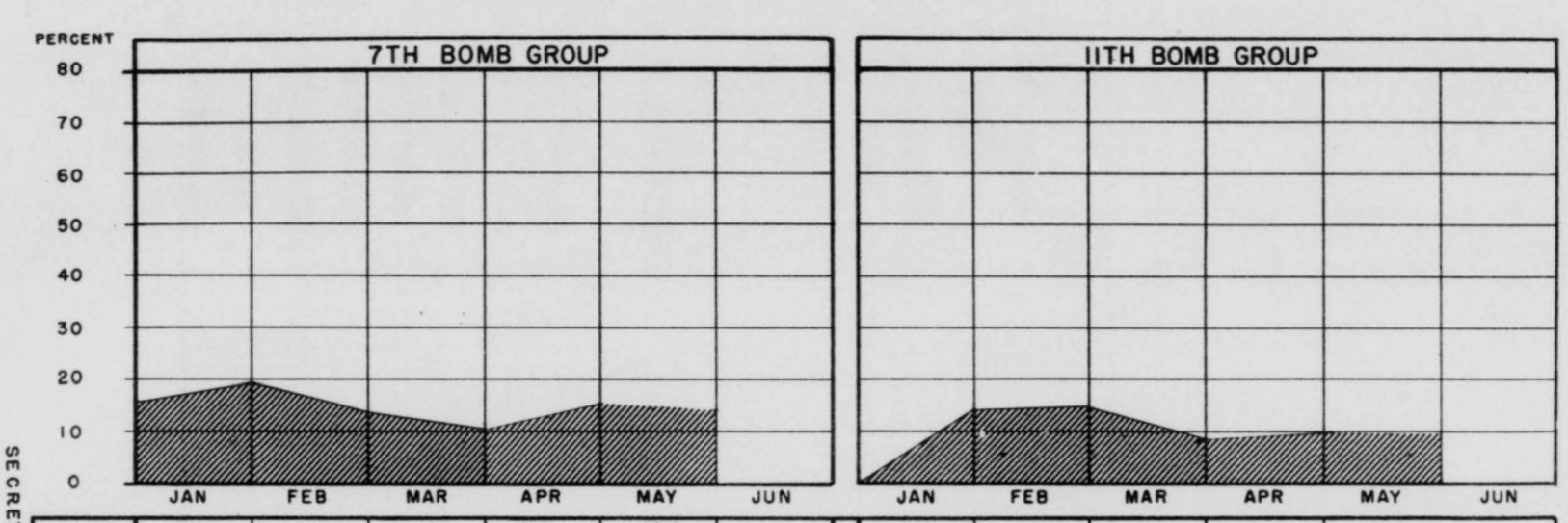
B-36 AIRCRAFT IN COMMISSION



	7TH BOMB GROUP						11TH BOMB GROUP					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	33	26	25	23	17.0		2.0	10	15	15	6.0	
IN COMM	6	4	3	4	2.4		.3	2	1.2	2	.6	

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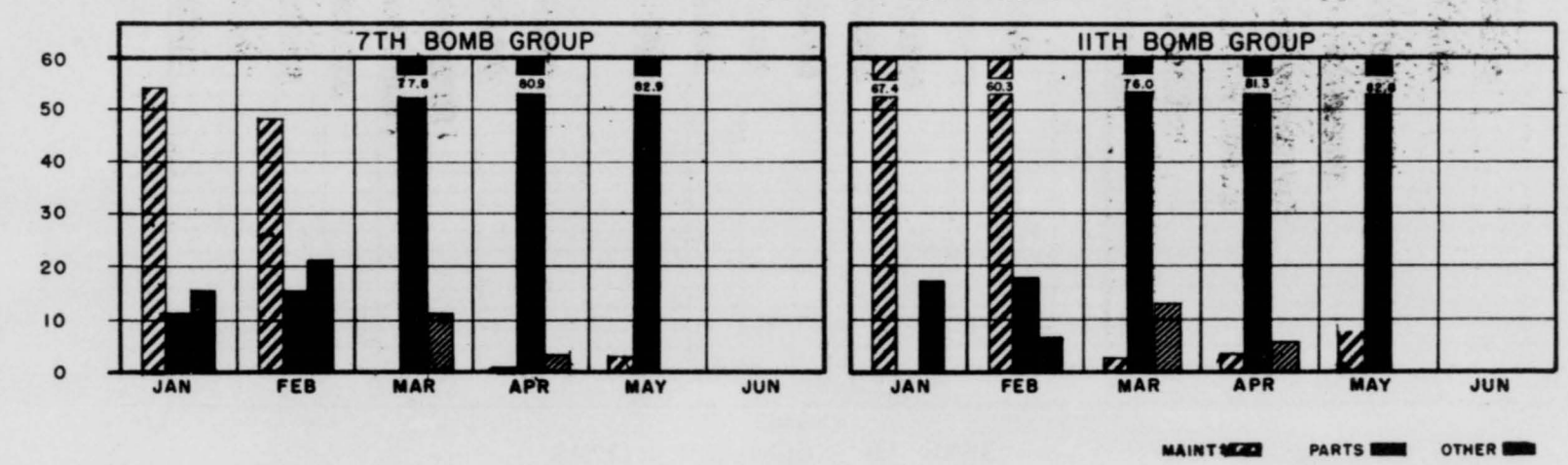
B-36 AIRCRAFT OUT OF COMMISSION



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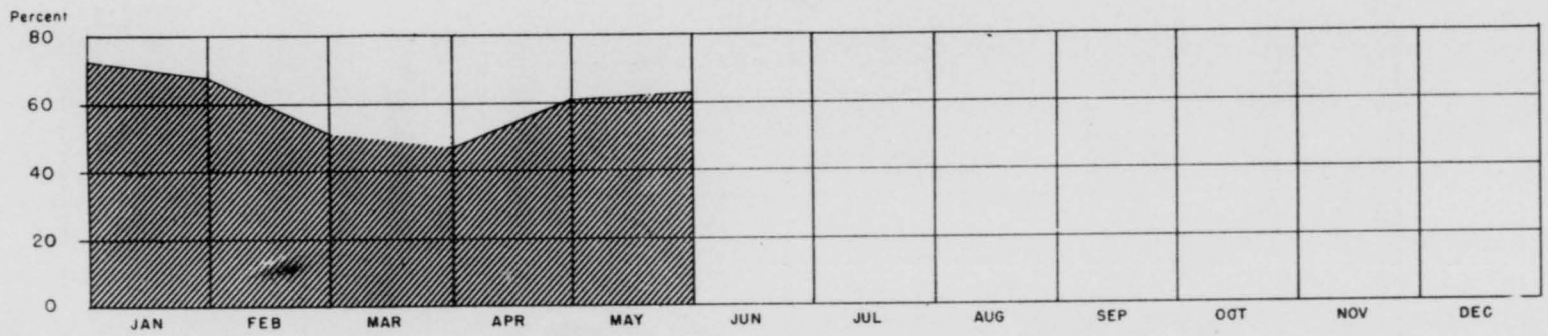
AIRCRAFT

TOTAL B-29 IN COMMISSION

1949



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
On Hand	156	167	147	126	117							
In Comm	107	88	69	77	74							

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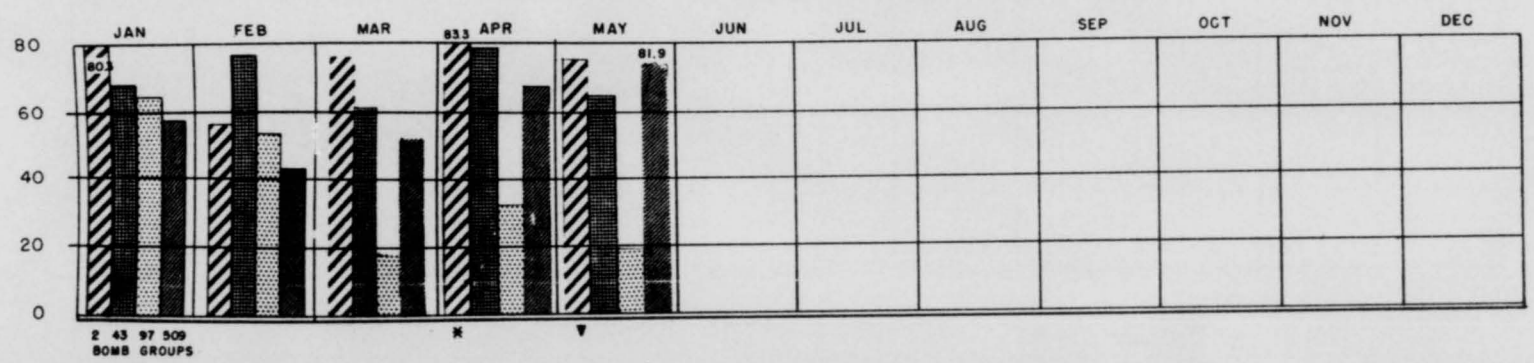
B-29 IN COMMISSION BY BOMB GROUPS



NOTE: INCLUDES B-29 A/C POSSESSED BY BOMB GPS IN CC FUNCTIONS ONLY.
*FIGS THRU 26 APR.

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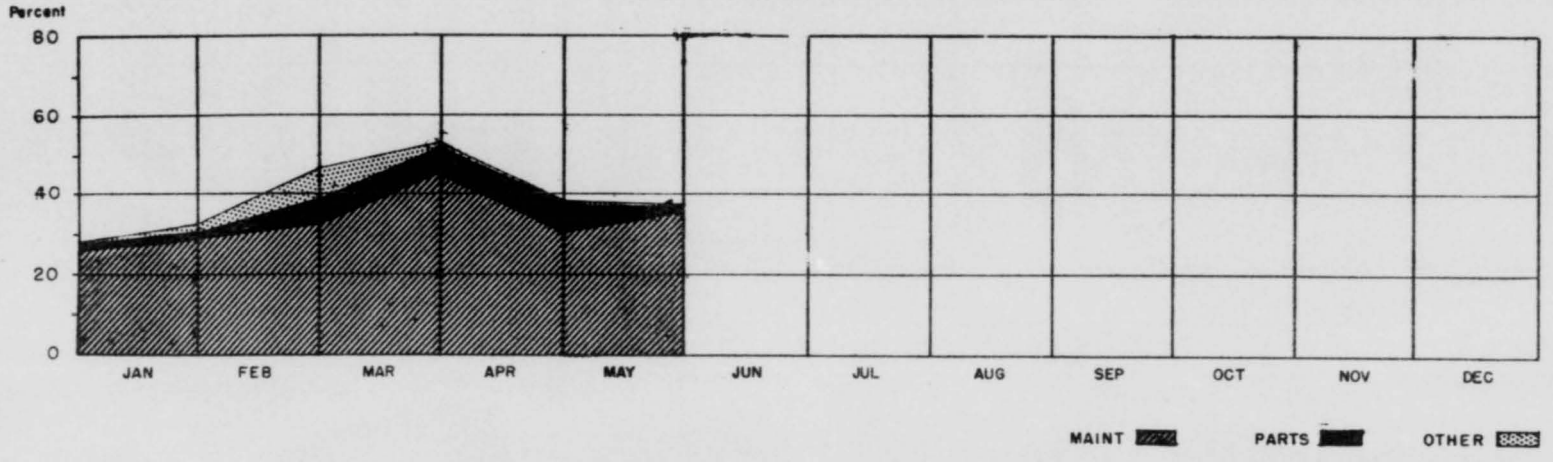
AIRCRAFT

TOTAL B-29 OUT OF COMMISSION

-1949-



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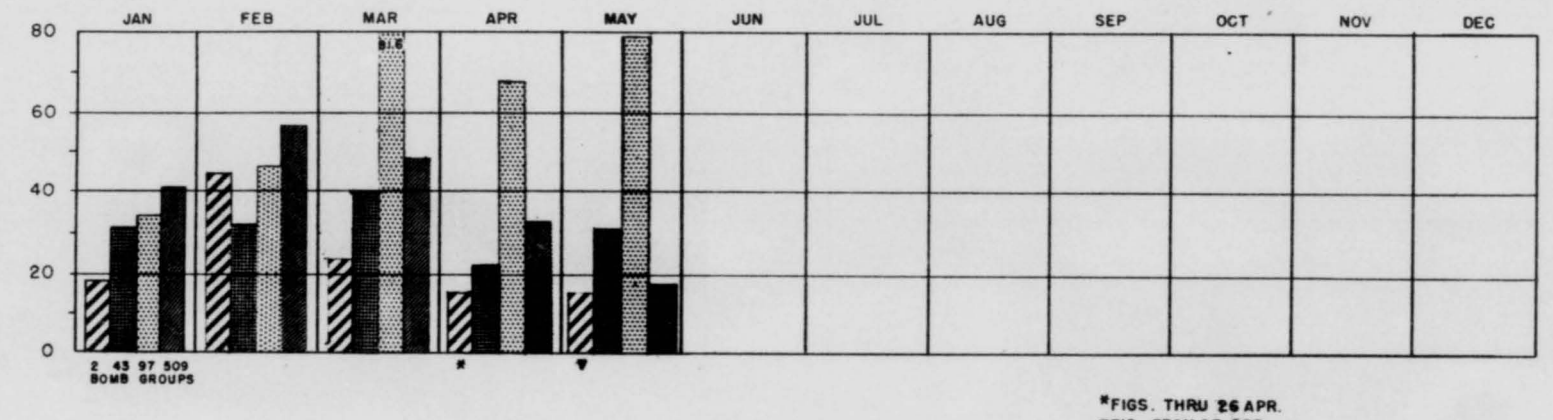
OUT OF COMMISSION BY BOMB GROUPS



*FIGS. THRU 26 APR.
▼FIG. FROM 27 APR
THRU 31 MAY

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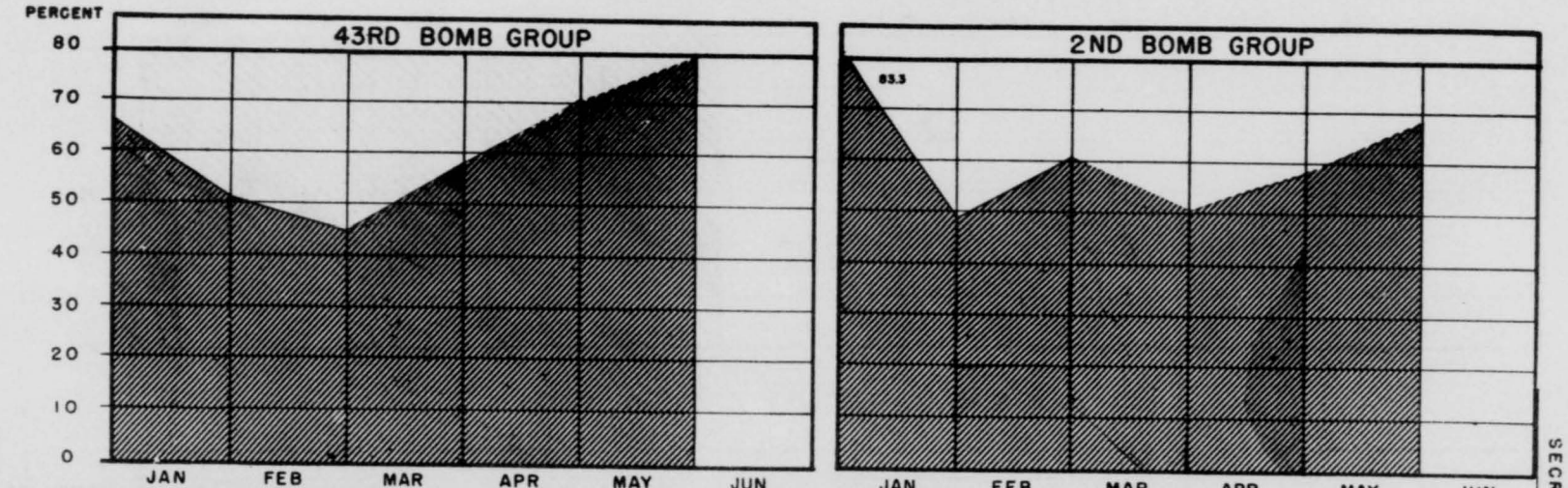
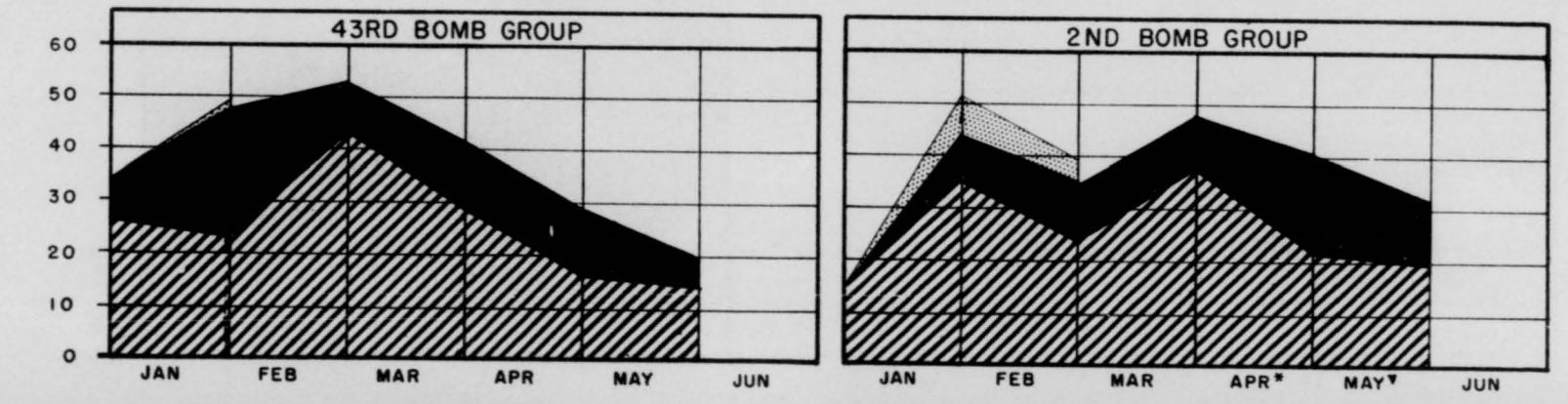
B-50 AIRCRAFT IN COMMISSION



	43RD BOMB GROUP						2ND BOMB GROUP					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	30	32	34	31	30.6		9	11	23	33	32.5	
IN COMM	15	15	20	22	24.5		5	7	12	19	22.2	

B-50 AIRCRAFT OUT OF COMMISSION



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NOTE: INCLUDES B-50 AIRCRAFT IN CC, FUNCTIONS ONLY.

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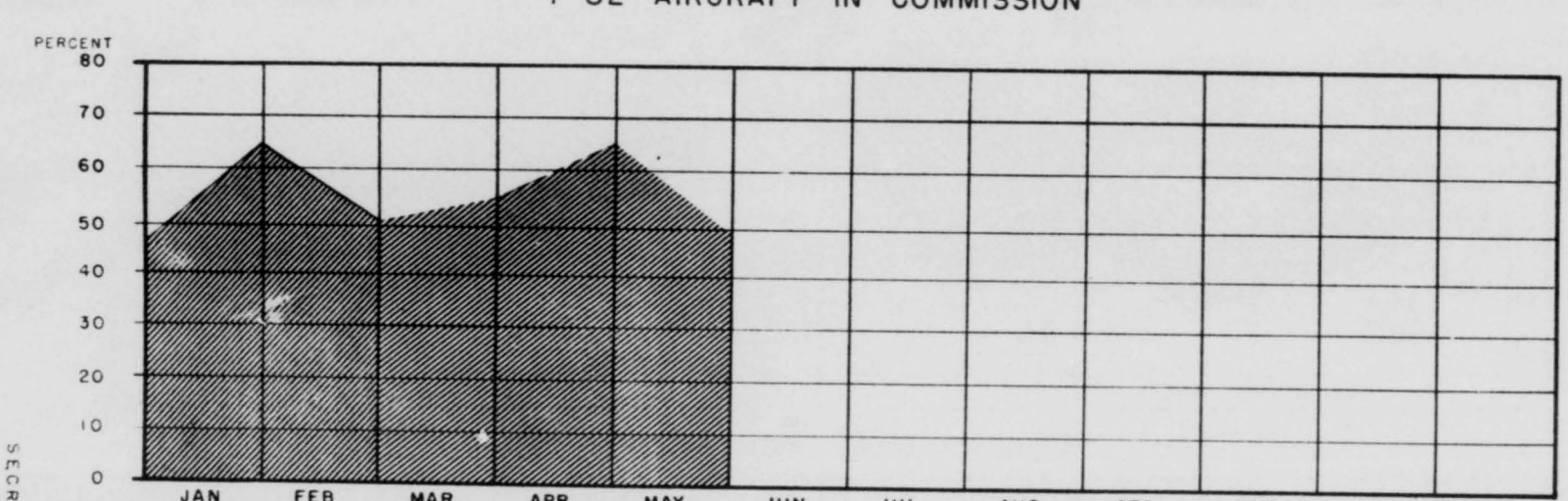
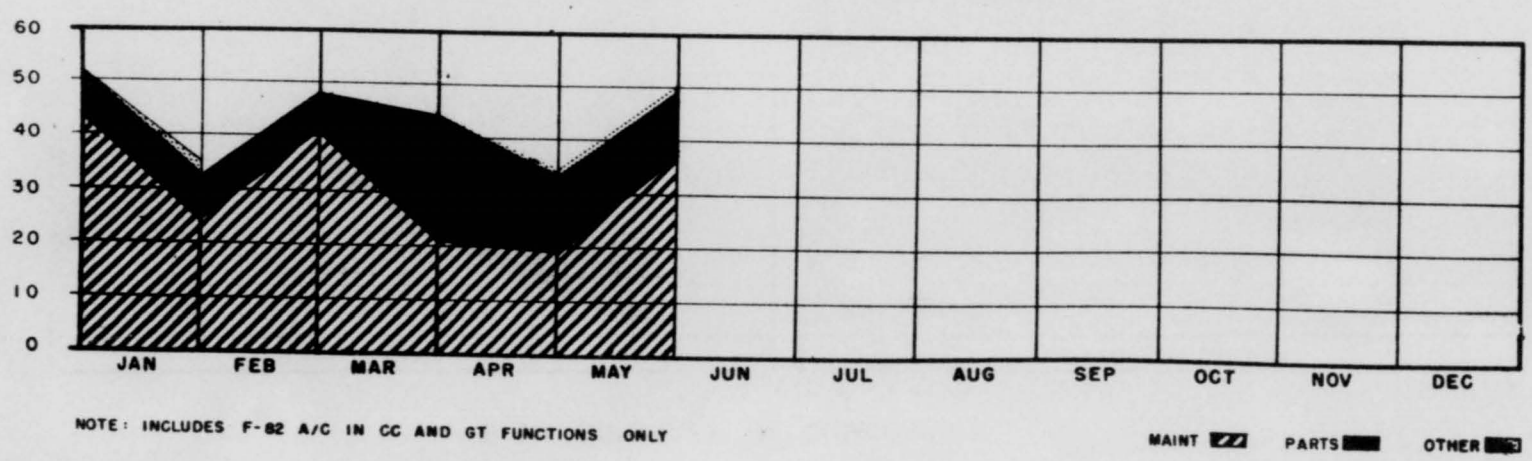
F-82 AIRCRAFT IN COMMISSION



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
ON HAND	74	73	75	73	73.7							
IN COMM	47	37	41	49	36.6							

F-82 AIRCRAFT OUT OF COMMISSION



NOTE: INCLUDES F-82 A/C IN CC AND GT FUNCTIONS ONLY

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AIR BASE DATA
AVAILABLE HOUSING AND RUNWAYS

AS OF 15 APR.

STATION	RANK	HOUSING AVAILABLE: NORMAL CAPACITY AVAILABLE	BEDS OCCUPIED	NO. OF SEPARATE RATIONS	SPACE USED FOR OTHER PURPOSES	FAMILY QUARTERS OCCUPIED	RUNWAYS: NO.	LONGEST (FT.)	ELEVATION (FT.)
BIGGS	OFFICERS	223	192	367	0	25			
	NURSES	13	13	0	0	0			
	E.M. WHITE	3361	1967	758	▼ 53	36	3	9500	3909
	E.M. COLORED	278	111	42	0	0			
	TOTAL	3875	2283	1167	▼ 53	61			
CARSWELL	OFFICERS	207	105	520	0	49			
	NURSES	24	6	2	0	0			
	E.M. WHITE	2053	2245	2020	658	101	5	8200	631
	E.M. COLORED	220	398	104	0	25			
	TOTAL	2504	2754	2646	658	175			
CLOVIS	OFFICERS	513	0	1	0	0			
	NURSES	25	0	0	0	0			
	E.M. WHITE	2042	0	6	0	0	4	100000	4298
	E.M. COLORED	184	0	0	0	0			
	TOTAL	2764	0	7	0	0			
DAVIS-MONTHAN	OFFICERS	458	184	611	0	■ 78			
	NURSES	35	8	0	0	0			
	E.M. WHITE	** 2809	2339	1410	1564	■ 175	5	8000	2692
	E.M. COLORED	393	217	50	0	0			
	TOTAL	3695	2748	2071	1564	253			
BERGSTROM	OFFICERS	195	52	278	0	0			
	NURSES	17	2	0	0	0			
	E.M. WHITE	1472	1377	428	0	0	6	7074	515
	E.M. COLORED	92	40	31	0	0			
	TOTAL	1776	1471	737	0	0			
WALKER	OFFICERS	127	75	336	0	105			
	NURSES	31	5	1	0	0			
	E.M. WHITE	3186	1269	1096	756	85	7	8500	3645
	E.M. COLORED	153	75	31	0	0			
	TOTAL	3497	1422	1464	756	190			
CHATHAM	OFFICERS	15	14	186	0	0			
	NURSES	0	0	0	0	0			
	E.M. WHITE	3251	902	292	181	0	4	7000	50
	E.M. COLORED	147	67	30	23	0			
	TOTAL	3413	983	508	204	0			
	OFFICERS								
	NURSES								
	E.M. WHITE								
	E.M. COLORED								
	TOTAL								

REMARKS

■ FIG. INCLUDE RINCON VISTA HOUSING AREA
** FIG. INCLUDE WILCOX & SAHURITE RANGES
▼ TEMP. USED FOR HOUSING 5 OFFICER & 85 ENLISTED FAMILIES

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COMMAND BOOK

1 JULY 1949

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EIGHTH AIR FORCE

1 Purpose The mission of the Eighth Air Force as stated in letter, Hq SAC 322, subject: "Mission of the Eighth Air Force", dated 10 January, 1947.

2 General. The Commanding General, Eighth Air Force, will be responsible for exercising command jurisdiction over and operating the Eighth Air Force in accordance with policies established by the Commanding General, SAC.

3. Mission The Eighth Air Force will:

a. Command and administer such units and installations as may be assigned thereto, including the administration of military justice to all personnel subject to military law.

b. Man, train and equip, in accordance with priorities established by Headquarters, Strategic Air Command, such tactical units and their associated services as are designated, maintain these units in a state of training and indoctrination with the latest available equipment necessary to permit immediate long range offensive bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort operations in any part of the world, either independently, or in cooperation with land and naval forces.

c Train units, crews, and individuals for maintenance of the combat efficiency of strategic combat units assigned to separate theater commands to include long range bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort, based upon requirements furnished by the Commanding General.

d. Conduct such Universal Military Training as may be directed by the Commanding General, Strategic Air Command.

e. Support the Air Reserve and National Guard Programs in accordance with instructions issued by this headquarters.

f. Perform such special missions and assignments as the Commanding General, Strategic Air Command, may direct.

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Section 1

Organization

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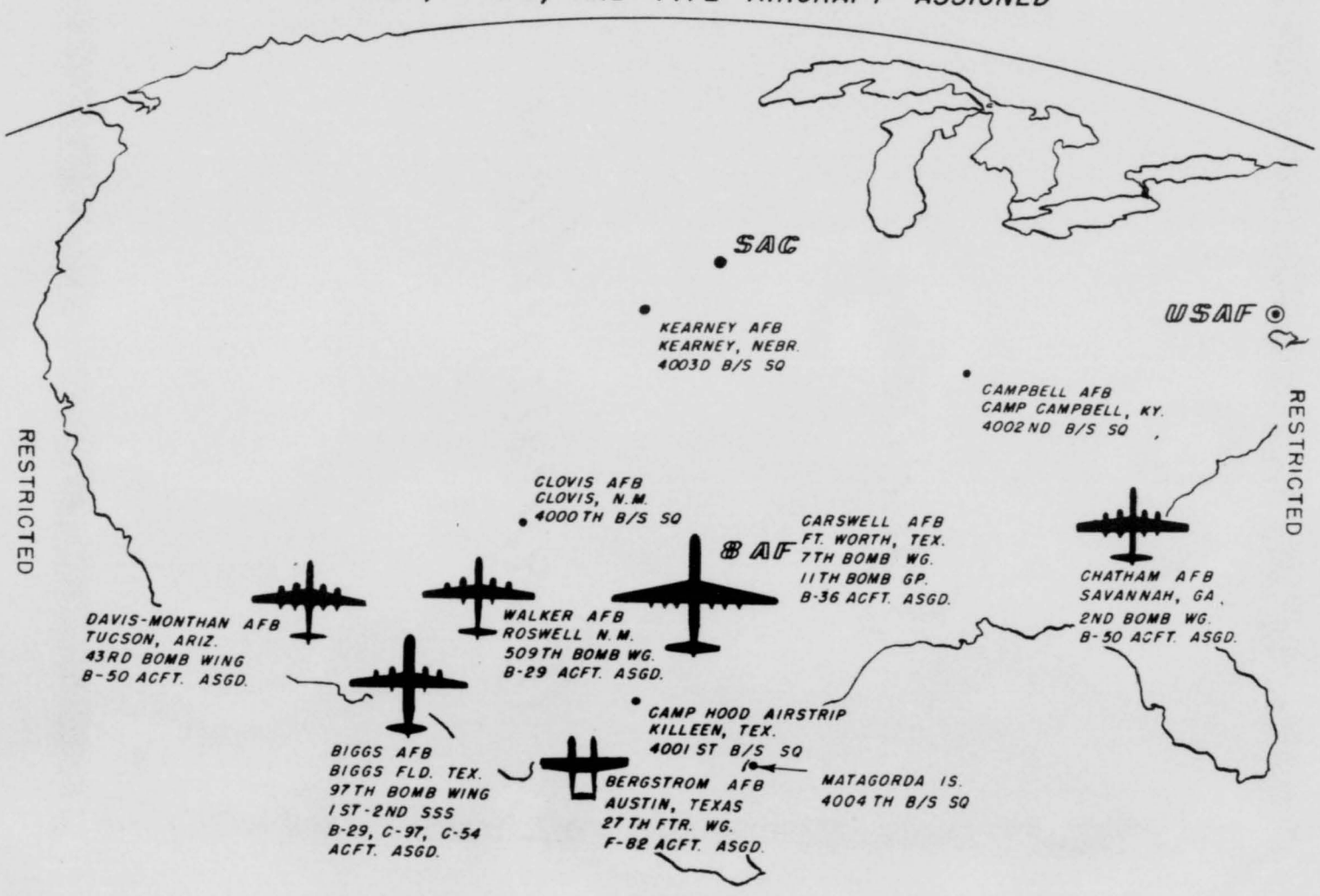
EIGHTH AIR FORCE BASES
LOCATION, UNITS, AND TYPE AIRCRAFT ASSIGNED



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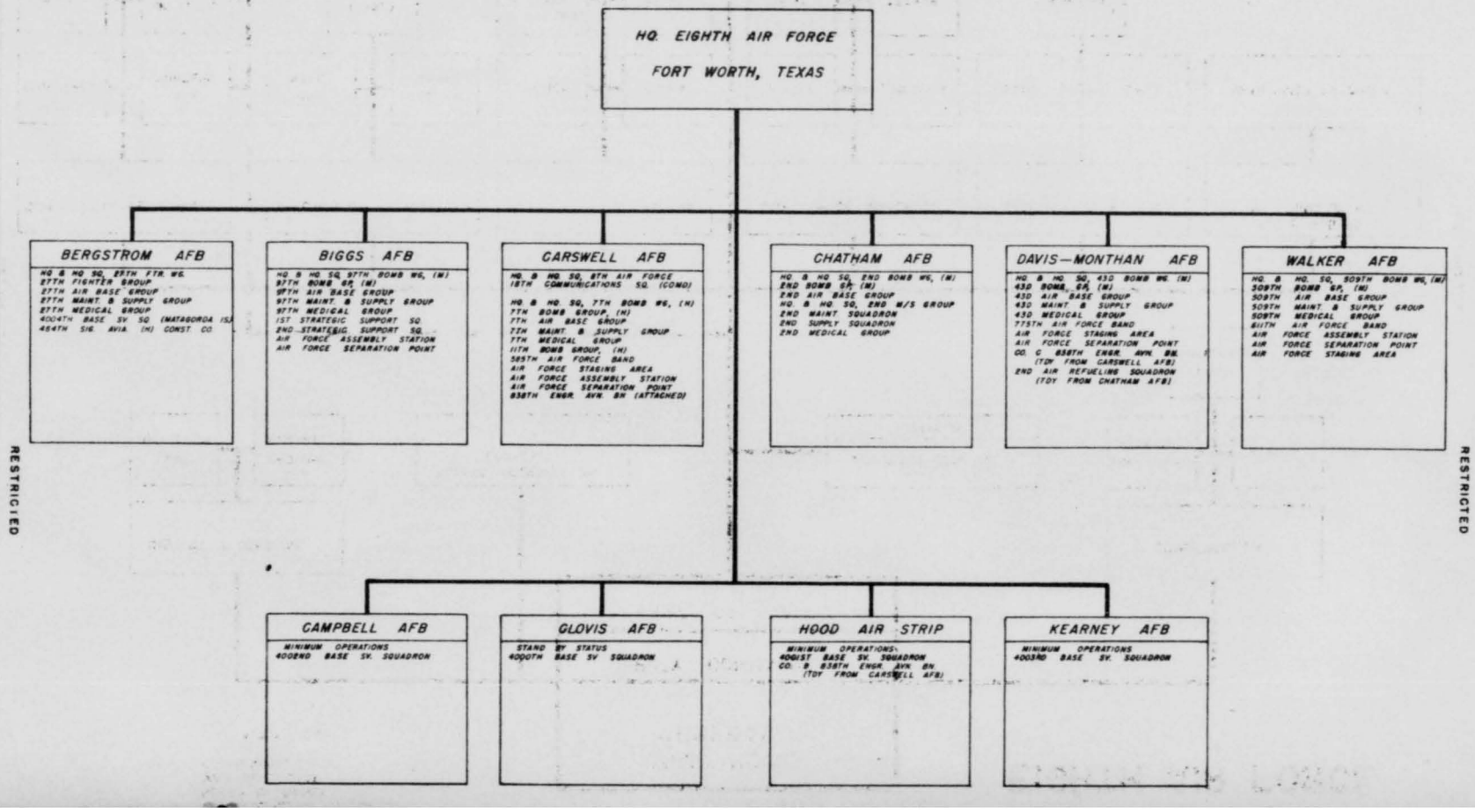
EIGHTH AIR FORCE BASES AND UNITS



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APPROVED BY
ROGER M. RAMEY
MAJ GEN. USAF
COMMANDING

1 APRIL 1949

HEADQUARTERS EIGHTH AIR FORCE

COMMANDING GENERAL

DEPUTY COMMANDER

CHIEF OF STAFF

INSPECTOR GENERAL

AIR INSPECTOR

AIR PROVOST MARSHAL

PUBLIC INFORMATION OFFICER

ADJUTANT GENERAL

HISTORIAN

COMPTROLLER

STATISTICAL SERVICES

FISCAL

COST ANALYSIS

DIRECTOR OF PERSONNEL

PERSONNEL

AIR SURGEON

SERVICES

AIR JUDGE ADVOCATE

AIR CHAPLAIN

DIRECTOR OF INTELLIGENCE

OPR INTELL

REQUIREMENTS

TARGET INTELL

DIRECTOR OF OPERATIONS

OPERATIONS

TRAINING

OPER. PLANS & SPECL PROJECTS

ELEC

DIRECTOR OF MATERIEL

SUPPLY

LOGISTICS

MAINT

TRANSP

ARM, ORD, & CML

AIR INSTLS

DIRECTOR OF PLANS

PLANS

ORGN

MANPOWER

HQS & HQS SQ HQ COMMANDANT

18TH COMM. SQ (COMD)

BERGSTROM

CLOVIS

DAVIS MONTHAN

WALKER

CHATHAM

BIGGS

CARSWELL

KEARNEY

CAMP HOOD AIRSTRIP

CAMPBELL

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KEY PERSONNEL

AS OF END OF MONTH

HEADQUARTERS EIGHTH AIR FORCE

COMMANDING GENERAL	-Maj. Gen.	R.M. Ramey	DIRECTOR OF OPERATIONS	-Colonel	W.H. Blanchard
DEPUTY COMMANDER	-Colonel	C.E. Combs	DIRECTOR OF MATERIEL	-Colonel	M.D. Unruh
CHIEF OF STAFF	-Colonel	J.A. Roberts	DIRECTOR OF PLANS	-Colonel	W.C. Kingsbury
DIRECTOR OF PERSONNEL	-Colonel	J.B. McPherson	COMPTROLLER	-Lt. Col.	T.C. McNeal
DIRECTOR OF INTELLIGENCE	-Lt. Col.	E.M. Kirton	INSPECTOR GENERAL	-Colonel	W.B. Offutt

ACTIVE STATIONS

ORGANIZATION	COMMANDER		STATION	LOCATION
2D BOMB WING (M)	-Colonel	F.E. Glantzberg	CHATHAM AIR FORCE BASE	Savannah, Georgia
7TH BOMB WING (H)	-Colonel	W.P. Fisher	CARSWELL AIR FORCE BASE	Ft. Worth, Texas
43D BOMB WING (M)	-Colonel	J.C. Selser Jr.	DAVIS-MONTHAN AIR FORCE BASE	Tucson, Arizona
97TH BOMB WING (M)	-Brig. Gen.	D.W. Hutchison	BIGGS AIR FORCE BASE	El Paso, Texas
509TH BOMB WING (M)	-Colonel	C.S. Irvine	WALKER AIR FORCE BASE	Roswell, New Mexico
27TH FIGHTER WING	-Colonel	A.B. Packard	BERGSTROM AIR FORCE BASE	Austin, Texas

MINIMUM OPERATIONS

ORGANIZATION	COMMANDER		STATION	LOCATION
* 4000 TH BASE SV. SQ.	-Captain	C.S. Linville	CLOVIS AIR FORCE BASE	Clovis, New Mexico
4001 ST BASE SV. SQ.	-Major	A.D. Lucas	CAMP HOOD AIRSTRIP	Killeen, Texas
4002D BASE SV. SQ.	-Lt. Col.	C.C. Woolwine	CAMPBELL AIR FORCE BASE	Camp Campbell, Ky.
4003D BASE SV. SQ.	-Major	W.M. Thompson	KEARNEY AIR FORCE BASE	Kearney, Nebraska
4004TH BASE SV. SQ.	-Lt. Col	R. Freedman	MATAGORDA ISLAND	Texas

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Section 2

Personnel

Col. J. B. McPherson

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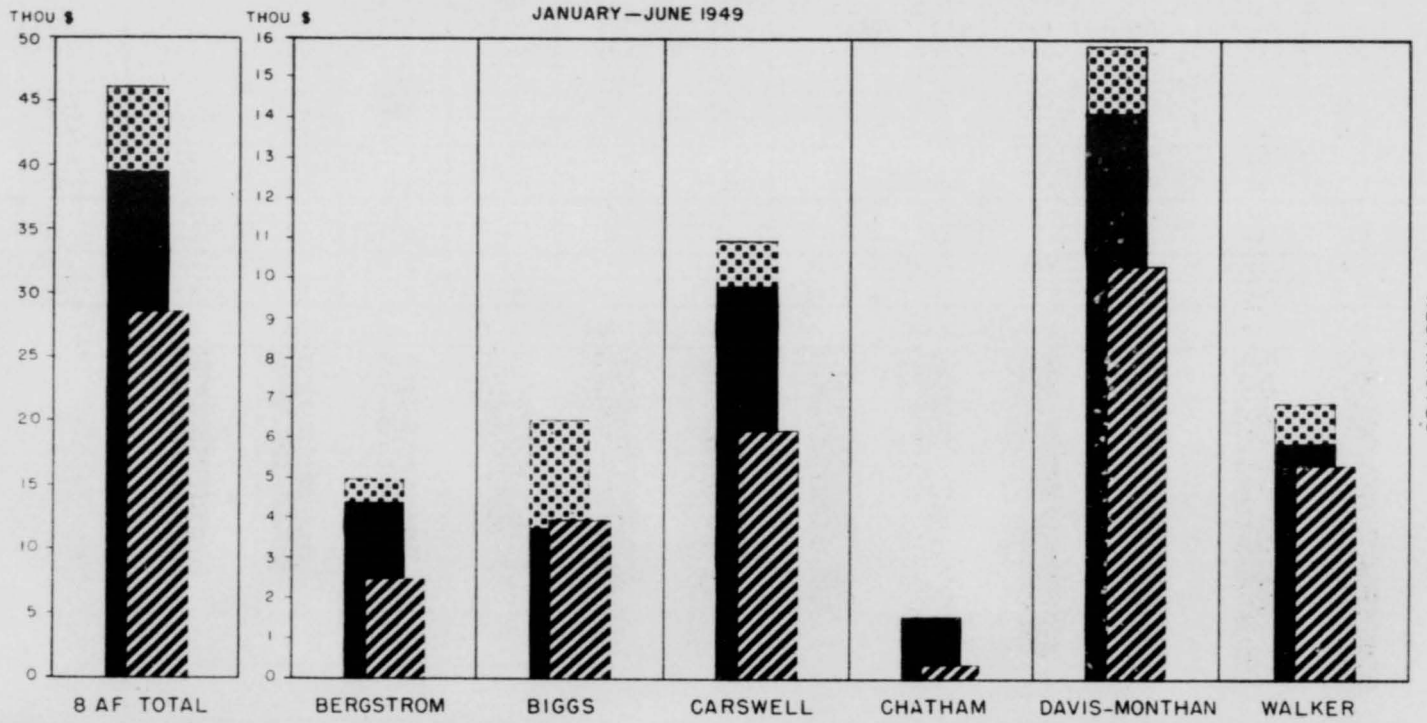
EIGHTH AIR FORCE
AIR FORCE AID SOCIETY ACTIVITIES

JANUARY—JUNE 1949



	8 AF TOTAL	BERGSTROM	BIGGS	CARSWELL	CHATHAM	DAVIS-MONTHAN	WALKER
CASH LOANS	$ 39,476 32	$ 4,392 85	$ 3,759 00	$ 9,777 06	$ 1,518 00	$ 14,163 35	$ 5,866 06
CASH GRANTS	6,549 93	600 00	2,650 00	1,203 43	00	1,696 50	1,000 00
LOANS REPAID	28,454 33	2,415 35	3,945 00	6,173 95	322 00	10,303 02	5,295 01
% LOANS REPAID	72 0%	55 0%	104 9%	63 2%	21 2%	72 7%	90 3%

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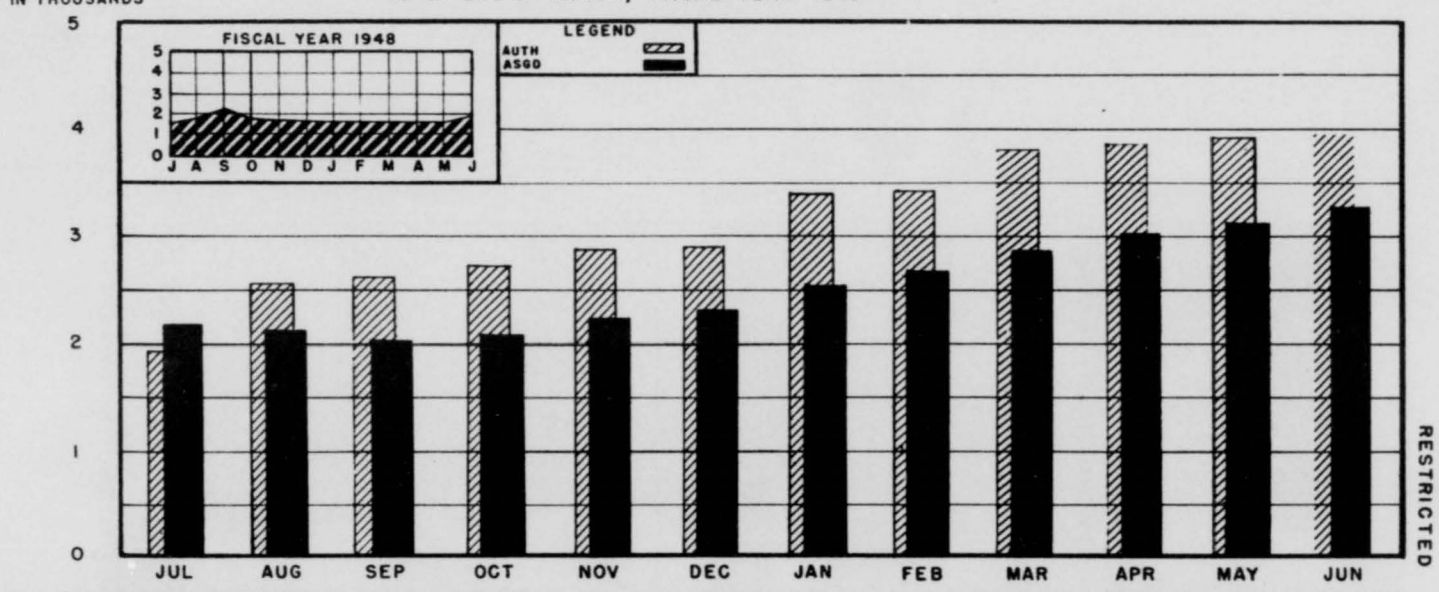
TOTAL 8 AF OFFICER PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH
AS OF END OF MONTH, FISCAL YEAR 1949



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		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	1966	2593	2619	2743	2868	2875	3390	3431	3825	3849	3859	3868
	ASGD.	2194	2150	2070	2095	2227	2297	2543	2680	2882	3003	3133	3343
HQ. & HQ. SQ. 8 AF	AUTH	90	90	90	87	87	87	116	116	116	116	116	116
	ASGD.	82	79	81	83	85	88	99	107	109	118	120	121
HQ. 8AF UNITS	AUTH	40	42	46	20	20	20	20	20	27	24	24	33
	ASGD.	39	36	33	15	16	17	16	17	21	22	25	25
BIGGS	AUTH	176	244	244	244	266	320	397	397	787	786	786	786
	ASGD.	252	243	250	265	311	372	400	414	446	449	481	552
CARSWELL	AUTH	383	378	375	378	417	561	561	595 ▼	587 ▼	585 ▼	585 ▼	585 ▼
	ASGD.	443	435	395	408	401	352	350	393 ▼	447 ▼	478 ▼	529 ▼	587 ▼
DAVIS-MONTHAN	AUTH	594	842	842	888	898	920 *	1325 *	1249 ■	1250 ■	685 ■	817 ■	817 ■
	ASGD.	655	660	643	642	670	758 *	841 *	773 ■	768 ■	577 ■	579 ■	608 ■
BERGSTROM	AUTH	225	221	221	281	292	292	292	292	292	293	303	303
	ASGD.	226	214	199	205	206	214	267	278	325	325	328	326
WALKER	AUTH	458	776	801	845	672	672	676	676	676	682	682	682
	ASGD	497	483	469	477	410	494	568	580	601	628	622	635

Note:
Hq. 8AF Units include 18th Comm Sq.(Comd), 4003 RD, 4000th, 4001st, 4002nd BS Sq.
▼ Includes Hq & Hq & Sv Co, Co "A", "B" & Med Det, 838th Engr Avn. BN
■ Includes Co "C" 838 ngr Avn Bn.

CHATHAM AFB	
AUTH	546
[illegible]	489

* Includes Units Of 2nd Bomb Wg now at Chatham AFB

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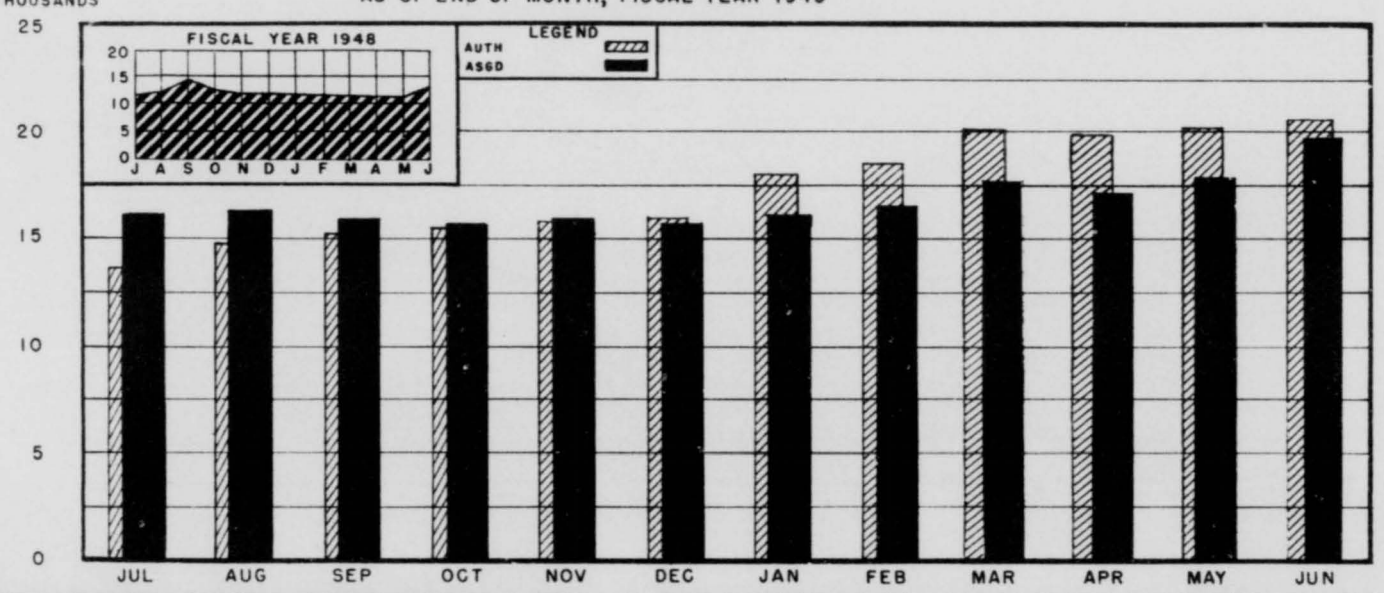
TOTAL AF ENLISTED PERSONNEL

AUTHORIZATION AND ASSIGNED STRENGTH AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	13603	14852	15267	15558	16691	16151	18007	18599	20114	19932	20196	20486
	ASGD	16110	16155	15970	15668	16780	15865	16011	16467	17065	17333	17842	19587
HQ & HQ SQ 8 AF	AUTH	250	250	250	250	250	250	281	281	281	281	281	281
	ASGD	249	249	244	239	251	256	266	273	295	297	278	286
HQ 8 AF UNITS	AUTH	391	391	466	190	190	190	213	213	213	213	215	517
	ASGD	317	316	315	130	149	167	169	191	201	204	225	251
BIGGS	AUTH	1185	1553	1553	1553	1908	2261	2273	2273	3882	3682	3682	3707
	ASGD	1585	1808	1770	1719	2122	2392	2434	2399	2365	2320	2487	2850
CARSWELL	AUTH	2972	2651	2649	2753	3191	3588	3588	4049 ▼	3941 ▼	3941 ▼	3941 ▼	3941 ▼
	ASGD	4325	4249	4117	3988	4114	3754	3694	4134 ▼	4158 ▼	4274 ▼	4415 ▼	4682 ▼
DAVIS-MONTHAN	AUTH	3811	4512	4512	4830	4832	4880 *	6621 *	5362 ■	5376 ■	3505 ■	3820 ■	3820 ■
	ASGD	4119	4156	4212	4349	4464	4493 *	4675 *	3992 ■	3980 ■	3166 ■	3109 ■	3389 ■
BERGSTROM	AUTH	1573	1400	1400	1504	1582	1582	1582	1582	1582	1584	1846	1809
	ASGD	1544	1424	1360	1310	1312	1377	1435	1424	1875	1844	2053	2123
WALKER	AUTH	3421	4095	4437	4478	3306	3306	3355	3355	3355	3377	3377	3377
	ASGD	3971	3953	3952	3933	3385	3333	3243	3250	3170	3118	3000	3161

Note:
= Hq 8AF Stations include 18th Comm Sq(Comd), and 4000th, 4001st, 4002nd, 4003d B.S. SQ.
▼ Includes Hq & Hq & Sv Co, Co "A", "B" & Med Det, 838th Engr Avn. BN
■ Includes Co "C" 838th Engr Avn Bn

CHATHAM AFB	
AUTH	3034
ASGD	2845

* Includes Units Of 2nd Bomb Wg. now at Chatham AFB

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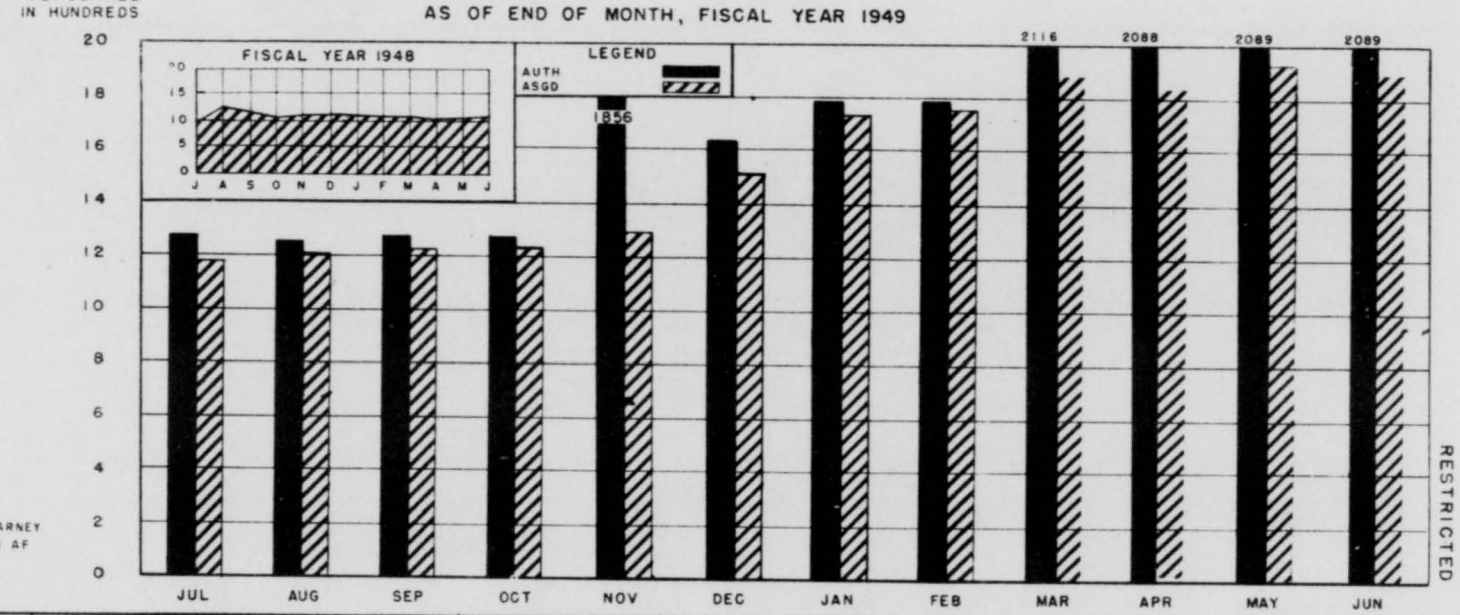
TOTAL 8AF CIVILIAN PERSONNEL
AUTHORIZED AND ASSIGNED STRENGTH
AS OF END OF MONTH, FISCAL YEAR 1949



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* FIGURES FOR KEARNEY INCLUDED IN 8TH AF TOTAL.

		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8AF	AUTH	1263	1256	1273	1273	1856	1631	1791	1791	2116 *	2088 *	2089*	2089*
	ASGD	1179	1201	1222	1236	1281	1518	1636	1659	1695 *	1853 *	1932*	1898*
HQ & HQ SQ 8AF	AUTH	75	75	75	75	75	75	75	75	75	75	75	75
	ASGD	68	71	68	69	71	73	72	71	74	73	74	75
BIGGS	AUTH	5	5	7	7	298	298	300	300	300	300	300	300
	ASGD	0	1	5	5	6	220	225	249	269	270	282	294
CAMPBELL	AUTH	16	16	16	16	16	16	16	16	16	16	16	16
	ASGD	10	10	15	16	16	16	16	16	16	16	16	16
CARSWELL	AUTH	301	301	307	307	328	328	330	330	330	330	330	330
	ASGD	291	294	294	299	302	317	324	322	325	323	326	320
DAVIS-MONTHAN	AUTH	298	295	296	296	296	296	299	299	299	301	301	301
	ASGD	284	285	288	296	300	301	299	295	296	297	296	301
BERGSTROM	AUTH	212	212	214	214	260	260	260	260	260	261	262	262
	ASGD	186	197	206	204	228	240	245	241	204	226	237	240
WALKER	AUTH	306	302	308	308	308	308	308	308	308	308	308	308
	ASGD	290	293	296	297	308	301	301	302	303	299	304	307
CLOVIS	AUTH	50	50	50	50	50	50	50	50	50	50	50	50
	ASGD	50	50	50	50	50	50	50	50	49	49	50	50
CHATHAM	AUTH		ASSIGNED TO 8TH AF EFF		'48			3	153	293	307	3	307
	ASGD							4	113	122	160	2	234

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MILITARY PERSONNEL STRENGTH BY UNIT

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			AUTHORIZATION			ASSIGNED				
			OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	AUTH	ASGD
CARSWELL	8AF	HQ & HQ SQ 8AF	114	2	0	102	2	17	281	286
		18TH COMM. SQ (COMD)	9	0	0	7	0	0	149	118
		585TH AF BAND	0	0	1	0	0	1	34	29
BIGGS		1ST STRATEGIC SUPPORT SQ.	65	0	0	63	0	0	206	196
BIGGS		2ND STRATEGIC SUPPORT SQ.	65	0	0	64	0	1	161	177
WALKER		611TH AF BAND	0	0	1	0	0	1	34	26
DAV-MONTHAN		775TH AF BAND	0	0	1	0	0	1	34	33
CARSWELL	8AF	TOTAL 7TH BOMB WING	322	35	0	388	22	22	2656	3532
		HQ & HQ SQ 7TH BOMB WG. H	35	0	0	103	0	7	98	141
		HQ 7TH BOMB GP, H	13	2	0	15	1	2	28	37
		9TH BOMB SQ, H	62	0	0	59	0	0	254	280
		436TH BOMB SQ, H	62	0	0	54	0	0	254	272
		492ND BOMB SQ, H	62	0	0	55	0	1	254	270
		7TH MAINT. & SUPPLY GP.	41	0	0	37	0	8	795	896
		7TH AIR BASE GP.	47	0	0	65	0	4	845	1488
		7TH STATION MED. GP.	0	33	0	0	21	0	128	148
CARSWELL	8AF	TOTAL 11TH BOMB GP.	199	2	0	127	0	1	790	708
		HQ. 11TH BOMB GP. H	13	2	0	15	0	0	28	37
		26TH BOMB SQ. H	62	0	0	37	0	0	254	218
		42ND BOMB SQ. H	62	0	0	37	0	1	254	218
		98TH BOMB SQ. H	62	0	0	38	0	0	254	235

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			AUTHORIZATION			ASSIGNED				
			OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	AUTH	ASGD
DAV-MONTHAN	8 AF	TOTAL 43D BOMB WING	775	36	1	564	21	20	3655	3262
		HQ & HQ SQ 43D BOMB WG, M	38	0	0	44	0	1	96	106
		HQ 43D BOMB GROUP, M	22	1	0	27	0	1	49	46
		63D BOMB SQ, M	116	1	0	84	0	2	374	259
		64TH BOMB SQ, M	116	1	0	85	1	1	374	264
		65TH BOMB SQ, M	116	1	0	81	1	3	374	266
		43D AIR REFUEL SQ	132	0	0	115	0	2	315	301
		2D AIR REFUEL SQ	132	0	0	20	0	1	315	85
		43D MAINT & SUPPLY GP	45	0	0	45	0	5	837	776
		43D AIR BASE GP	58	0	1	63	0	4	807	1024
		43D MEDICAL GP	0	32	0	0	19	0	114	135
CHATHAM	8AF	TOTAL 2D BOMB WING	511	34	1	470	6	13	3034	2845
		HQ & HQ SQ 2D BOMB WING, M	38	0	0	57	0	3	90	91
		HQ 2D BOMB GP, M	22	1	0	46	0	1	49	72
		20TH BOMB SQ, M	116	1	0	89	0	0	374	342
		49TH BOMB SQ, M	116	1	0	86	0	1	374	346
		96TH BOMB SQ, M	116	1	0	87	0	1	374	309
		2D MAINT. & SUPPLY GP.	45	0	0	39	0	5	837	723
		2D AIR BASE GP.	58	0	1	66	0	2	822	808
		2D MEDICAL GP.	0	30	0	0	6	0	114	154
BIGGS	8AF	TOTAL 97TH BOMB WING	643	12	1	406	6	12	3340	2477
		HQ & HQ SQ 97TH BOMB WG, M	38	0	0	68	0	2	84	82
		HQ 97TH BOMB GP, M	22	1	0	27	0	2	49	37
		340TH BOMB SQ, M	116	1	0	71	0	0	374	228
		341ST BOMB SQ, M	116	1	0	67	0	0	374	233
		342D BOMB SQ, M	116	1	0	64	0	0	374	226
		97TH AIR REFUEL SQ	132	0	0	25	0	1	315	4
		97TH MAINT & SUPPLY GP	45	0	0	31	0	6	821	634
		97TH AIR BASE GP	58	0	1	53	0	1	910	966
		97TH MEDICAL GP	0	8	0	0	6	0	39	67

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LOCATION	ASGMT	UNIT	OFFICERS AUTHORIZATION: OTHER THAN MEDICAL DEPT.	OFFICERS AUTHORIZATION: MEDICAL DEPT.	OFFICERS AUTHORIZATION: W/O	OFFICERS ASSIGNED: OTHER THAN MEDICAL DEPT.	OFFICERS ASSIGNED: MEDICAL DEPT.	OFFICERS ASSIGNED: W/O	ENLISTED: AUTH	ENLISTED: ASGD
WALKER	8AF	TOTAL 509TH BOMB WING	645	35	1	595	21	18	3343	3135
		HQ & HQ SQ 509TH BOMB WG.	40	0	0	66	0	4	86	240
		HQ 509TH BOMB GROUP	22	1	0	42	0	1	49	50
		393D BOMB SQ. M	116	1	0	82	1	1	374	264
		715TH BOMB SQ. M	116	1	0	88	1	0	374	249
		830TH BOMB SQ. M	116	1	0	89	1	2	374	266
		509TH AIR REFUEL SQ.	132	0	0	121	0	0	315	321
		509TH MAINT. & SUPPY GP.	45	0	0	40	0	7	839	742
		509TH AIR BASE GP.	58	0	1	67	0	3	818	860
		509TH MED. GP.	0	31	0	0	18	0	114	143
BERGSTROM	8AF	TOTAL 27TH FIGHTER WING	271	22	0	291	12	8	1584	1829
		HQ & HQ SQ 27TH FTR. WG.	31	0	0	39	0	1	69	116
		HQ 27TH FIGHTER GP.	9	2	0	13	1	0	25	35
		522ND FTR. SQ.	55	0	0	53	0	0	135	145
		523D FTR. SQ.	55	0	0	55	0	0	135	147
		524TH FTR. SQ	55	0	0	55	0	0	135	144
		27TH MAINT. & SUPPLY GP.	29	0	0	30	0	5	447	484
		27TH AIR BASE GP.	37	0	0	46	0	2	571	679
		27TH MED GP	0	20	0	0	11	0	67	79

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LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED	
			AUTHORIZATION			ASSIGNED				
			OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	AUTH	ASGD
CARSWELL	ATCHD 8AF	TOTAL 838TH ENGR AVN BN.	27	3	0	27	0	1	592	507
		HQ & HQ & SV CO, 838TH EAB	15	0	0	15	0	1	185	169
		CO "A" 838TH EAB	4	0	0	5	0	0	131	132
		MEDICAL DET 838TH EAB	0	3	0	0	0	0	14	12
CAMP HOOD		CO "B" 838TH EAB	4	0	0	5	0	0	131	100
DAVIS-MONTHAN		CO "C" 838TH EAB	4	0	0	2	0	0	131	94
BERGSTROM		464TH SIG AVN HV CONS. CO.	7	0	0	3	0	1	149	203
GLOVIS	8AF	4000TH BASE SV. SQ.	4	0	0	3	0	0	0	0
CAMP HOOD		4001ST BASE SV. SQ	8	0	0	3	0	0	184	47
CAMPBELL		4002D BASE SV. SQ.	8	0	0	7	0	0	184	86
KEARNEY		4003D BASE SV. SQ	4	0	0	5	0	0	0	0
BERGSTROM	ATCHD 27TH WG.	4004TH BASE SV. SQ.	3	0	0	10	0	1	76	91

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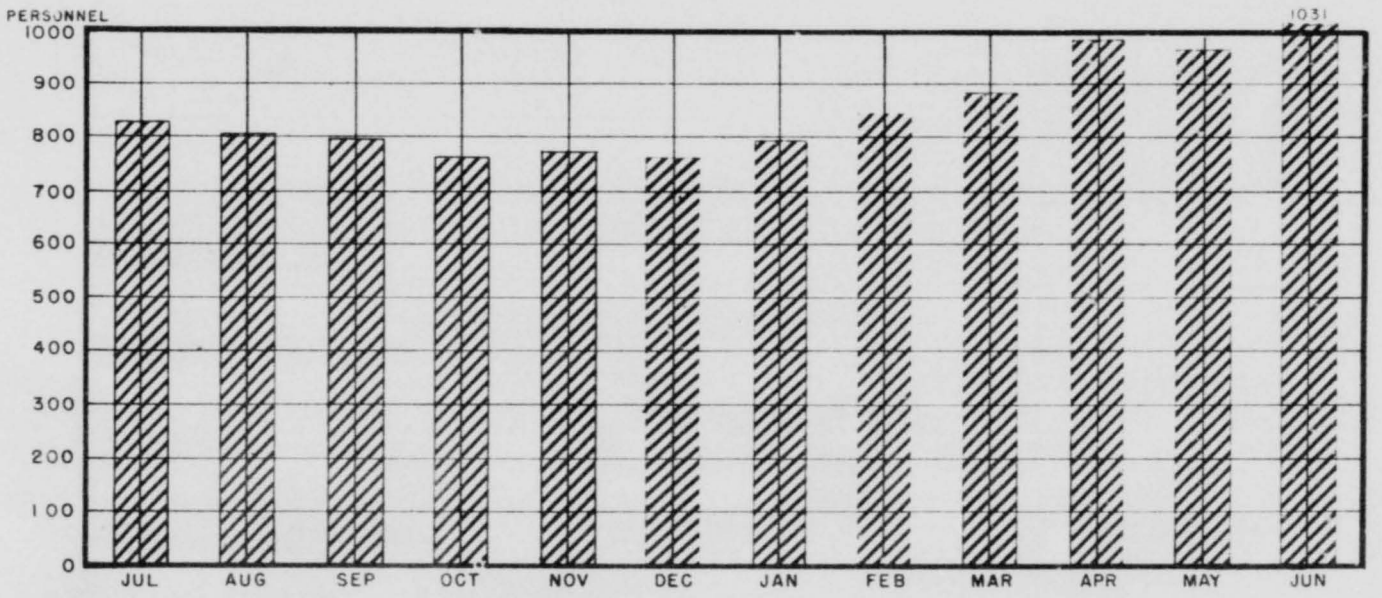
TOTAL EIGHTH AIR FORCE
REGULAR AIR FORCE AND REGULAR ARMY OFFICER PERSONNEL ASSIGNED

AS OF 15TH OF MONTH



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	823	804	797	762	776	772	796	841	883	994	971	1031
HQ 8TH AF	47	45	50	46	48	51	52	59	70	71	76	73
BIGGS	108	111	108	102	110	135	132	131	136	134	139	152
CARSWELL	185	180	176	162	164	152	151	157	164	185	194	216
DAVIS-MONTHAN	229	222	225	218	220	*225	*239	235	237	234	170	180
BERGSTROM	79	76	71	70	71	70	74	80	78	92	92	88
WALKER	173	168	164	161	160	136	144	154	158	168	169	174
CAMP HOOD AIPSTRIP	1	1	1	1	1	1	1	1	1	1	1	1
CAMPBELL	1	1	2	2	2	2	2	2	2	2	2	2
CLOVIS	0	0	0	0	0	0	0	0	0	0	0	0
CHATHAM								22	37	57	127	144
KEARNEY									0	0	1	1
% OF ASGD STRENGTH	37.2	37.1	37.2	37.1	36.5	34.9	32.9	32.4	32.1	31.9	31.9	31.9

Note: Hq 8th AF includes 18th Comm Sq(Comd).
* Davis Monthan includes units of 2d Bomb Wing transferred to Chatham AFB, Georgia.

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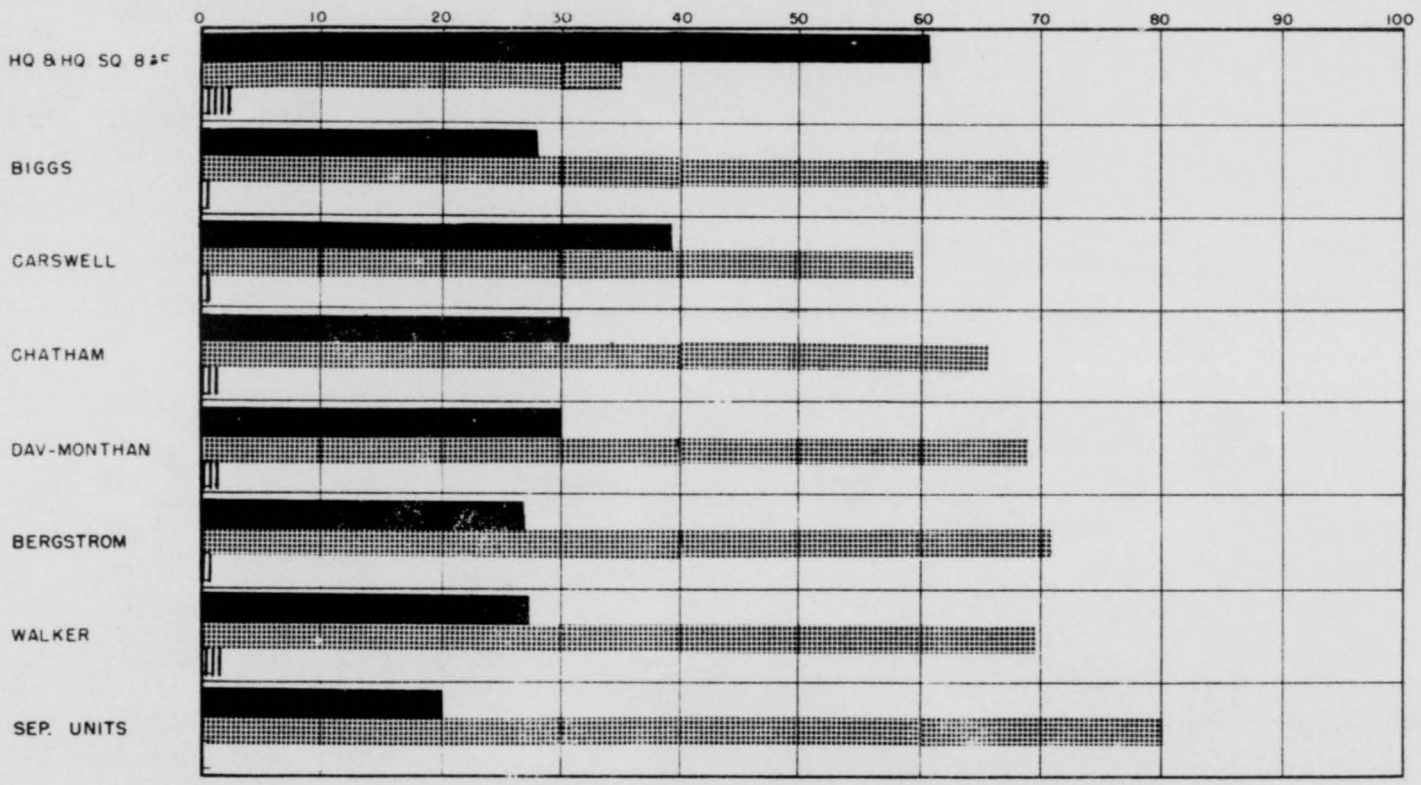
EIGHTH AIR FORCE OFFICER PERSONNEL
BY RANK & COMPONENT

AS OF 15TH MONTHLY
JUNE



COMPONENT	GEN	COL	LT COL	MAJOR	CAPT	LTS	FO & WO	TOTAL
USAF & RA	2	28	98	170	388	273	72	1031
USAFR & ORC	0	2	17	104	622	1403	0	2148
NATIONAL GUARD	0	0	0	0	0	0	0	0
AFUS & AUS	0	0	0	0	14	2	43	59
TOTAL	2	30	115	274	1024	1678	115	3238

NOTE:
INCLUDED IN SEP. UNITS" CLOVIS, HOOD, CAMPBELL & 18TH COMM. SQ (COMD)

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GROUND ACCIDENT SUMMARY

OST PER CAPITA PER ANN

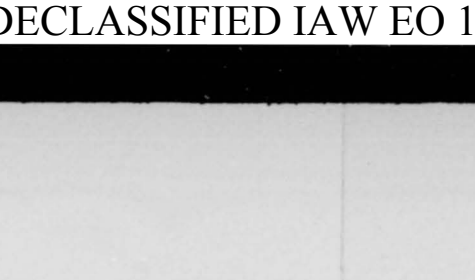
COST PER CAPITA PER ANNUM AVG. COST ... CAPITA PER ANNUM

DOLLARS

TOTAL 8AF

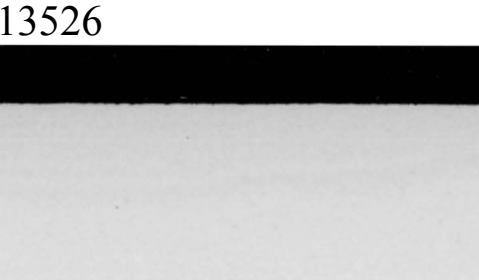
1949	J	F	M	A	M	J	J	A	S	O	N	D
PERS. INJURIES & FATALITIES	64	64	85	63	56	89						
GOVT. VECH. ACCIDENTS	24	27	24	28	26	21						
ACCIDENT COST	87064	67649	53573	87632	89735	107245						
COST PER CAPITA PER ANNUM	50	39	86	47	47	53						
AVG. COST PER CAPITA PER ANNUM	50	44	59	56	51	49						

GARSWELL



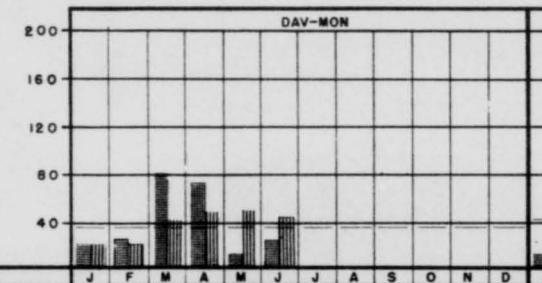
1949	J	F	M	A	M	J	J	A	S	O	N	D
PERS. INJURIES & FATALITIES	14	16	20	20	14	28						
GOVT. VECH. ACCIDENTS	4	8	6	6	9	7						
ACCIDENT COST	6635	27038	8679	9324	31761	41355						
COST PER CAPITA PER ANNUM	14	57	18	19	69	77						
AVG. COST PER CAPITA PER ANNUM	14	36	30	27	36	37						

WALKER



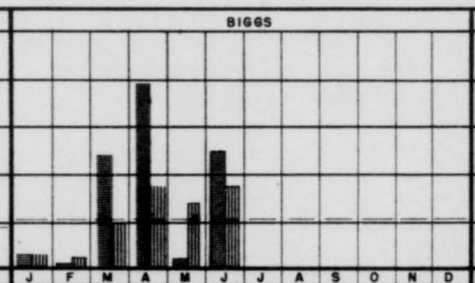
	J	F	M	A	M	J	J	A	S	O	N	D
	23	16	17	1	14	13						
	5	4	8	3	3	4						
	56565	7322	63337	961	6474	6477						
	193	21	183	3	20	19						
	193	107	132	101	88	74						

DAV-MON



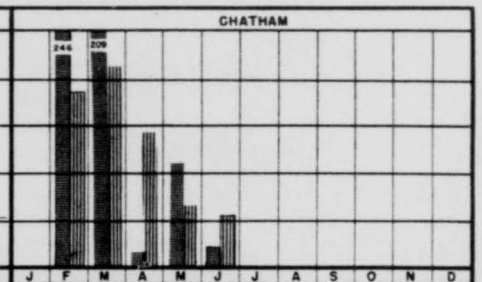
1949	J	F	M	A	M	J	J	A	S	O	N	D
PERS. INJURIES FATALITIES	21	24	30	18	9	21						
GOVT. VECH. ACCIDENTS	8	3	3	7	5	2						
ACCIDENT COST	9256	10772	33003	27831	4064	8747						
COST PER CAPITA PER ANNUM	22	27	82	70	13	24						
AVG. COST PER CAPITA PER ANNUM	22	24	43	50	52	43						

BIGGS



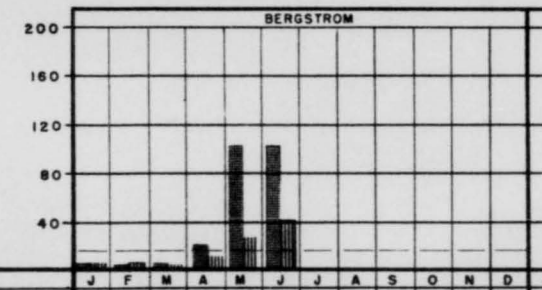
	J	F	M	A	M	J	J	A	S	O	N	D
	7	4	11	12	5	11						
	4	2	2	3	3	0						
	3338	1162	25514	43728	2600	24175						
	14	4	105	159	9	100						
	14	8	40	72	57	70						

CHATHAM



	J	F	M	A	M	J	J	A	S	O	N	D
	0	2	4	3	6	10						
	0	6	3	6	1	5						
	0	20219	21587	1691	22054	4520						
	0	246	209	13	90	17						
	0	151	171	115	54	44						

BERGSTROM



1949	J	F	M	A	M	J	J	A	S	O	N	D
PERS. INJURIES FATALITIES	2	1	3	9	8	5						
GOVT. VECH. ACCIDENTS	3	4	2	3	3	2						
ACCIDENT COST	1270	695	1453	4097	22774	21530						

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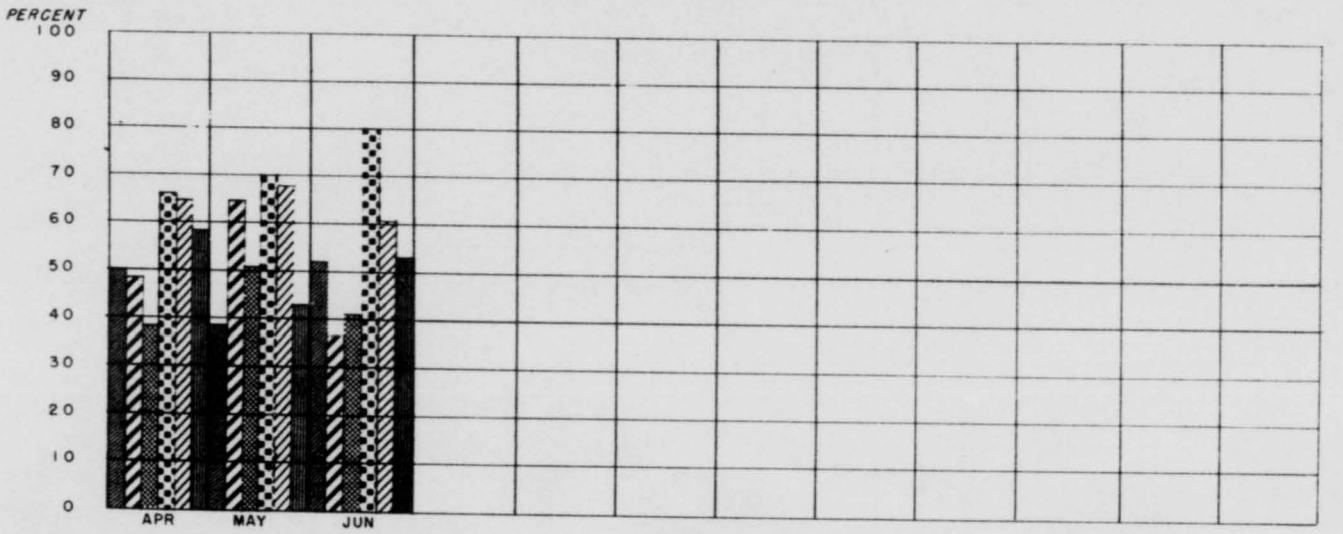
REENLISTMENT RATE

PERCENTAGE OF DISCHARGEES REENLISTING FOR STATION OF DISCHARGE



BIGGS	DISCH.	152	140	145
	REENL.	76	53	76
BERGSTROM	DISCH.	58	45	109
	REENL.	28	29	40
CARSWELL	DISCH.	177	169	329
	REENL.	67	86	136
CHATHAM	DISCH.	27	23	5
	REENL.	18	16	4
DAVIS-MONTHAN	DISCH.	237	204	219
	REENL.	152	138	133
WALKER	DISCH.	233	142	196
	REENL.	135	61	105
	DISCH.			
	REENL.			

NOTE: Discharges include only personnel eligible for- listment.

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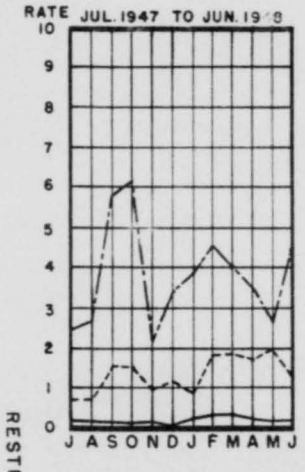
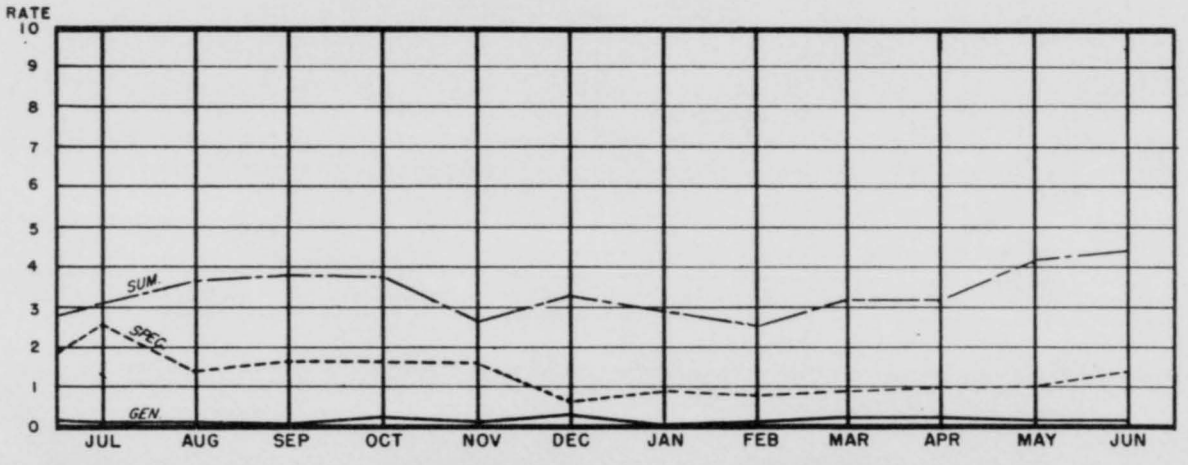
TOTAL 8TH AF COURTS MARTIAL RATES

BY MONTH 1948-1949

RATE PER 1000 PERSONNEL





RESTRICTED

RESTRICTED

		1948 JUL		AUG		SEP		OCT		NOV		DEC		1949 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
BIGGS	SUMMARY											6	2.2	9	3.2	8	2.8	20	7.1	14	5.0	12	4.0	10	3.1
	SPECIAL											0	0	6	2.1	4	1.4	3	1.0	5	1.8	6	2.0	7	2.2
	GENERAL											0	0	0	0	1	.35	0	0	0	0	0	0	0	0
CARSWELL	SUMMARY	23	4.2	22	4.2	41	8.3	23	5.0	16	3.2	36	7.9	17	3.8	23	4.7	22	4.3	22	4.7	25	4.5	27	4.9
	SPECIAL	7	1.3	3	.58	3	.61	3	.66	3	.6	3	.7	1	.22	2	.41	3	.58	3	.64	2	.36	2	.36
	GENERAL	8	.18	1	.19	0	0	3	.66	1	.2	1	.2	0	0	0	0	1	.19	1	.21	0	0	0	0
DAVIS-MONTHAN	SUMMARY	8	1.7	15	3.1	7	1.5	6	1.2	11	2.1	10	1.9	17	3.1	6	1.3	2	.42	7	1.9	11	2.9	12	3.1
	SPECIAL	18	3.8	4	.8	10	2.1	7	1.42	13	2.5	4	.8	7	1.3	2	.42	6	1.2	6	1.6	3	.81	9	2.3
	GENERAL	0	0	0	0	0	0	0	0	0	0	1	.2	0	0	0	0	0	0	0	0	0	.0	2	.52
BERGSTROM	SUMMARY	9	4.8	12	7.3	8	5.1	9	5.9	7	4.6	5	3.1	8	4.7	11	6.5	8	3.6	5	2.3	8	3.3	5	2.0
	SPECIAL	9	4.8	7	4.3	7	4.5	5	3.3	7	4.6	3	1.9	0	0	5	2.9	3	1.3	3	1.3	9	3.7	5	2.0
	GENERAL	0	0	0	0	0	0	0	0	1	.66	0	0	0	0	0	0	1	.45	0	0	2	.84	0	0
WALKER	SUMMARY	12	2.7	11	2.5	4	.91	19	4.3	11	2.9	3	.8	2	.52	2	.52	9	2.3	16	4.3	22	6.0	29	7.8
	SPECIAL	9	2.0	6	1.4	5	1.1	11	2.5	5	1.3	0	0	1	.26	2	.52	1	26	4	1.0	1	.27	2	.54
	GENERAL	0	0	0	0	0	0	0	0	0	0	3	8	0	0	0	0	1	.26	2	.53	0	0	0	0
CHATHAM	SUMMARY													0	0	3	3.3	3	2.5	2	.79	10	3.6	11	3.6
	SPECIAL													0	0	1	1.1	1	.84	2	.79	1	.36	3	.99
	GENERAL													0	0	0	0	0	0	0	0	0	0	0	0
	SUMMARY	52	3.1	60	3.7	60	3.8	57	3.7	45	2.7	60	3.3	53	2.9	53	2.6	64	3.2	66	3.2	88	4.2	94	4.4

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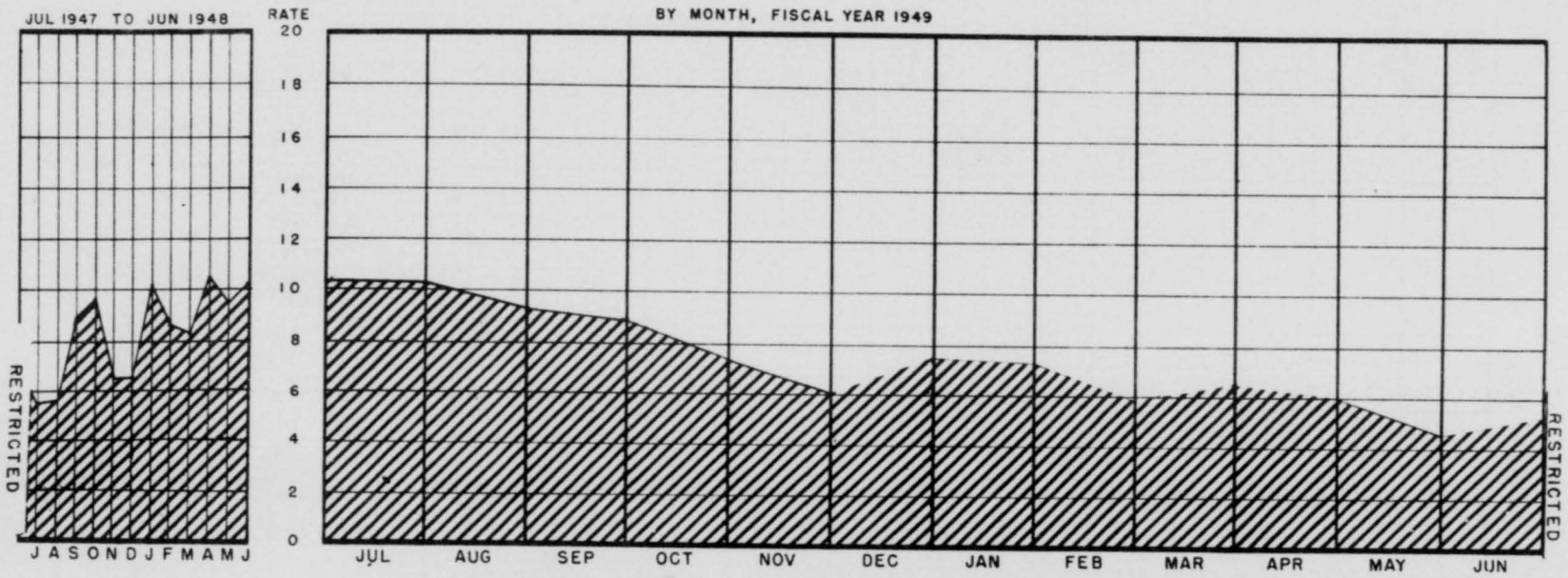
8TH AF PERSONNEL AWOL RATE

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
BIGGS	REPORT NOT AVAILABLE						12	5.0	15	5.4	14	4.9	7	2.5	15	5.3	9	3.2	5	1.7	10	3.1
CARSWELL	75	13.6	49	9.3	36	7.1	39	8.5	38	8.1	20	8.1	32	7.9	31	6.9	46	9.0	56	10.8	32	6.0	27	4.9
DAVIS-MONTHAN	45	9.4	23	4.8	33	6.8	23	4.7	26	5.1	36	6.9	32	5.8	27	5.8	28	5.8	28	7.4	20	5.4	21	5.5
BERGSTROM	25	13.3	19	11.2	20	14.4	16	10.6	9	5.9	20	12.6	19	11.2	19	11.2	16	7.2	8	3.7	14	5.9	16	6.6
WALKER	44	9.7	59	13.5	51	11.6	39	8.9	30	7.9	44	11.5	39	10.2	20	5.2	22	5.8	14	3.7	13	3.6	18	4.9
CHATHAM															4	4.3	2	1.6	5	1.9	11	4.0	22	7.3
8TH AF TOTAL	189	10.2	150	9.3	140	8.9	117	7.6	115	6.1	135	7.5	136	7.3	108	5.9	129	6.5	120	6.0	95	4.6	114	5.3

NOTE: EXCLUDES 4000TH, 4001ST, 4002ND, 4003D BS SQS.

SOURCE: MORNING REPORTS

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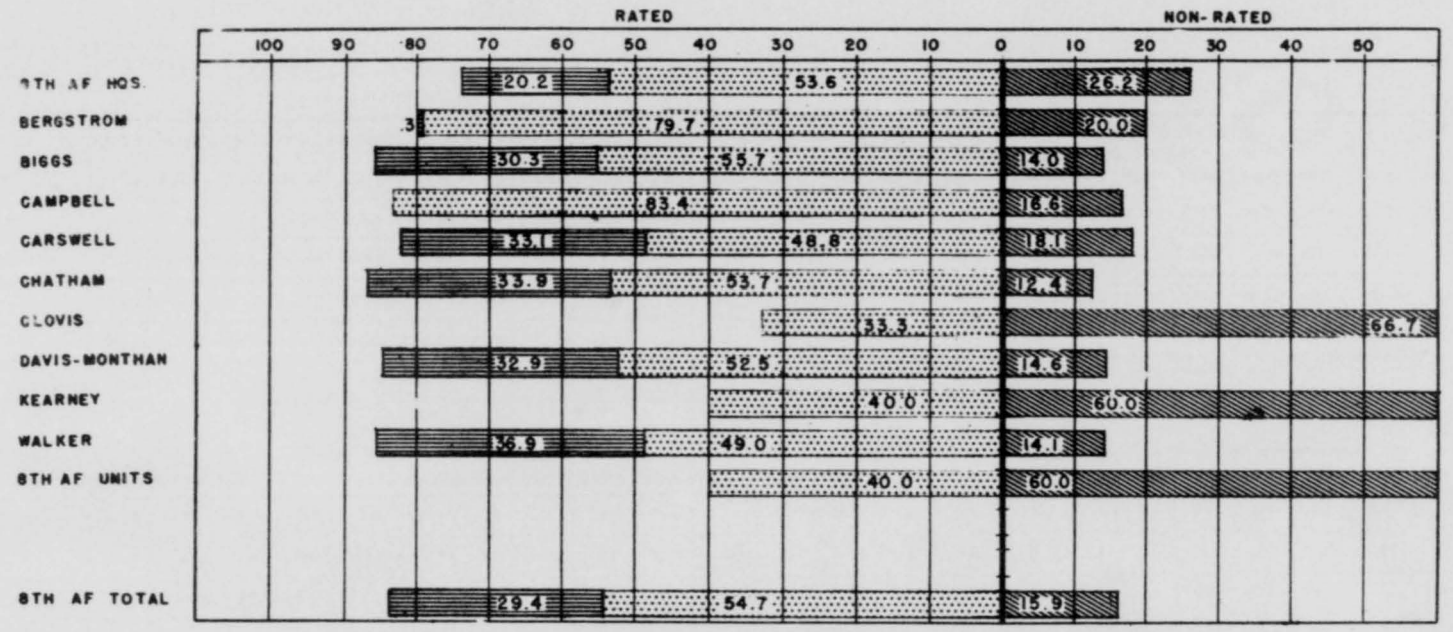
PERCENT RATED & NON-RATED OFFICER PERSONNEL

AS OF 15 JUNE



	NUMBER RATED & NON RATED OFFICER PERSONNEL								
	PILOTS	OTHER RATED	TOTAL RATED	NON RATED	WO'S	CHAPLAIN	FLT. S. & NURSE	UNKNOWN	TOTAL
8TH AF HQS.	53	20	73	26	17	1	0	0	117
BERGSTROM	247	1	248	62	9	2	2	1	324
BIGGS	279	152	431	70	12	2	0	19	534
CAMPBELL	5	0	5	1	0	0	0	1	7
CARSWELL	239	162	401	89	25	5	4	24	548
CHATHAM	239	151	390	55	13	2	1	1	462
CLOVIS	1	0	1	2	0	0	0	0	3
DAVIS MONTHAN	295	185	480	82	20	3	7	10	602
KEARNEY	2	0	2	3	0	0	0	0	5
WALKER	293	221	514	84	19	2	7	0	626
* 8TH AF UNITS	4	0	4	6	0	0	0	0	10
8TH AF TOTAL	1657	892	2549	480	115	17	21	56	3238

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MILITARY PERSONNEL

AUTHORIZED & ASSIGNED STRENGTH

BY RANK & GRADE

EIGHTH AIR FORCE TOTAL

RESTRICTED

	JUL		AUG		SEP		OCT		*NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
GENERAL	8	2	7	2	8	2	8	2	8	2	8	2	8	2	8	2	8	2	8	2	8	2	8	2
COLONEL	39	18	35	16	36	17	39	18	39	19	37	21	38	22	38	23	38	26	40	29	40	31	40	33
LT. COL.	122	88	102	84	106	85	107	89	108	87	106	78	121	77	122	81	129	92	126	102	126	108	126	117
MAJOR	222	226	234	225	239	214	261	213	270	221	279	223	313	246	315	249	328	251	332	254	333	264	333	290
CAPTAIN	572	645	544	630	551	607	591	608	636	671	649	699	752	757	761	796	840	834	848	862	851	889	857	1046
LIEUTENANTS	1399	1150	1594	1125	1597	1077	1681	1094	1711	1160	1736	1198	2094	1339	2106	1416	2413	1552	2435	1620	2441	1703	2444	1715
WO	15	43	44	44	49	43	24	44	30	43	27	54	32	77	49	91	37	101	7	110	7	114	7	118
ANC	40	22	33	24	33	25	32	27	33	24	33	22	32	23	32	22	32	24	53	24	53	22	53	22
TOTAL	2417	2194	2593	2150	2619	2070	2743	2095	2868	2227	2875	2297	3390	2543	3431	2680	3825	2882	3849	3003	3859	3133	3868	3343
M/SGT	985	1206	1141	1189	1170	1145	1171	1077	1196	1070	1185	1059	1361	1046	1368	1079	1486	1167	1464	1184	1474	1240	1486	1339
T/SGT	713	1187	816	1173	835	1143	833	1110	882	1089	769	1071	870	1075	884	1128	934	1192	922	1227	930	1259	939	1423
S/SGT	3253	3502	3515	3063	3574	3171	3592	3146	3737	3257	3837	3168	4375	3280	4424	3353	4845	3564	4812	3678	4850	3869	4904	4386
SGT	4127	2927	3837	2934	3944	2962	3985	2924	4263	2954	4175	2932	4763	2918	4860	3077	5234	3232	5258	3344	5315	3452	5420	3737
CPL	3881	3026	3657	3026	3772	2892	3790	2905	4017	3029	4038	2760	4494	2827	4769	2944	5130	3085	5112	3215	5171	3461	5252	3887
PFC or PVT	2195	4739	1886	4770	1972	4657	2187	4506	2338	5381	2156	4107	2144	4865	2294	4886	2485	4825	2364	4685	2456	4561	2485	4815
TOTAL	15154	16110	14852	16155	15267	15970	15558	15668	16691	16780	16151	15865	18007	16011	18599	16467	20114	17065	19932	17333	20196	17842	20486	19587

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* 33 OFF. & 258 E.M. included in totals auth.
Breakdown by Grade not available.

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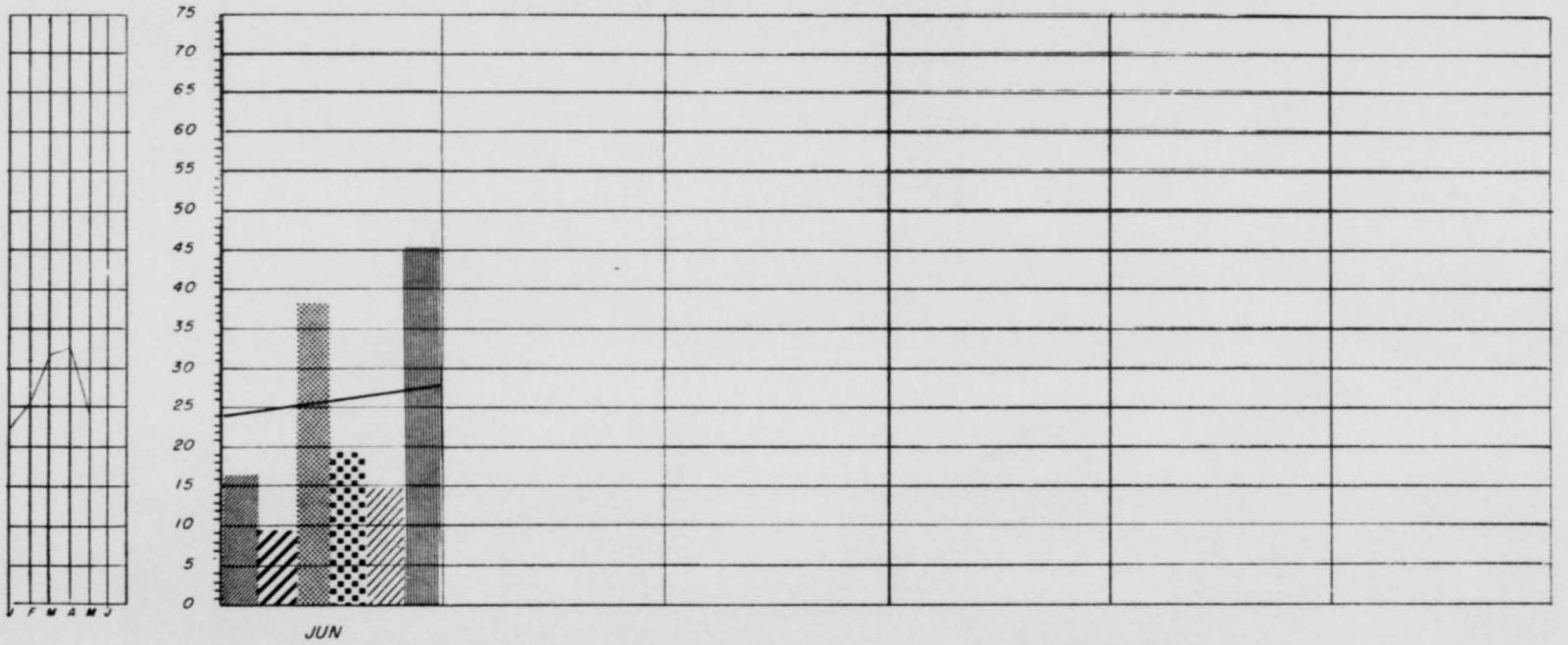
VD ADMISSION RATE

AS OF END OF MONTH, FISCAL YEAR 1950

ADMISSION RATE PER 1,000 PER ANNUM



	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE
TOTAL BAF	44	27 76										
BERGSTROM	3	16 14										
BIGGS	2	9 25										
CARSWELL	16	38 17										
CHATHAM	4	19 38										
DAV-MON	6	14 76										
WALKER	13	45.45										

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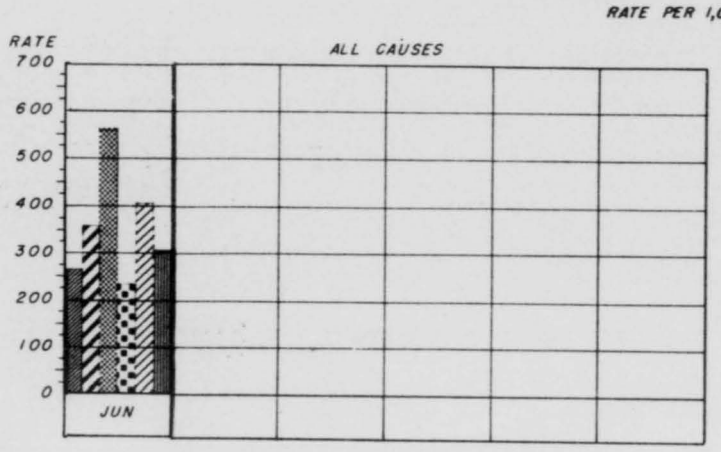
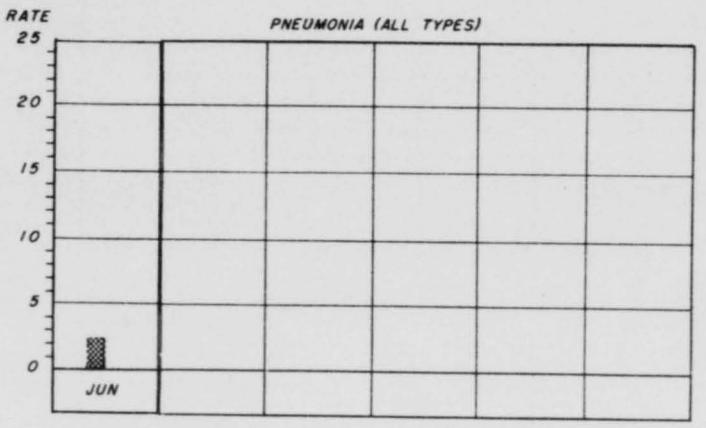
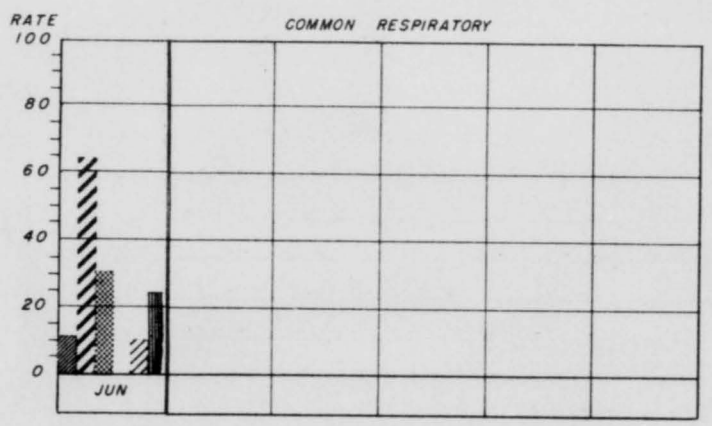
HOSPITAL ADMISSION RATES

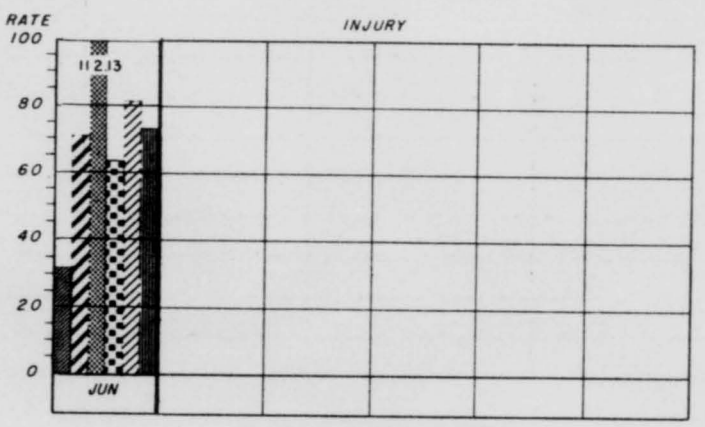
AS OF END OF MONTH, FISCAL YEAR 1950.

RATE PER 1,000 PER ANNUM









BERGSTROM
BIGGS
CARSWELL
CHATHAM
DAV-MON.
WALKER

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CRITICAL SSN SUMMARY
OFFICERS

AS OF 30 JUNE 1949

SSN	AUTH.	ASGD BY DUTY	SHORTAGE UNDER SAC DEVEL. PROGRAM
0141	29	16	13
0142	*	91	*
0224	12	3	9
0400	6	4	2
1028	97	58	39
1034	*	243	*
1035	*	137	*
1037	1016	212	333
1095	109	80	29
2680	3	1	2
3100	43	15	28
3106	3	0	3
3139	5	1	4
3150	6	1	5
3170	17	10	7
3175	4	2	2
3420	3	0	3
3443	5	2	3
3445	5	0	5
3449	40	15	25
3500	10	4	6
4415	3	0	3
4514	6	4	2
4530	8	6	2
4821	18	5	13

SSN	AUTH.	ASGD BY DUTY	SHORTAGE UNDER SAC DEVEL. PROGRAM
4822	42	28	14
6400	6	1	5
7888	13	9	4
8502	13	10	3

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CRITICAL SSN SUMMARY
ENLISTED PERSONNEL

AS OF 31 MAY 1949

SSN	AUTH	ASGD. BY PRIMARY SSN	SHORTAGE UNDER SAC DEVEL-PROGRAM
033	7	2	5
062	404	208	196
063	30	14	16
072	3	0	3
144	49	32	17
166	69	30	39
176	3	0	3
212	23	16	7
237	64	47	17
242	25	18	7
268	18	14	4
275	104	70	34
279	9	6	3
432	24	12	12
437	3	0	3
438	12	9	3
439	12	9	3
528	95	54	41
575	48	29	19
580	255	191	64
583	23	16	7
590	302	150	152
609	12	7	5
612	488	459	29
647	55	31	24

SSN	AUTH	ASGD. BY PRIMARY SSN	SHORTAGE UNDER SAC DEVEL-PROGRAM
648	70	44	26
657	115	78	37
673	41	32	9
684	1492	828	664
686	135	128	7
687	138	123	15
747	1145	959	186
766	52	44	8
792	18	5	13
805	39	36	3
848	12	4	8
852	28	4	24
853	28	3	25
855	28	16	12
862	6	1	5
866	36	23	13
867	259	155	104
868	2	0	2
893	12	0	12
941	91	42	49
957	75	20	55
958	34	16	18
969	18	12	6
1274	11	8	3
1383	376	360	16

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Section 3

Training and Operations

Col. W. H. Blanchard

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MINIMUM AIR TRAINING REQUIREMENTS

4TH QUARTER, FISCAL YEAR 1949

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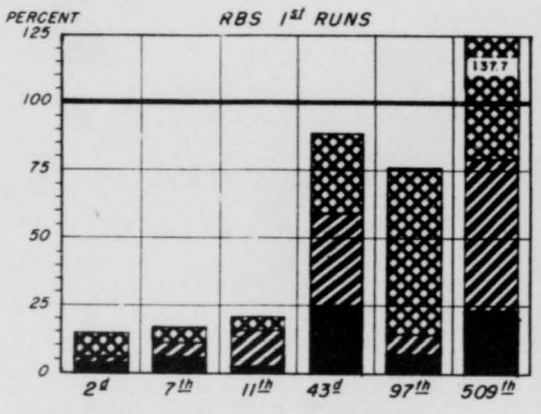

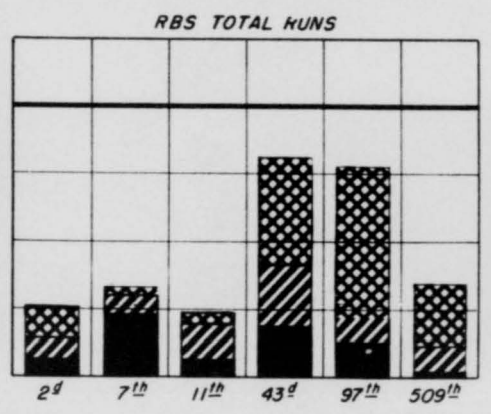

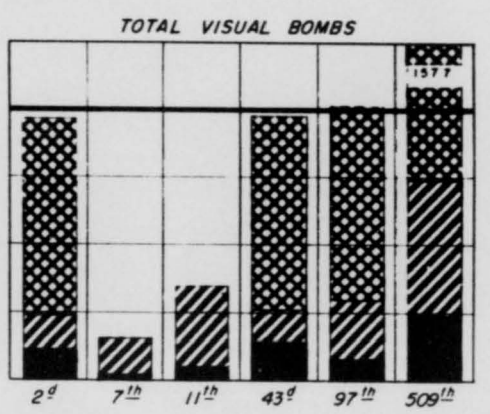

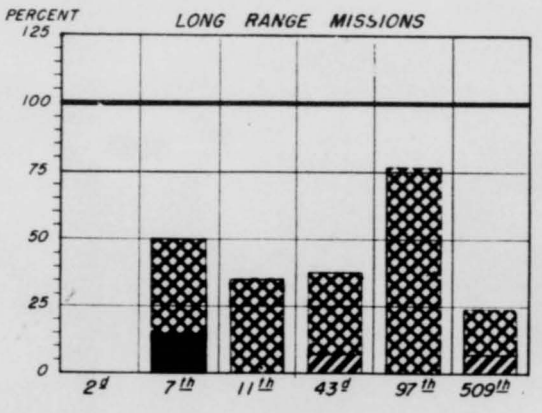

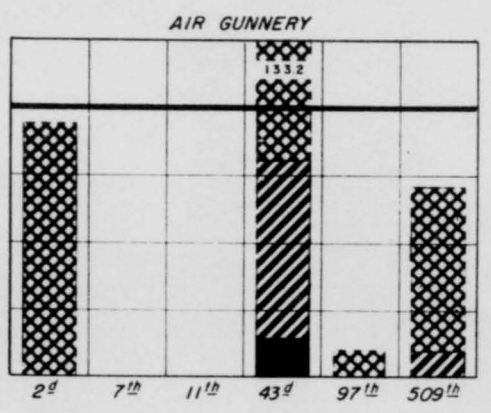

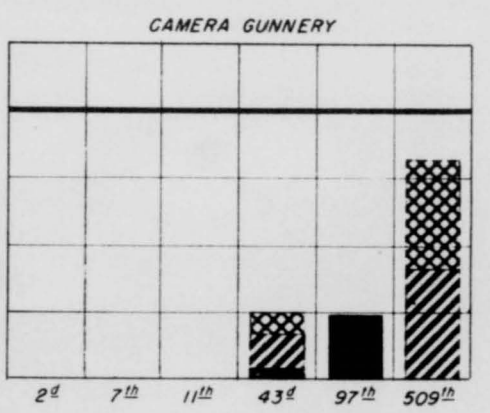

APR ■ MAY ▨ JUN ▩

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MINIMUM AIR TRAINING REQUIREMENTS ACCOMPLISHED

4TH QUARTER, FISCAL YEAR 1949

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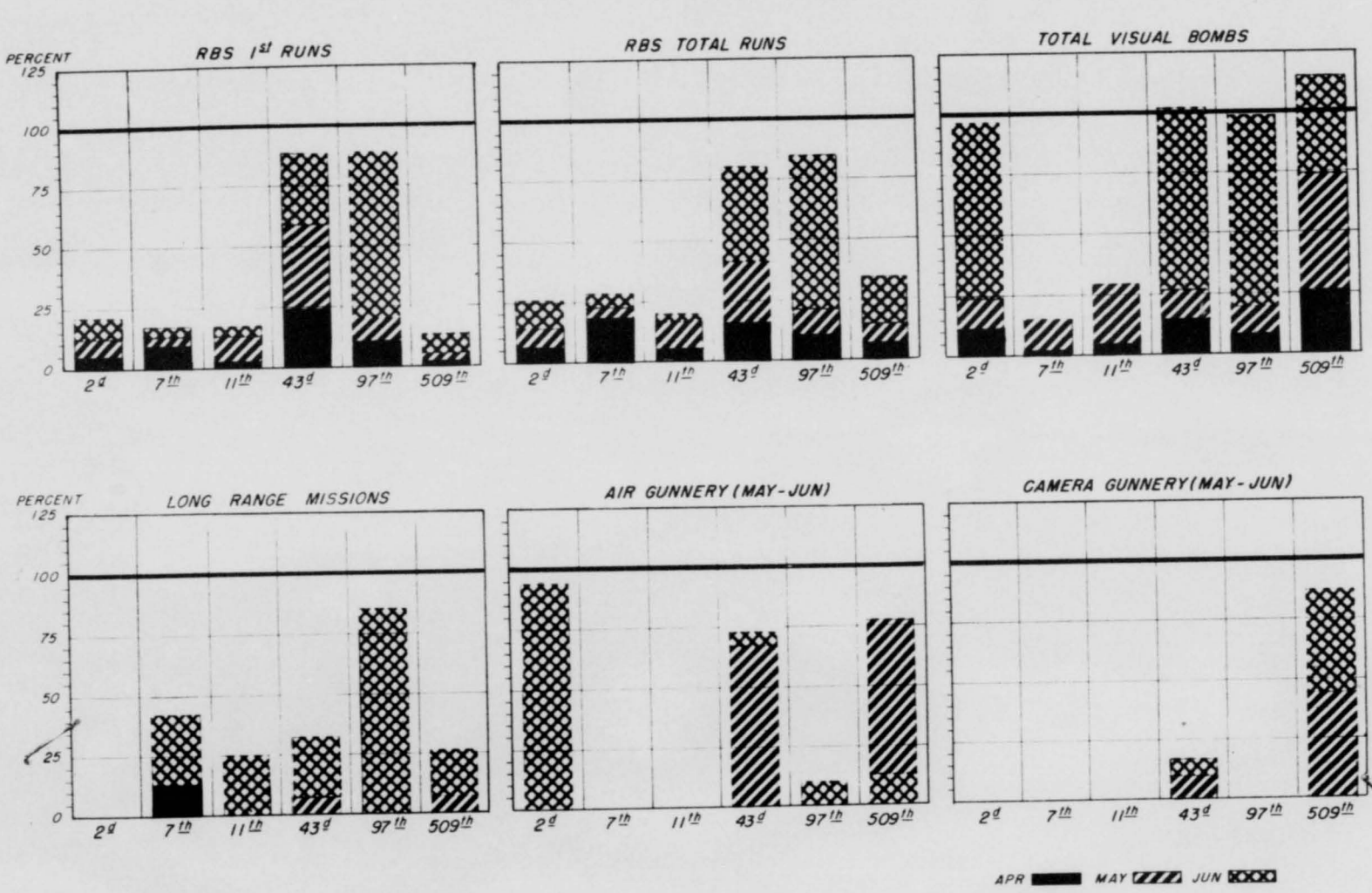

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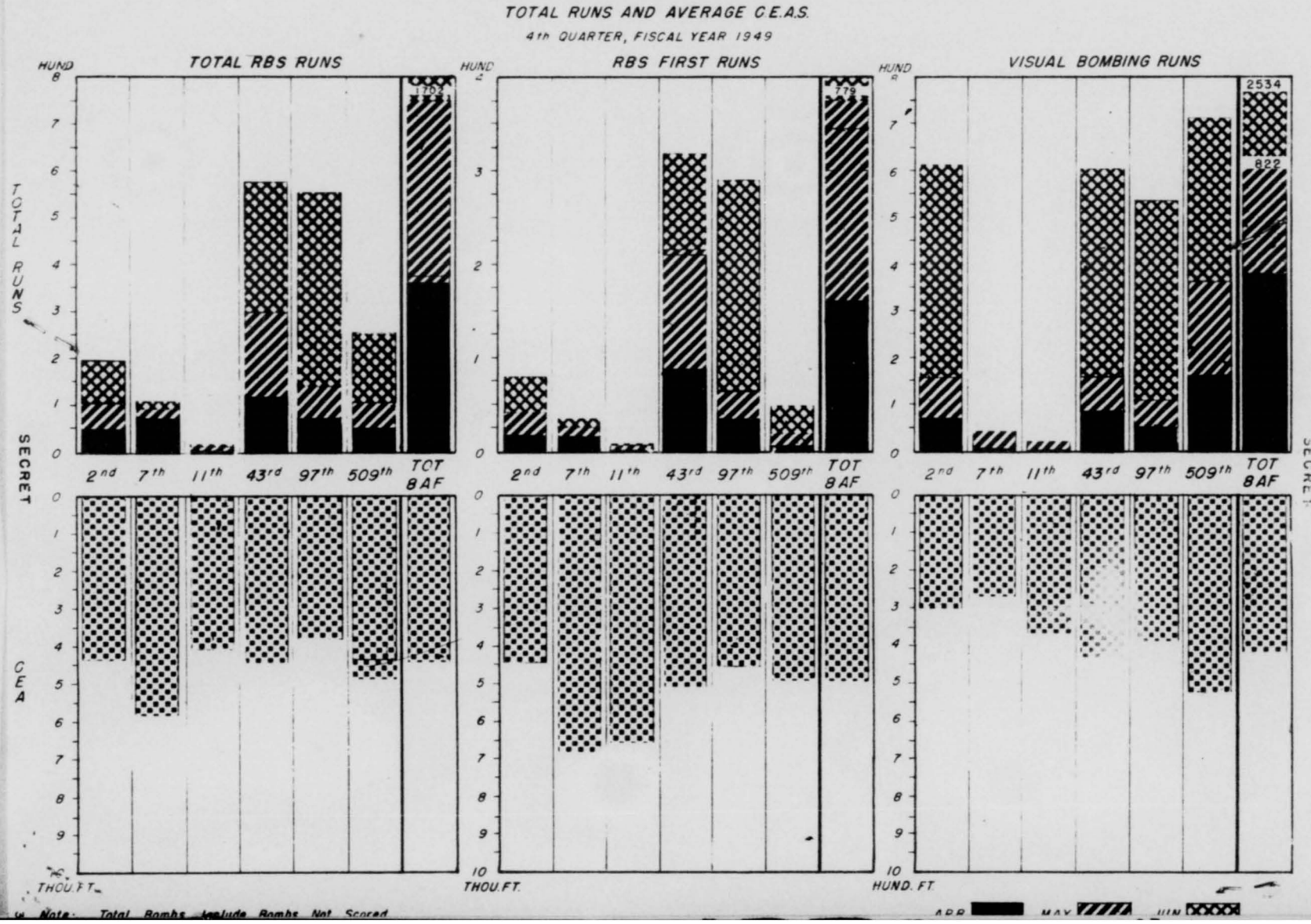
VISUAL AND RADAR BOMBING

TOTAL RUNS AND AVERAGE C.E.A.S.

4th QUARTER, FISCAL YEAR 1949



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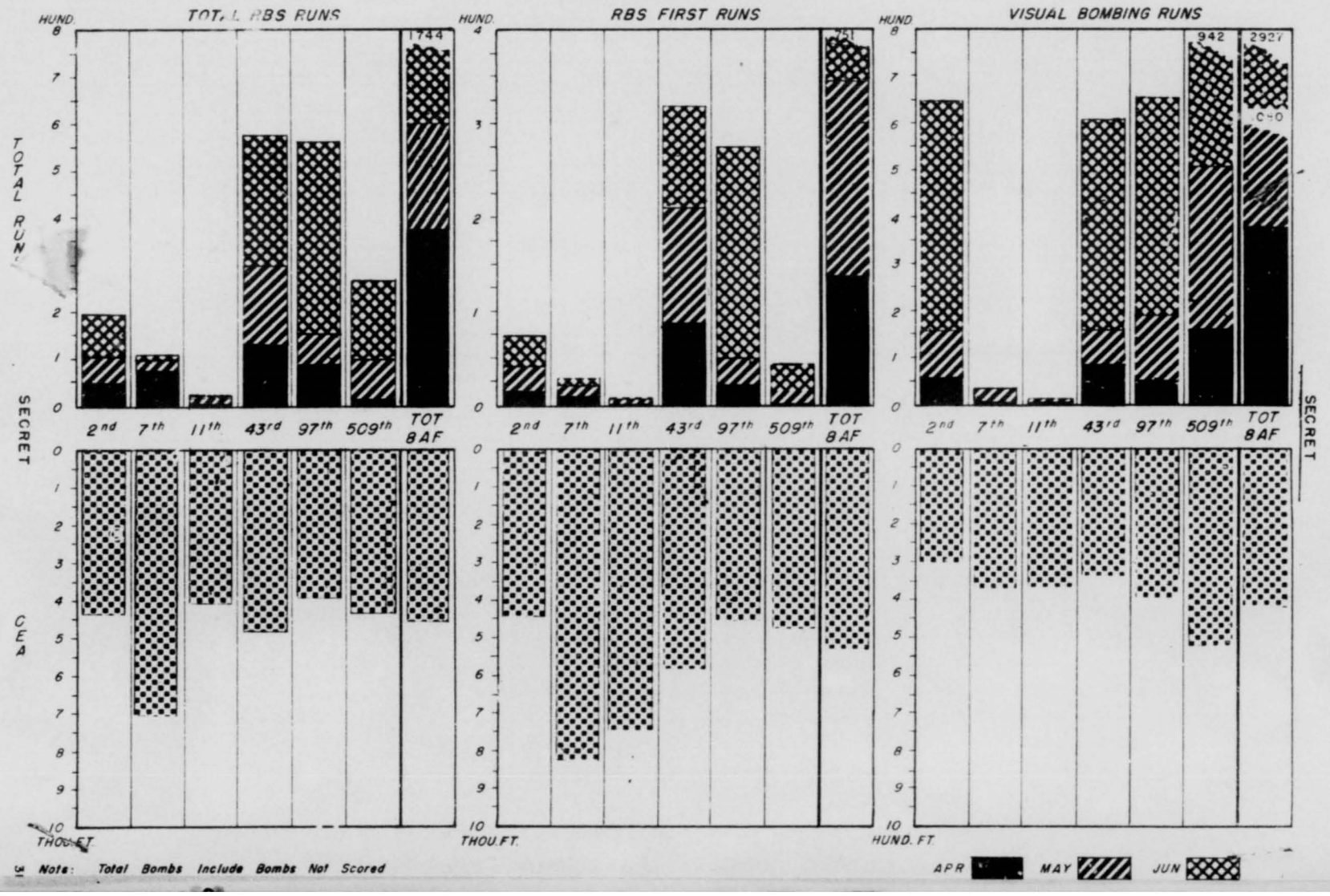
VISUAL AND RADAR BOMBING

TOTAL RUNS AND AVERAGE C.E.A.S.

4th QUARTER, FISCAL YEAR 1949



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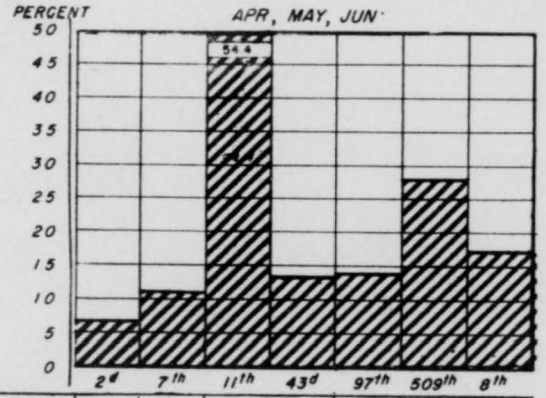
PERCENTAGE OF FLYING TIME

DETRACTING FROM ACCOMPLISHMENT OF MINIMUM TRAINING REQUIREMENTS

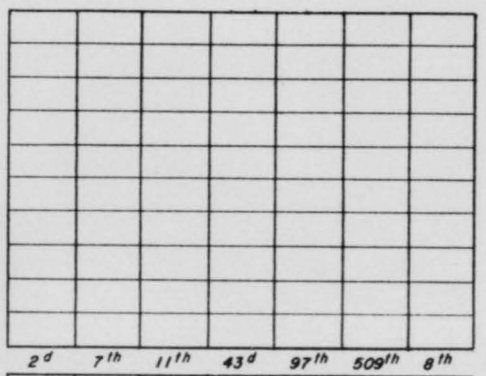
RESTRICTED

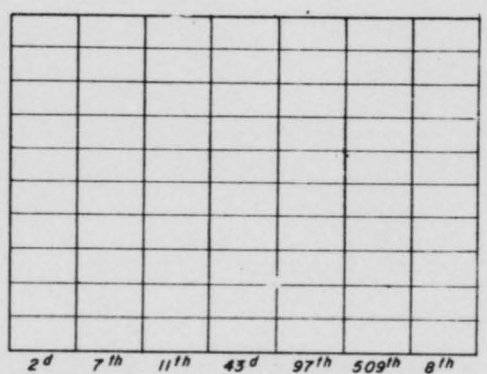
PERCENT

APR, MAY, JUN

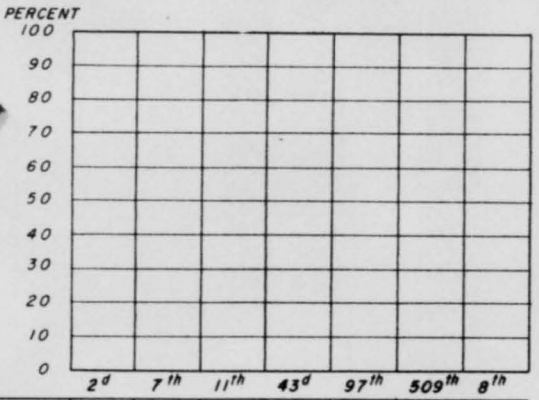


	2d	7th	11th	43d	97th	509th	8th
TOT HRS FLOWN	2735	1168	377	5828	3778	5387	19272
TRANSITION	157	64	112	189	91	337	951
AIR DEMONSTR.	8	25	22	0	28	75	157
ORDERED MISS.	22	40	71	582	404	1101	2220

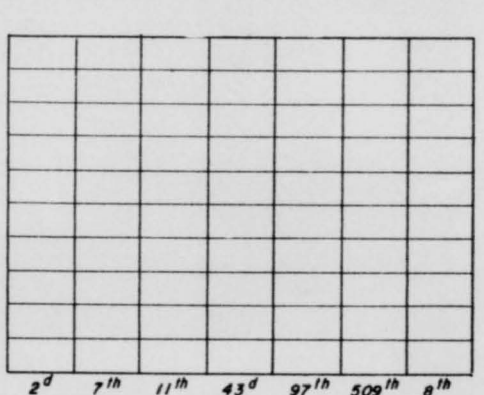


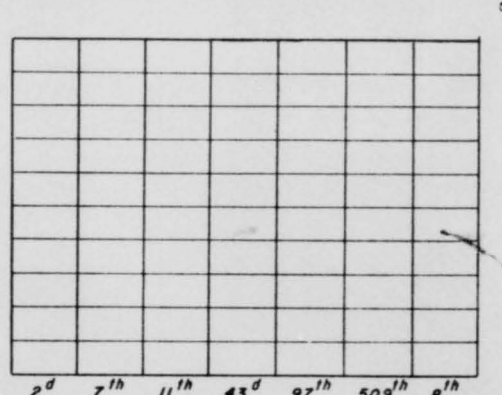


PERCENT



	2d	7th	11th	43d	97th	509th	8th
TOT HRS FLOWN							
TRANSITION							
AIR DEMONSTR							
ORDERED MISS							





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Missions ordered by Hq 8[illegible] or Hq SAC

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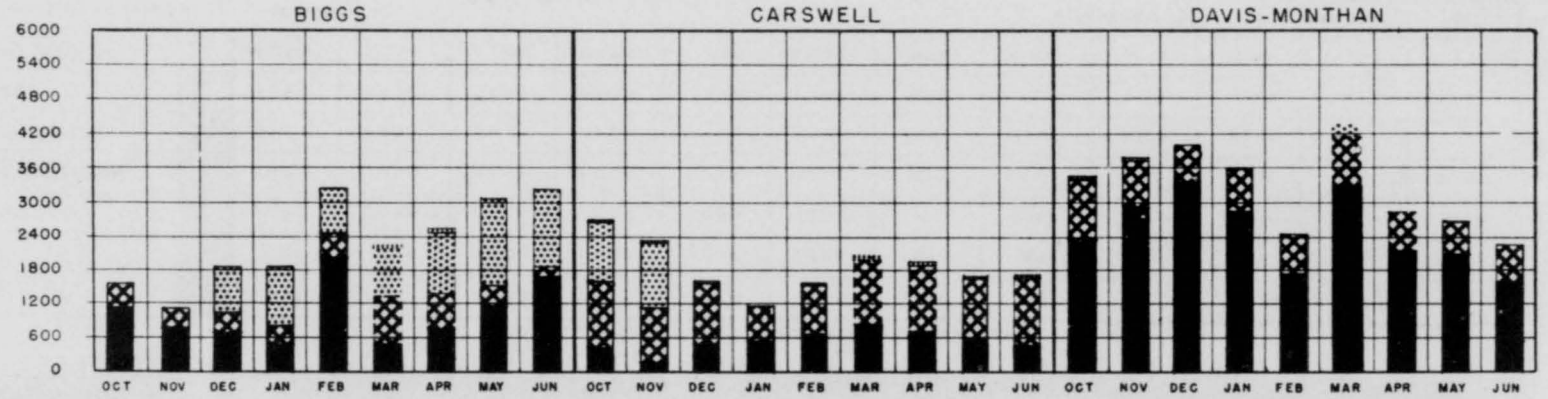
HOURS FLOWN BY TYPE OF FLYING

CREW TRNG. TROOP C
PROF. FLY. OTHER

BIGGS



	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	1090	792	678	812	2027	539	753	1182	1672
PROFICIENCY FLY.	449	298	372	403	468	792	705	376	209
TROOP CARRIER	0	0	829	653	777	891	1113	1530	1377
OTHER	0	0	0	0	0	41	3	0	2
TOTAL	1539	1090	1879	1868	3272	2263	2574	3088	3260

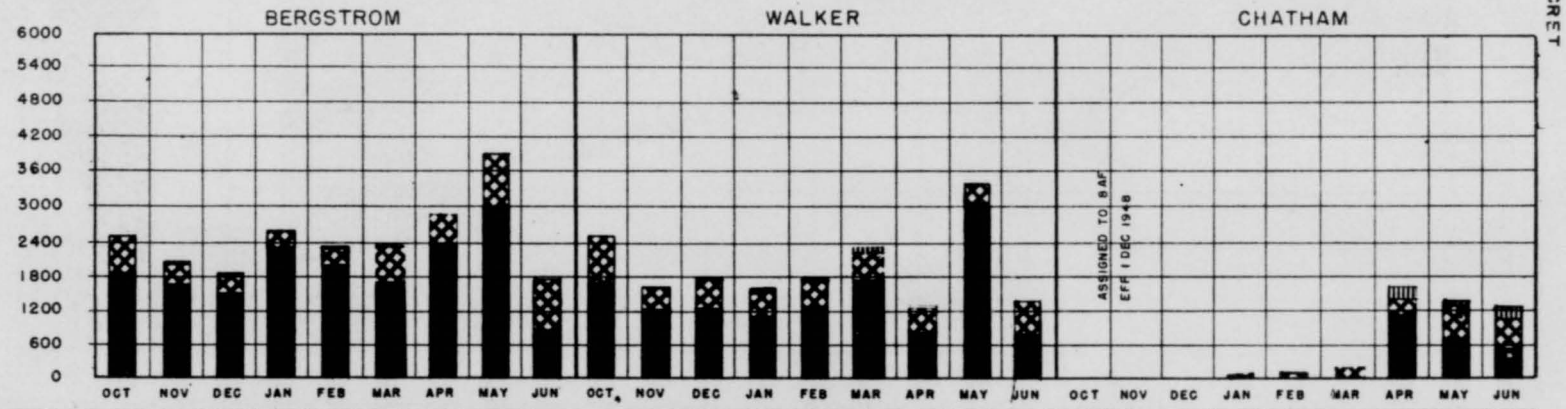
CARSWELL

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	425	168	485	533	694	867	734	535	487
PROFICIENCY FLY.	1208	962	1094	610	871	1119	1152	1123	1160
TROOP CARRIER	1015	1195	0	0	0	0	0	0	0
OTHER	9	9	8	0	4	9	86	3	27
TOTAL	2657	2334	1587	1143	1569	2075	1972	1661	1674

DAVIS-MONTHAN

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	2397	2904	3358	2836	1723	3353*	2140	2116	1569
PROFICIENCY FLY.	1027	849	689	761	769	828	683	568	718
TROOP CARRIER	0	0	0	0	0	0	0	0	0
OTHER	26	23	0	0	0	150	0	0	0
TOTAL	3450	3776	4047	3597	2492	4331	2823	2684	2287

BERGSTROM



	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	1869	1662	1534	2318	2050	1743	2357	2913	896
PROFICIENCY FLY.	637	351	308	262	298	575	677	998	894
TROOP CARRIER	0	0	0	0	0	0	0	0	0
OTHER	0	12	2	0	3	2	0	0	0
TOTAL	2506	2025	1844	2580	2351	2320	3234	3911	1790

WALKER

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING	1699	1205	1254	1108	1296	1782	812	3066	816
PROFICIENCY FLY.	815	413	528	424	459	517	422	389	554
TROOP CARRIER	0	0	0	0	0	0	0	0	0
OTHER	0	0	1	40	32	94	31	17	7
TOTAL	2514	1618	1783	1572	1787	2393	1265	3472	1377

CHATHAM

ASSIGNED TO 8 AF EFF 1 DEC 1948

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CREW TRAINING				0	0	0	1118	723	528
PROFICIENCY FLY.				15	103	204	291	550	502
TROOP CARRIER				0	0	0	0	0	0
OTHER				0	0	0	129	85	220
TOTAL				15	103	204	*1538	1328***	1250

*Excludes Fly Time for Camp Hood & Campbell AFB * INCLUDES FLYING TIME FOR FEB. FOR A/C TDY OUTSIDE U.S.

**FIGS. THRU 26 APR

***FIGS. FROM 27 APR THRU 31 MAY

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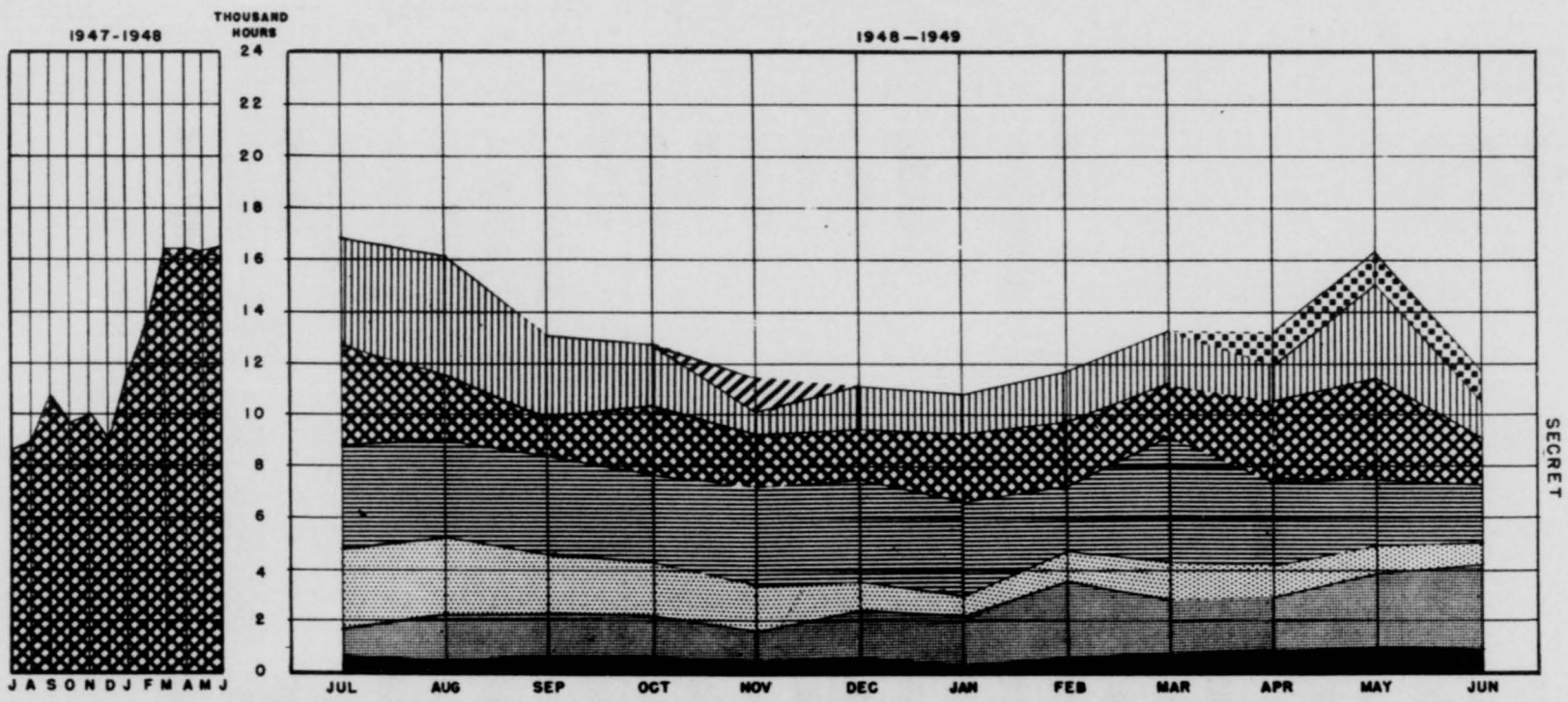
TOTAL 8TH AF AIRCRAFT HOURS FLOWN
BY MONTH FISCAL YEAR 1949



GAINED OTIS AFB 15 NOV. — 549 — TRANSFERED TO CONT. AIR COMD. EFF. 1 DEC. '48.

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
HQ 8TH AF	595	491	593	615	553	605	312	542	651	789	872	859
BIGGS	1123	1744	1655	1539	1090	1879	1868	3272	2263	2574	3088	3260
CARSWELL	3247	3085	2441	2151	1869	1080	870	1087	1464	1315	978	914
DAVIS-MONTHAN	3924	3680	3791	3450	3776	4043	3612*	2595**	4535***	2823	2684	2287
BERGSTROM	3851	2694	1421	2506	2025	1844	2580	2351	2320	3234	3911	1790
WALKER	4094	4452	3201	2514	1618	1783	1572	1787	2393	1265	3472	1377
TOTAL 8TH AF	16834	16146	13102	12775	11580	11234	10814	11634	13626	13544	16333	11737
▼ CHATHAM										1538▼	▼▼1328	1250

*Includes 15 hrs. flown by 2nd A/B Gp at Chatham AFB
**Includes 103 hrs. flown by 2d A/B Gp at Chatham AFB
*** -204-

▼▼ Fig. From 27 Apr. Thru. 31 May.
▼ Fig. Thr[illegible]S April

Hq. 8[illegible] AF Includes Flying Time For 4001, 4002 Base [illegible]. Sqs.

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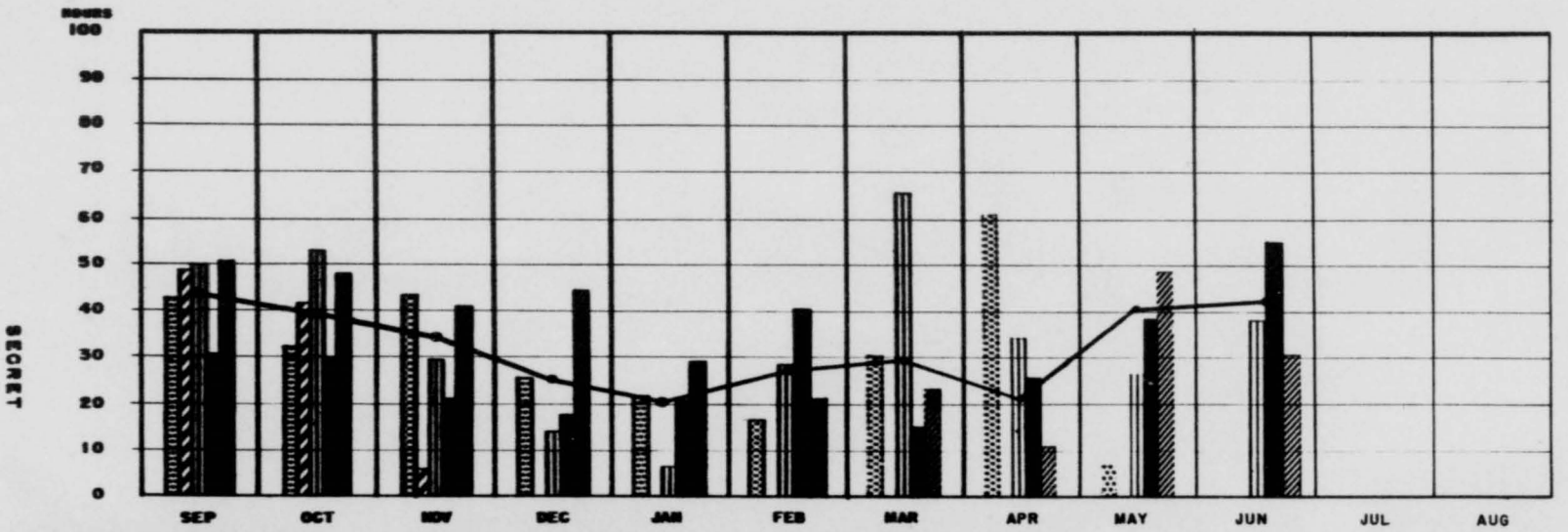
AVERAGE HOURS FLOWN PER B-29

BY: 8TH AF BOMB GROUPS



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	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
2D BG.	30	42.8	28	31.9	38	43.1	59	26.8	47	22.0	41.3	17.2	8	30.4	8.8	61.7**	5.4	7.0*	NONE	CODE CC				
7TH BG.	13	48.5	6	41.6	12	5.7	NONE ASSIGNED																	
43D BG.	29	50	25	53.1	26	29.7	30	14.1	30	6.5	15.6	28.2	26	66.4*	18	34.5	18	26.6	17.6	38.5				
97TH BG.	42	30.6	37	29.5	36	21.6	37	18.6	40	20.2	50.3	40.3	36	15.0	28.8	26.1	30.4	38.9	30.2	55.3				
509TH BG.	30	50.4	29	47.9	29	41.6	28	44.9	38	29.2	60.0	21.6	78	23.0	71	11.1	63.1	48.5	26.7	30.5				
TOTAL 8AF	142	43.1	126	39.7	131	34.2	153	25.7	156	20.2	167.2	26.8	147	29.0	125.7	21.5	117.6	40.5	74.5	42.4				

NOTE: INCLUDES B-29 IN FUNCTIONAL CODE CC ONLY

A.- AVE. NO. B-29'S ASSD.

B.- AVE. HOURS FLOWN PER B-29

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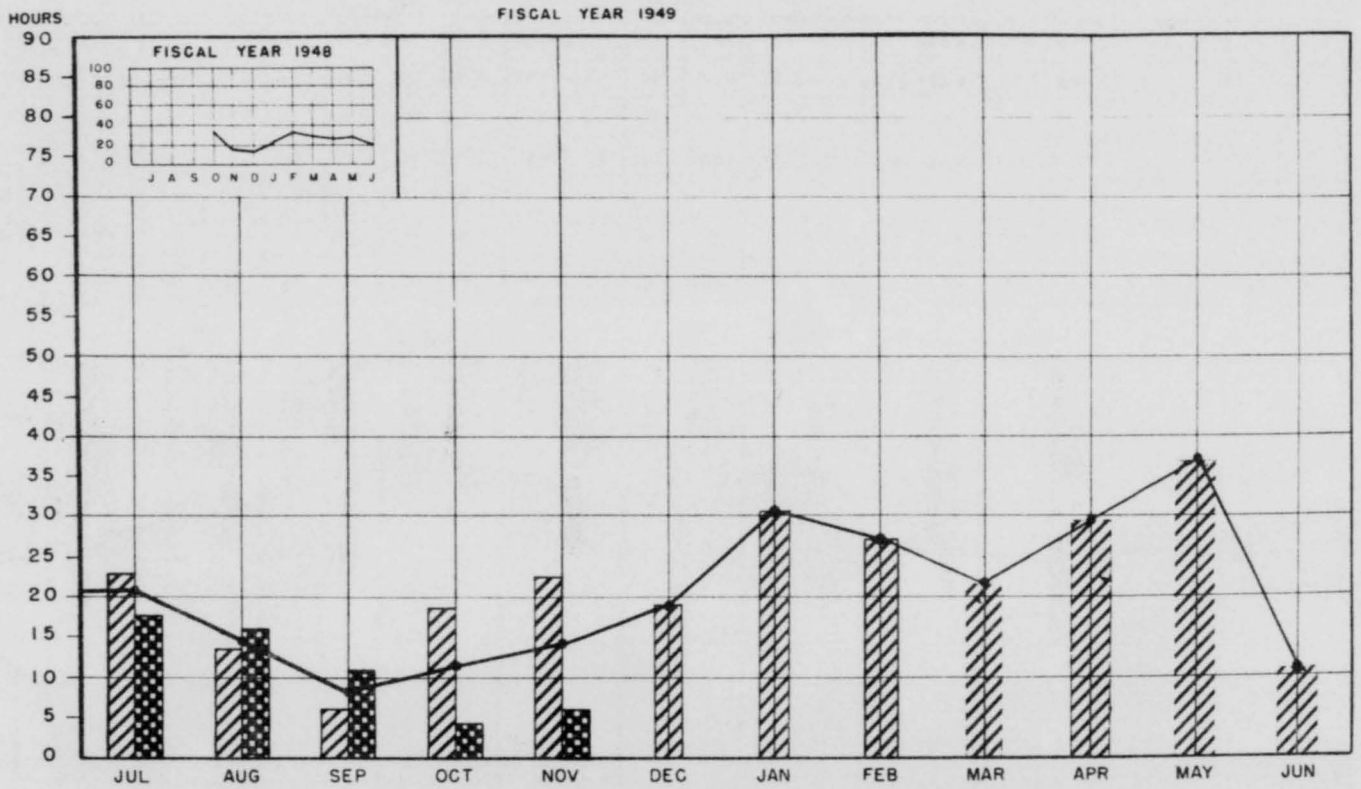
AVERAGE HOURS FLOWN PER AIRCRAFT

BY FIGHTER GROUP MONTHLY



FIGHTER GROUP		A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
27TH FIGHTER GP.	▨	134.3	22.9	156.1	134	127.8	6.3	102.7	18.7	72.8	22.8	79.3	19.3	76.5	30.3	76.0	27.0	80.8	21.6	79.3	29.7	78.8	37.0	76.3	11.7
33RD FIGHTER GP.	▩	69.3	17.7	80.5	16.3	81.8	11.4	80.5	3.8	78.6	6.6	TRANSFERRED TO CONTINENTAL AIR COMMAND 1 DEC 1948													
8TH AF TOTAL	—●—	203.6	21.1	236.6	14.4	209.8	8.3	183.13	11.9	151.4	14.4	79.3	19.3	76.5	30.3	76.0	27.0	80.8	21.6	79.3	29.7	78.8	37.0	76.3	11.7

A. AVERAGE NO. AIRCRAFT ASSIGNED.
B. AVERAGE HRS FLOWN PER AIRCRAFT ASSIGNED.

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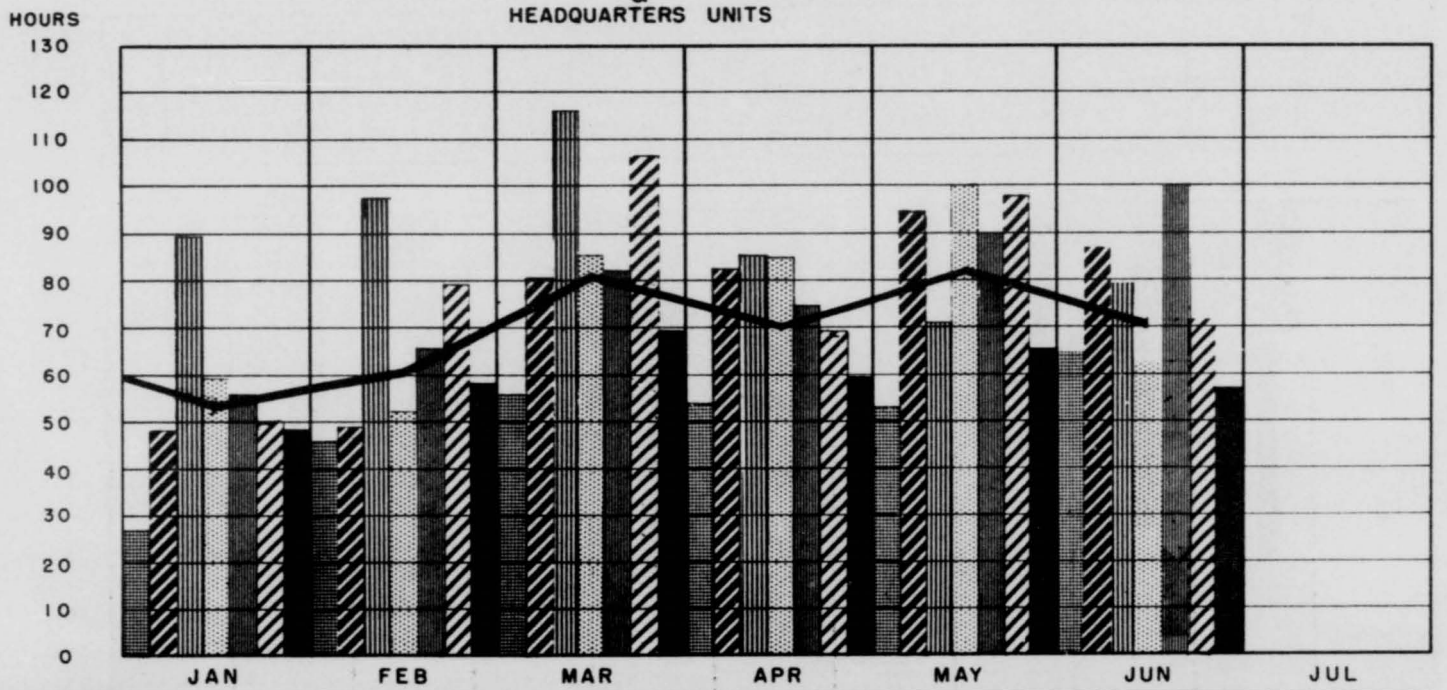
AVERAGE HOURS FLOWN PER AIRCRAFT

BY: AIR BASE GROUPS
&
HEADQUARTERS UNITS



	JAN A	JAN B	FEB A	FEB B	MAR A	MAR B	APR A	APR B	MAY A	MAY B	JUN A	JUN B	JUL A	JUL B
HQ & HQ SQ 8TH AF	10	27.3	10	45.9	11	56.1	12.2	53.9	12.8	53.4	11.8	64.4		
7TH A/B GP	7	48.1	8	48.6	7	80.5	6.3	82.5	6.1	94.9	6.0	87.0		
43RD A/B GP	8.5	89.5	8	97.3	7	116.6	8.0	85.4	8.0	71.3	9.1	79.5		
97TH A/B GP	7	59.3	9	52.6	9	85.2	8.3	85.0	8.6	100.0	8.6	62.5		
509TH A/B GP	7.6	55.8	7	65.6	6	82.1	5.0	74.4	4.0	90.0	4.9	100.0		
2ND A/B GP	1	50	1.3	79.2	2	107.4	4.2	*69.3	6.1	**98.5	7.6	71.0		
27TH A/B GP	5.4	48.5	5	58.4	8	69.3	14.7	59.7	15.3	65.2	15.8	56.7		
TOTAL 8TH AF	46	542	49	61.1	51	80.5	58.7	.. 70.0	56.4	82.4	63.5	70.3		

A AVERAGE NO. AIRCRAFT ASGD.

*FIGS. THRU 26 APR

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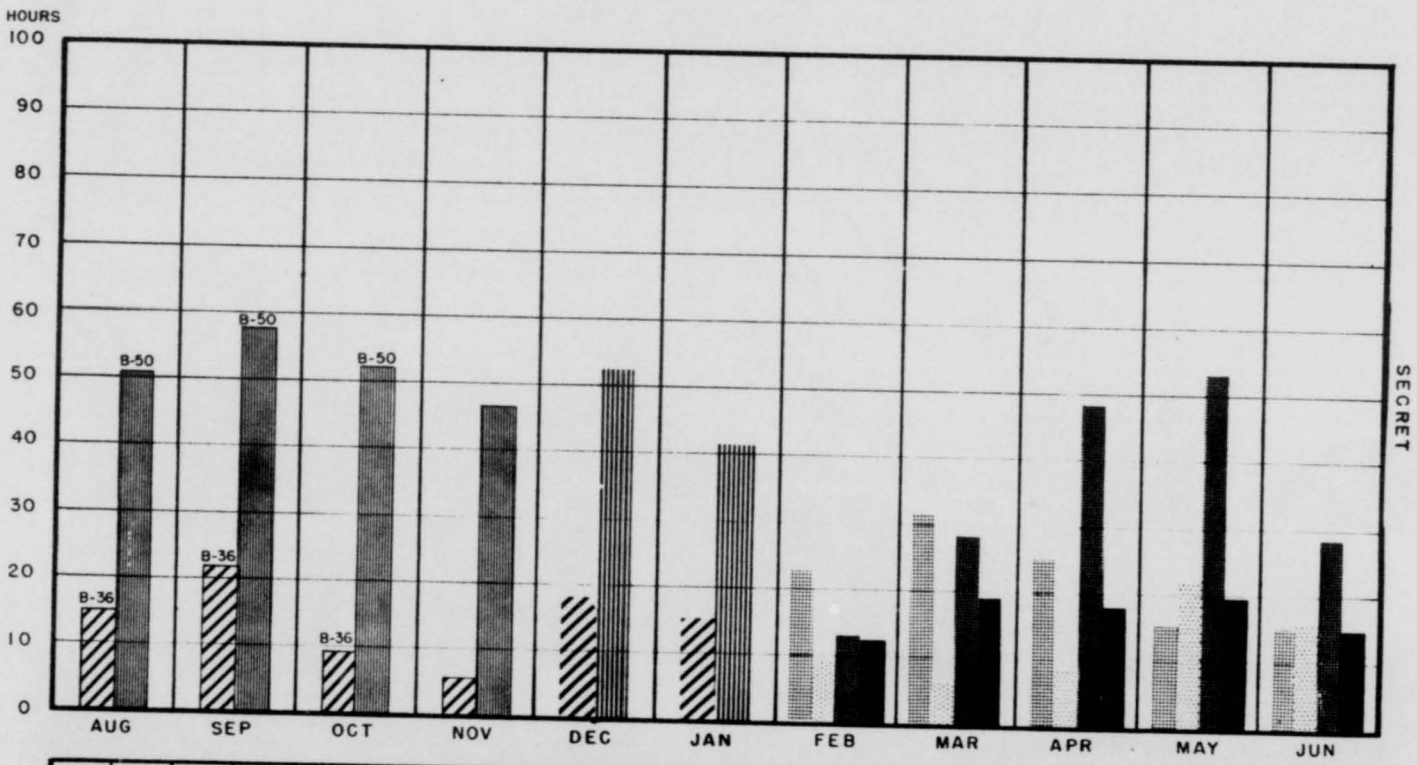
AVERAGE HOURS FLOWN BY B-36 & B-50 ACFT.

BY MONTH
FISCAL YEAR 1949



		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
		AVE NO A/C ASGD.	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD.	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD.	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD.	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD.	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD.	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD.	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD.	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD.	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD.	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD.	AVE HRS FLOWN PER A/C
7 TH B.G.	(B-36)	10.1	15.2	13.6	21.9	17.3	9.3	18.4	5.3	26.8	18.1	35	15.2	26	23.3	24.8	31.4	22.8	26.4	17.0	15.4	6.9	15.3
11 TH B.G.														10	9.8	15.1	6.1	15.4	8.6	6.0	22.8	6.6	15.9
43D B.G.														32	13.3	33.7	28.8	31.4	48.4	30.6	53.5	31.4	28.1
2D B.G.	(B-50)	3.7	50.9	4.3	57.9	2.8	52.3	10.2	46.8	25.4	53.1	39	41.1	11	13.0	23.0	19.0	32.6	17.6▼	32.5	19.5▼▼	32.4	15.1

*INCLUDES FLYING TIME FOR B-50 A/C OUTSIDE CONTINENTAL US FOR FEB

▼FIGURES THROUGH 26 APR FOR 2D B G
▼▼FIGURES FROM 27 APRIL THRU 31 MAY

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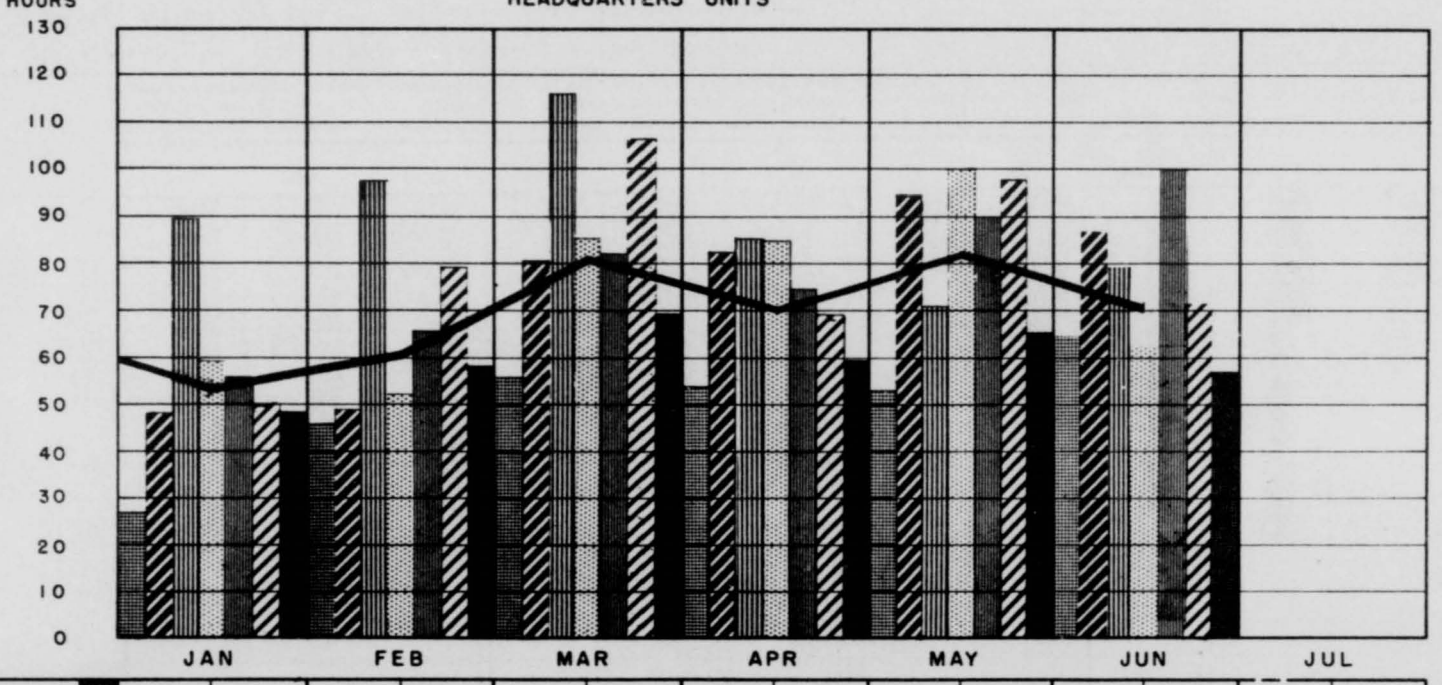
AVERAGE HOURS FLOWN PER AIRCRAFT

BY: AIR BASE GROUPS
&
HEADQUARTERS UNITS



	JAN A	JAN B	FEB A	FEB B	MAR A	MAR B	APR A	APR B	MAY A	MAY B	JUN A	JUN B	JUL A	JUL B
HQ & HQ SQ 8TH AF	10	27.3	10	45.9	11	56.1	12.2	53.9	12.8	53.4	11.8	64.4		
7TH A/B GP	7	48.1	8	48.6	7	80.5	6.3	82.5	6.1	94.8	6.0	87.0		
43RD A/B GP	8.5	89.5	8	97.3	7	116.6	8.0	85.4	8.0	71.3	9.1	79.5		
97TH A/B GP	7	59.3	9	52.6	9	85.2	8.3	85.0	8.6	100.0	8.6	62.5		
509TH A/B GP	7.6	55.8	7	65.6	6	82.1	5.0	74.4	4.0	90.0	4.9	100.0		
2ND A/B GP	1	50	1.3	79.2	2	107.4	4.2	* 69.3	6.1	** 98.5	7.6	71.0		
27TH A/B GP	5.4	48.5	5	58.4	8	69.3	14.7	59.7	15.3	65.2	15.8	56.7		
TOTAL 8TH AF	46	54.2	49	61.1	51	80.5	58.7	.. 70.0	56.4	82.4	63.5	70.3		

A AVERAGE NO. AIRCRAFT ASGD.

*FIGS THRU 26 APR

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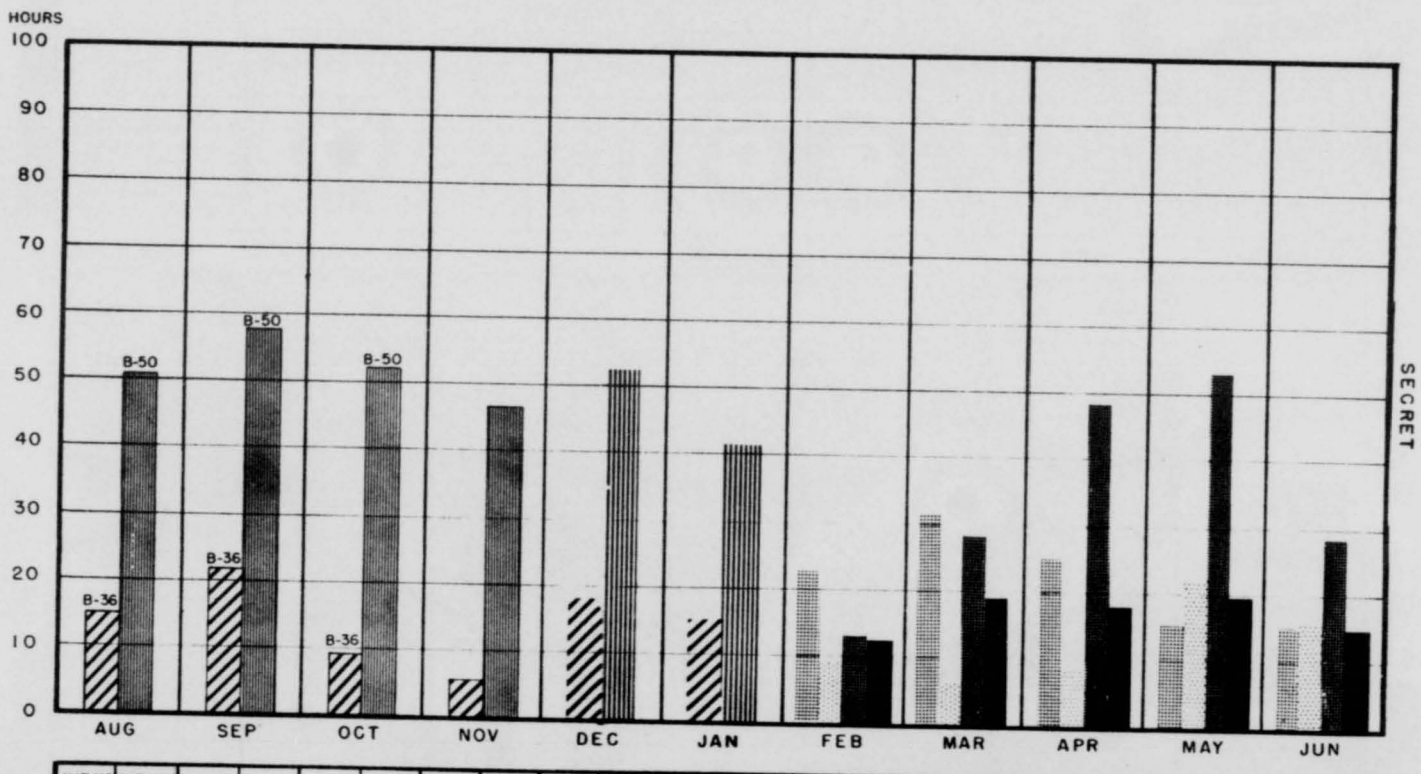
AVERAGE HOURS FLOWN BY B-36 & B-50 ACFT.

BY MONTH

FISCAL YEAR 1949



		AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C	AVE NO A/C ASGD	AVE HRS FLOWN PER A/C
7 TH B.G.	(B-36)	10.1	15.2	13.6	21.9	17.3	9.3	18.4	5.3	26.8	18.1	35	15.2	26	23.3	24.8	31.4	22.8	26.4	17.0	15.4	6.9	15.3
11 TH B.G.														10	9.8	5.1	6.1	15.4	8.6	6.0	22.8	6.6	5.9
43D B.G.														32	13.3	33.7	28.8	31.4	48.4	30.6	53.5	31.4	28.1
2D B.G.	(B-50)	3.7	50.9	4.3	57.9	2.8	52.3	10.2	46.8	25.4	53.1	39	41.1	11	13.0	23.0	19.0	32.6	17.6▼	32.5	9.5▼▼	32.4	15.1

*INCLUDES FLYING TIME FOR B-50 A/C OUTSIDE CONTINENTAL U.S. FOR FEB

▼FIGURES THROUGH 26 APR FOR 2D B.G.

▼▼FIGURES FROM 27 APRIL THRU 31 MAY

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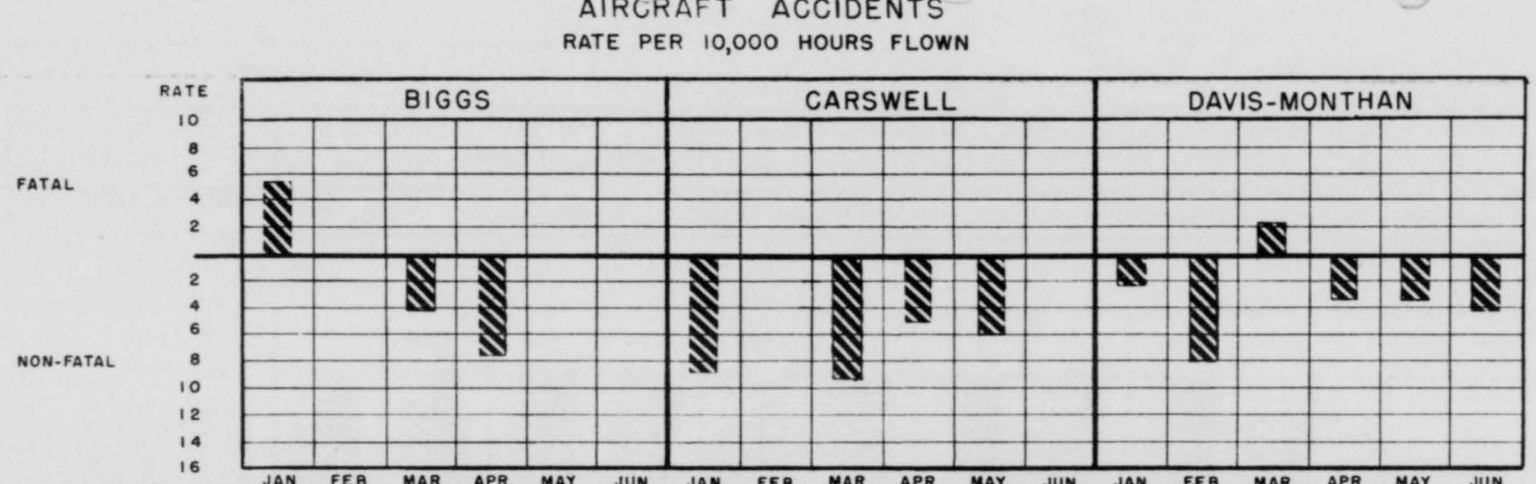
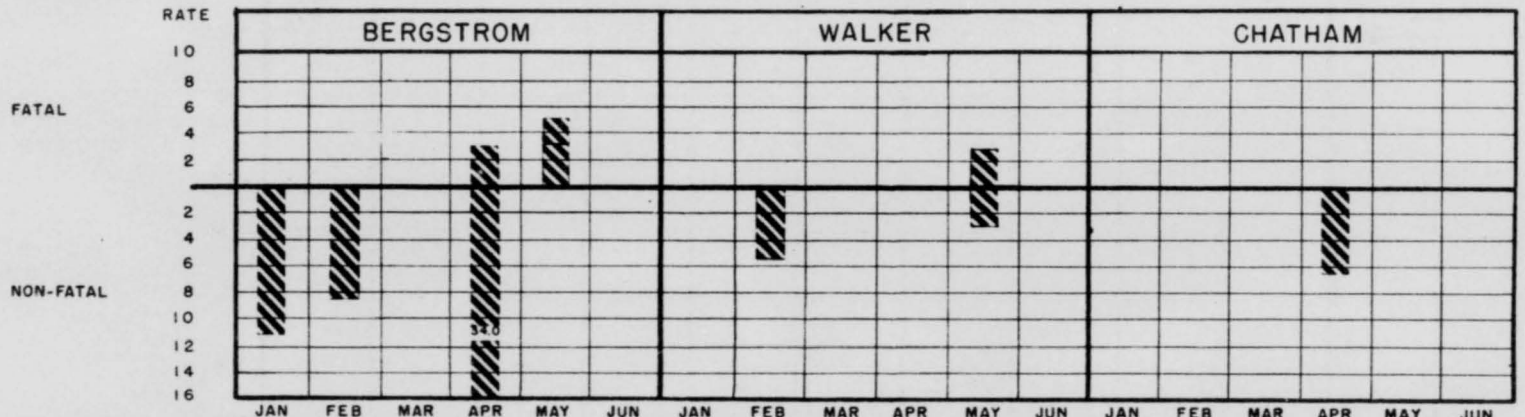
AIRCRAFT ACCIDENTS

RATE PER 10,000 HOURS FLOWN



	BIGGS						CARSWELL						DAVIS-MONTHAN					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
HOURS FLOWN	1868	3272	2263	2574	3088	3260	1143	1569	2075	1972	1661	1674	3597	2492	4331	2823	2684	2287
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
NON-FATAL	0	0	1	2	0	0	1	0	2	1	1	0	1	2	0	1	1	1
TOTAL	1	0	1	2	0	0	1	0	2	1	1	0	1	2	1	1	1	1



	BERGSTROM						WALKER						CHATHAM					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
HOURS FLOWN	2580	2351	2320	3234	3911	1790	1572	1787	2393	1265	3472	1377	15	103	204	1538*	1328**	1250
TYPE ACCIDENT	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
FATAL	0	0	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0
NON-FATAL	3	2	0	11	0	0	0	1	0	0	1	0	0	0	0	1	0	0
TOTAL	3	2	0	12	2	0	0	1	0	0	2	0	0	0	0	1	0	0

**FIGS. FROM 27 APR THRU 31 MAY

*FIGS. THRU 26 APR

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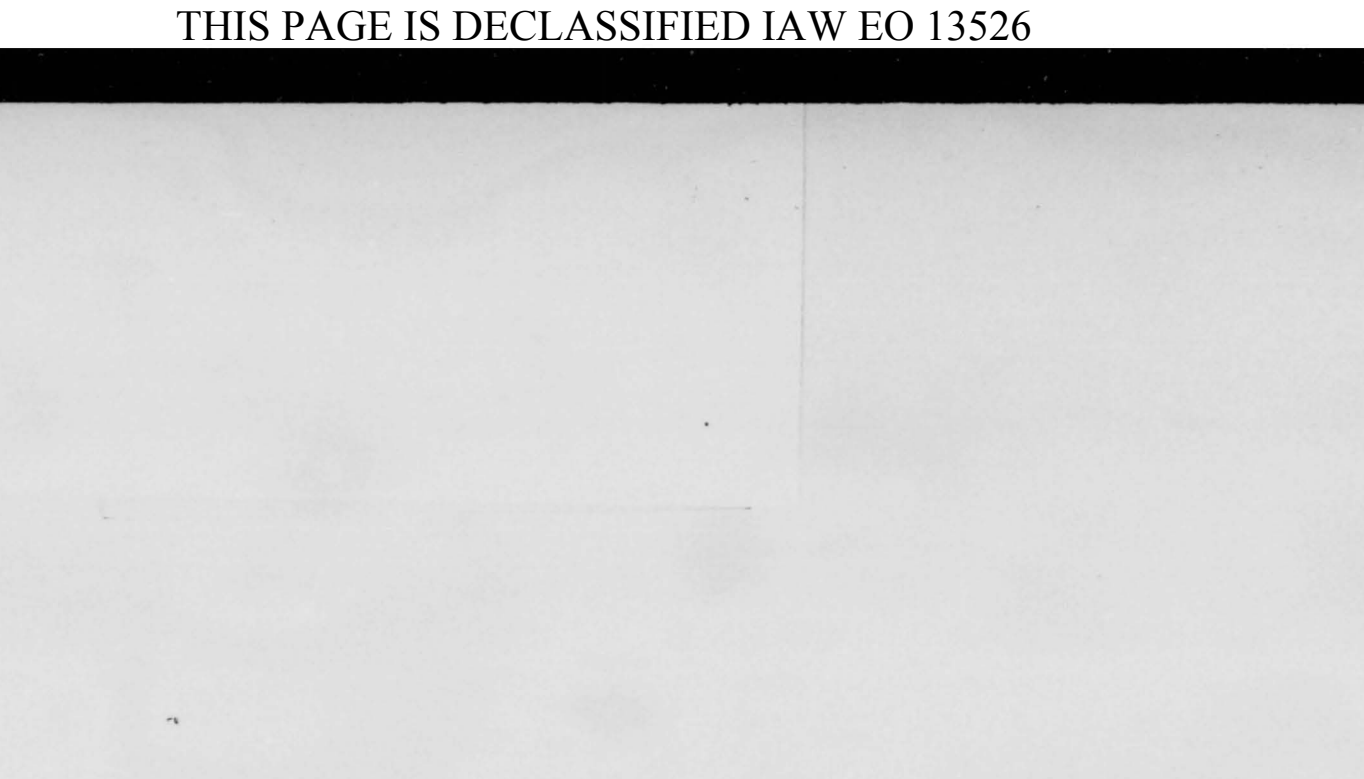
AVERAGE HOURS FLOWN PER AIRCRAFT ASSIGNED
8TH AIR FORCE VS SAC



LEGEND 8AF ▨ SAC ■	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC	8 AF	SAC
AVE NO A/C ASGD.	417	1028	458	1137	446	1183	399	1171	409	872	343	915	369	960	386	1007	407.8	1082	376.2	1094	384.4		317.4	
AVE HRS FLOWN PER A/C	40.3	35.9	35.2	31.1	30.2	28.2	32	27.9	29.7	29.3	32.8	25.4	29.2	23.3	30.1	27.0	32.7	28.0	35.2	31.6	41.0		36.9	

Current figures for SAC not available.

NOTE: Excludes Storage, Excess, Grounded Pending Transfer & Transient Acft.

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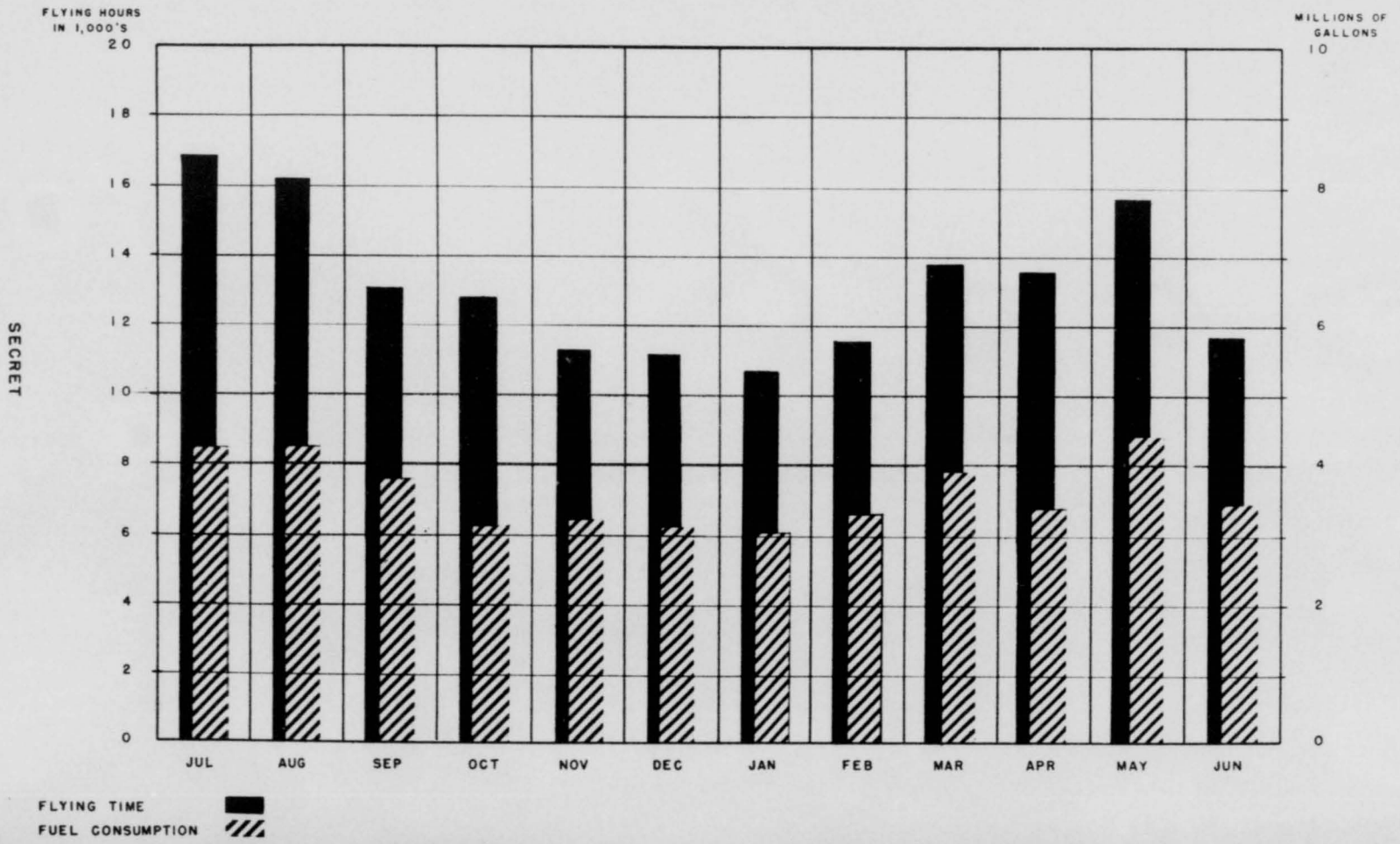
TOTAL 8TH AF FLYING TIME & AVIATION FUEL CONSUMPTION

MONTHLY, FISCAL YEAR 1949



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Section 4

Aircraft and Maintenance

Col. M. D. Unruh

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AIRCRAFT INVENTORY

BY STATION & UNIT

STATION & UNIT	GRAND TOTAL	BOMBER							FIGHTER						RCN & LIAISON					CARGO							TRAINER				
		B-50 B-36	B-29 TB-29 KB-29	B-25 TB-25 VB-25	B-26			OTHER COMD	TOTAL	F-51	F-80	F-82	F-84		OTHER COMD	TOTAL	F-2	L-13		OTHER COMD	TOTAL	C-45	C-47	C-54	YC-97		OTHER COMD	TOTAL	T-6 T-11		OTHER COMD	TOTAL
EIGHTH AIR FORCE																															
BIGGS	99																														
97TH BOMB GP	30		30						30																						
97TH A/B SP	8			2					2													3					3	3			3
97TH M/S GP	49		42					1	43						3	3				1	1						1			1	1
1ST SSS	9																						6	3			9				
2ND SSS	3																						3				3				
CARSWELL	53																														
7TH BOMB GP	22	22							22																						
7TH A/B GP	6				1				1																						
7TH M/S GP	4	1	1		1				3													5					5				
11TH BG	9	9							9													1					1				
HQ & HQ AF SQ 8TH AF	12	1	2	5	1				9													3					3				
DAVIS-MONTHAN	61																														
43D BOMB GP	49	31	18						49																						
43D A/B GP	8			2					2													6					6				
43D M/S GP	4		1						1																						
BERGSTROM	102																														
27TH FIGHTER GP	83									6		77				83															
27TH A/B GP	16																					9					9	7			7
27TH M/S GP	3											3				3															
WALKER	67																														
509TH BOMB GP	57	1	56						57																						
509TH A/B GP	5			1					1													4					4				
509TH M/S GP	5		3						3	1						1														1	1
CHATHAM	58																														
2D BG GP	50	32	18						50																						
2D A/B GP	8			2					2									2		2	4		4				4				
2D M/S GP																															
CAMP HOOD	1																														
4001ST B/S SQ	1			1					1																						
CAMP CAMPBELL	3																														
40020 B/S SQ	3		2						2													1					1				
TOTAL ALL STATIONS	444	97	173	13	3			1	287	7		80			3	90		2		2	4	1	35	9	3		2	50	10		3	13

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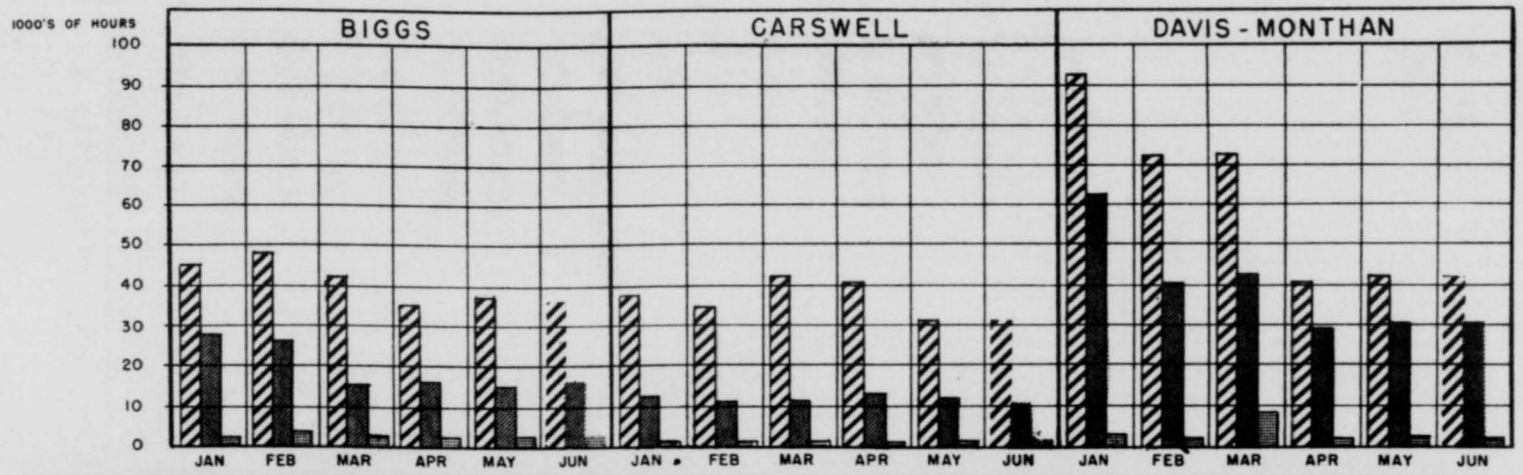
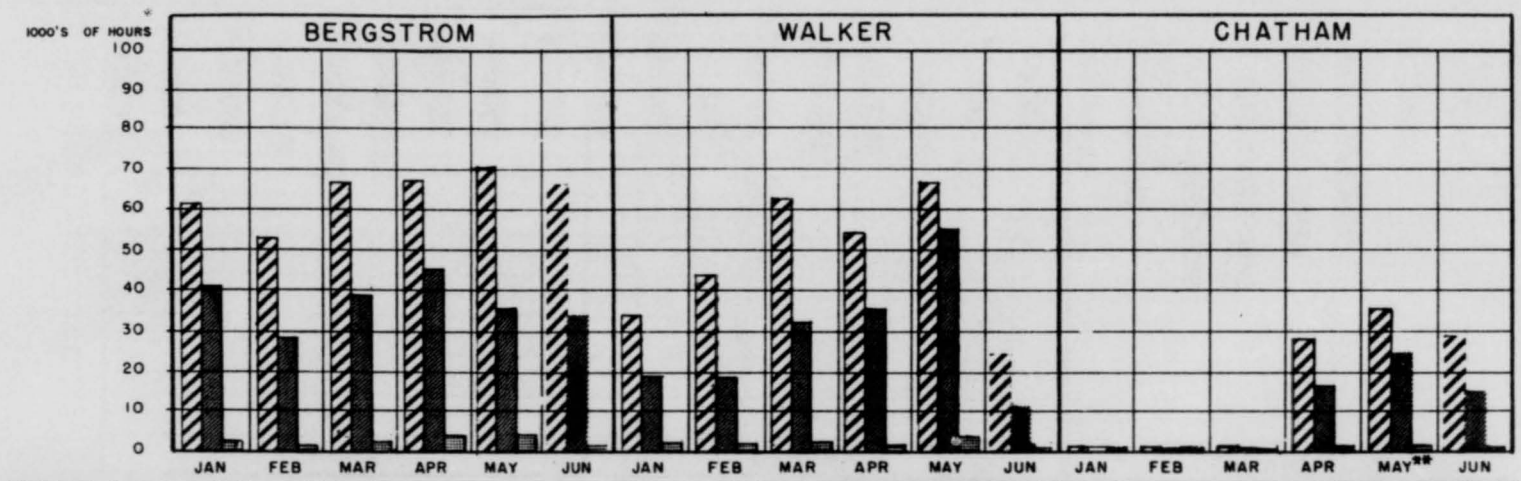
NUMBER OF HOURS ON HAND, IN COMMISSION & FLYING TIME



	BIGGS						CARSWELL						DAVIS-MONTHAN					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	45240	48074	42584	35904	37440	36278	38664	36342	43223	40814	31214	30288	93182	72591	72620	41352	42120	41832
IN COMMISSION	27704	26032	15364	16895	15347	16552	13538	10571	11334	13180	11930	11340	62212	41330	43001	29121	30401	30065
FLYING TIME	1868	3272	2522	2571	2604	3258	1143	1565	2066	1886	1658	1674	3597	2492	4181	2823	2684	2287



	BERGSTROM						WALKER						CHATHAM					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY**	JUN
ON HAND	61704	54984	66240	67669	70058	66346	33952	44976	62959	54912	66241	24912	240	864	1476	28794*	36468	28904
IN COMMISSION	40074	28677	39235	45069	36309	34263	19703	19204	32952	35923	55111	10341	240	726	900	17314*	24995	14076
FLYING TIME	2580	2348	2318	3234	3911	1790	1532	1781	2323	1184	3455	1370	15	103	204	1409*	1273	1250

NOTE: EXCLUDES TRANSIENT, EXCESS STORAGE & A/C GROUNDED PENDING TRANSFER. CAMP HOOD & CAMPBELL NOT INCLUDED

**FIGS THR 27 APR TO 31 MAY.

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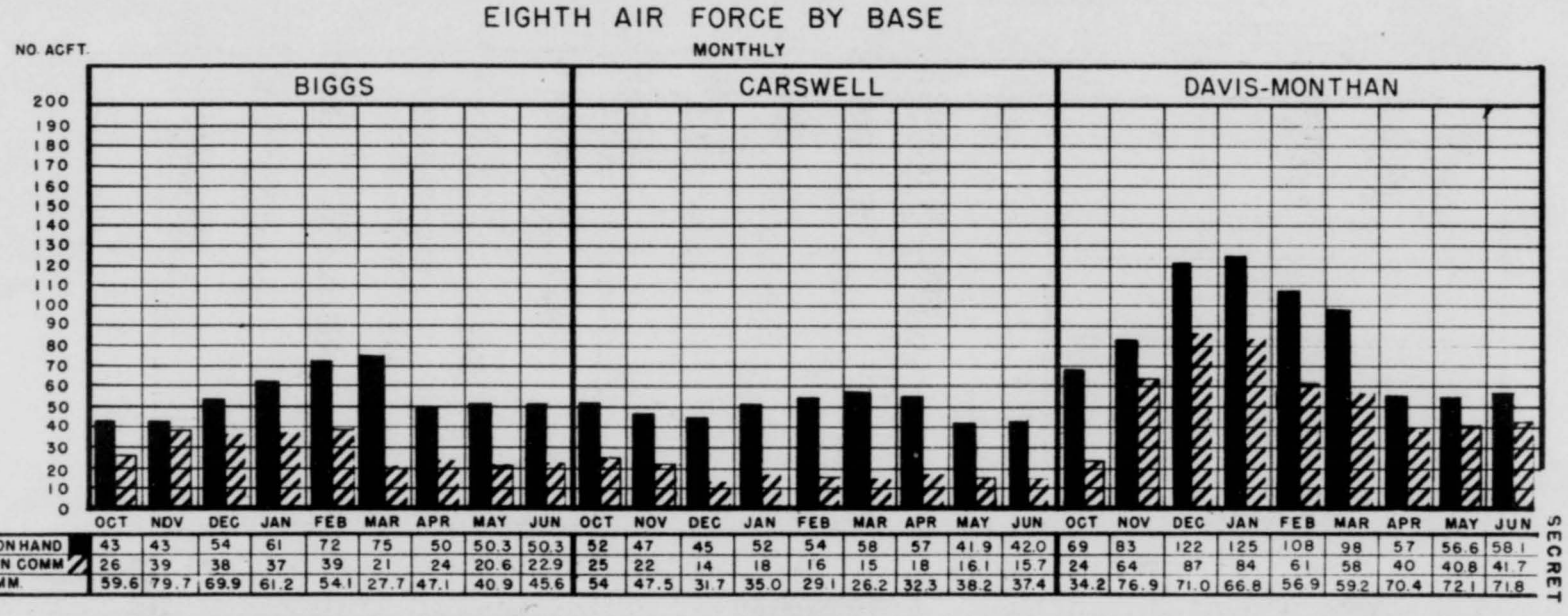
AVERAGE NUMBER AIRCRAFT ON HAND & IN COMMISSION
EIGHTH AIR FORCE BY BASE



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	BIGGS									CARSWELL									DAVIS-MONTHAN								
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AVE NO ON HAND	43	43	54	61	72	75	50	50.3	50.3	52	47	45	52	54	58	57	41.9	42.0	69	83	122	125	108	98	57	56.6	58.1
AVE NO IN COMM	26	39	38	37	39	21	24	20.6	22.9	25	22	14	18	16	15	18	16.1	15.7	24	64	87	84	61	58	40	40.8	41.7
% IN COMM.	59.6	79.7	69.9	61.2	54.1	27.7	47.1	40.9	45.6	54	47.5	31.7	35.0	29.1	26.2	32.3	38.2	37.4	34.2	76.9	71.0	66.8	56.9	59.2	70.4	72.1	71.8

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	BERGSTROM									WALKER									CHATHAM								
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AVE NO ON HAND	83	81	93	83	82	89	94	94.2	92.1	127	36	35	46	67	85	76	89.0	34.6				.3	1.3	2	40	43.4	40.1
AVE NO IN COMM	57	39	49	54	43	51	63	48.8	47.5	59	26	23	27	29	44	50	74.0	14.3				.3	1.1	1.2	24	29.7	19.5
% IN COMM	6	47.6	53.1	64.9	52.2	57.2	66.7	51.8	51	46.9	73	66.5	58.0	42.7	5	65.4	83.2	41.5				100.0	84.0	9	60.1*	68.5*	48.6

NOTE: EXCLUDES TRA AT, EXCESS, STORAGE & A/C GROUNDED PENDING TR ER.

** FIG FROM 2 THRU 31 MAY.
* FIG. THROUGH 26 APRIL

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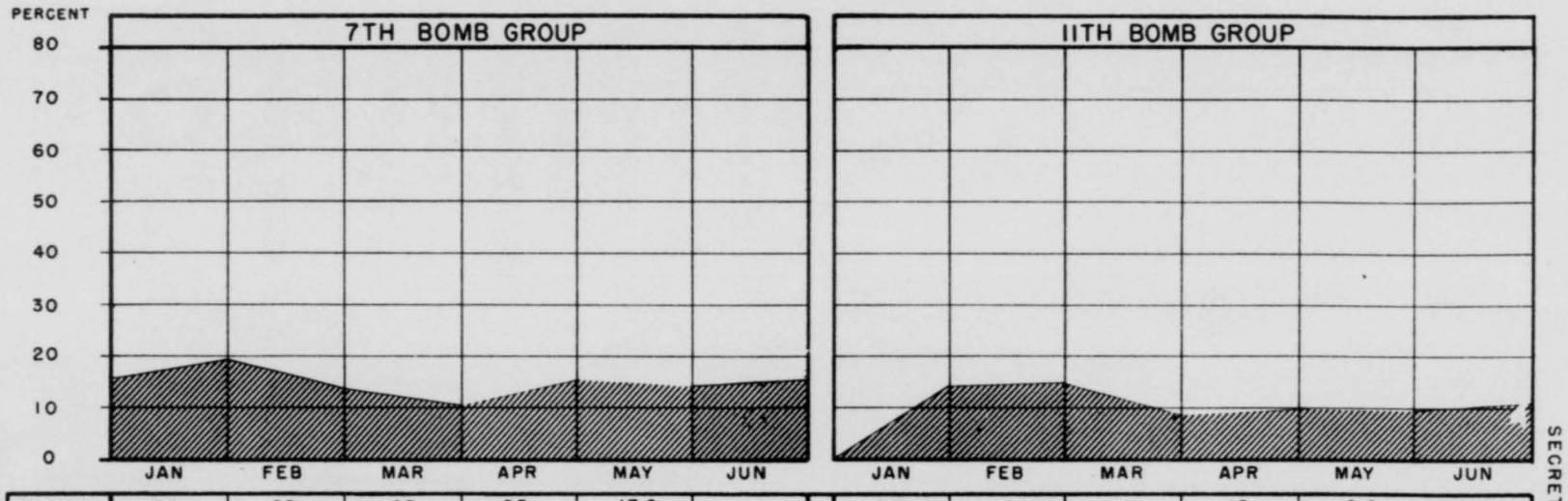
B-36 AIRCRAFT IN COMMISSION



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	7TH BOMB GROUP						11TH BOMB GROUP					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	33	26	25	23	17.0	16.9	2.0	10	15	15	6.0	6 6
IN COMM	6	4	3	4	2.4	2.6	.3	2	1.2	2	.6	7

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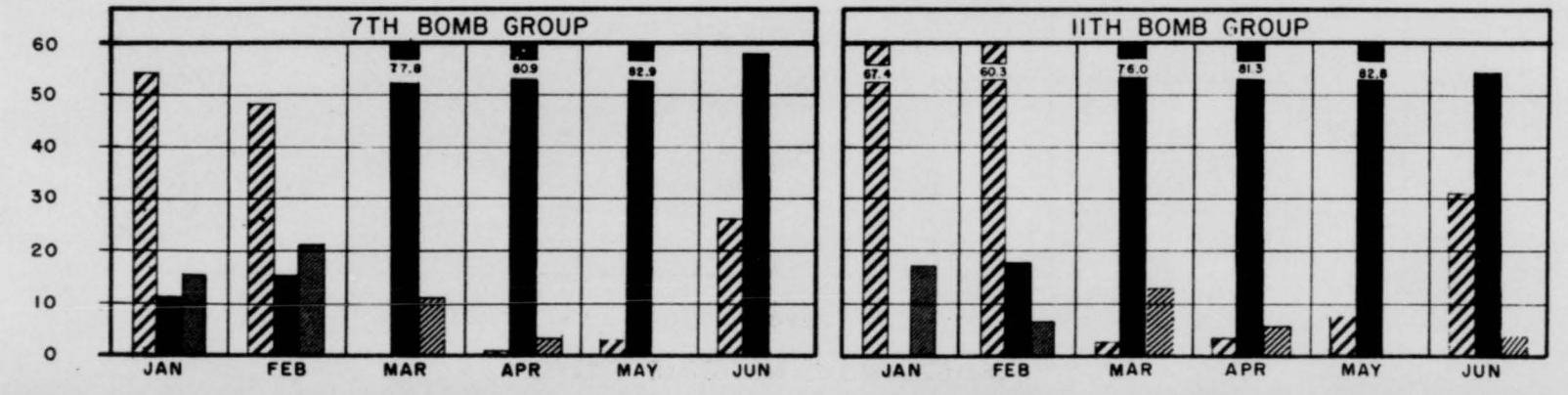
B-36 AIRCRAFT OUT OF COMMISSION



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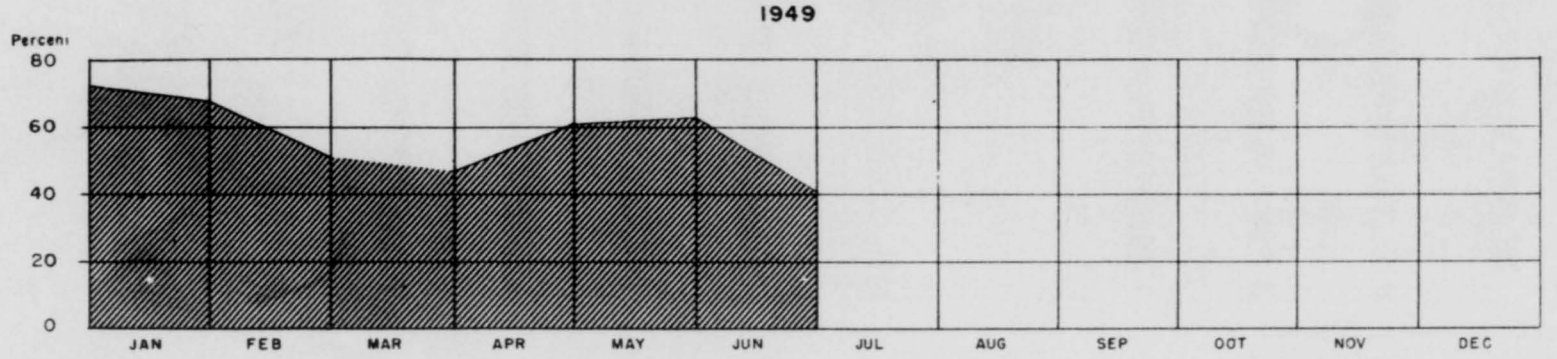
AIRCRAFT

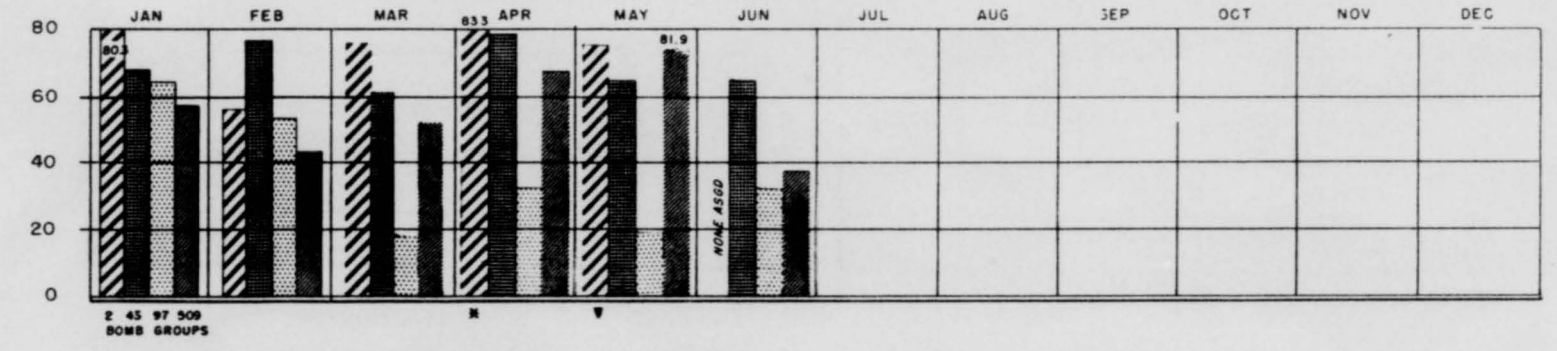
TOTAL B-29 IN COMMISSION

1949



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
On Hand	156	167	147	126	117	74 5						
In Comm.	107	88	69	77	74	31.0						

B-29 IN COMMISSION BY BOMB GROUPS



NOTE: INCLUDES B-29 A/C POSSESSED BY BOMB GPS IN CC FUNCTIONS ONLY.
*FIGS. THRU 26 APR.
▼ - FROM 26 APR. TO 31 MAY

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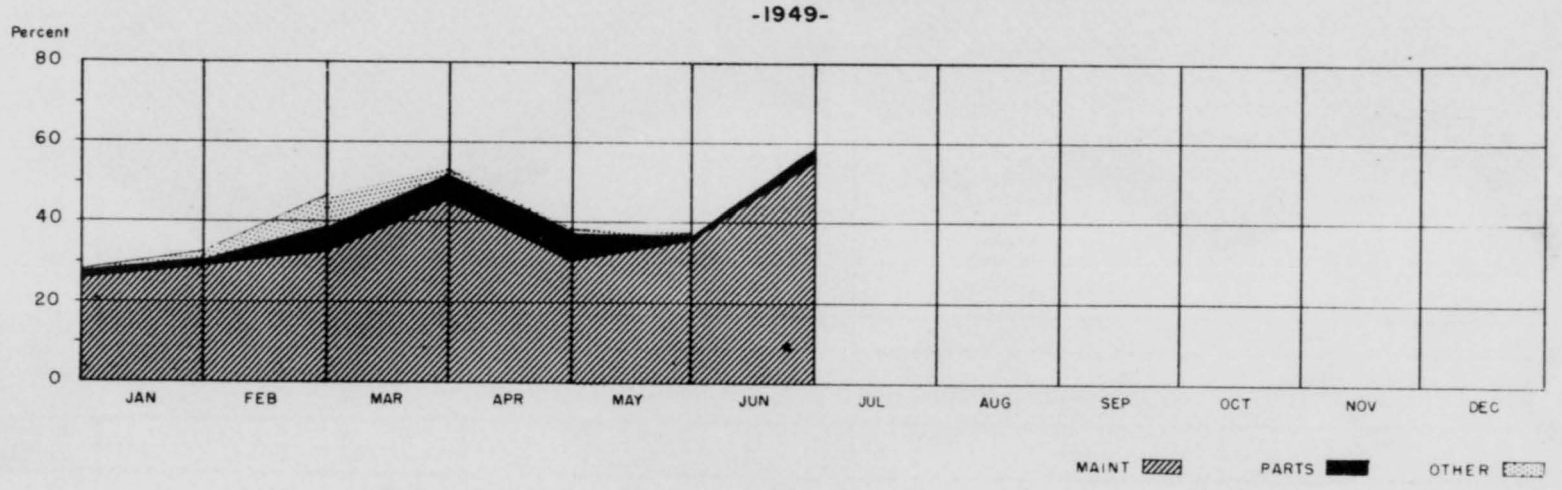
AIRCRAFT

TOTAL B-29 OUT OF COMMISSION

-1949-



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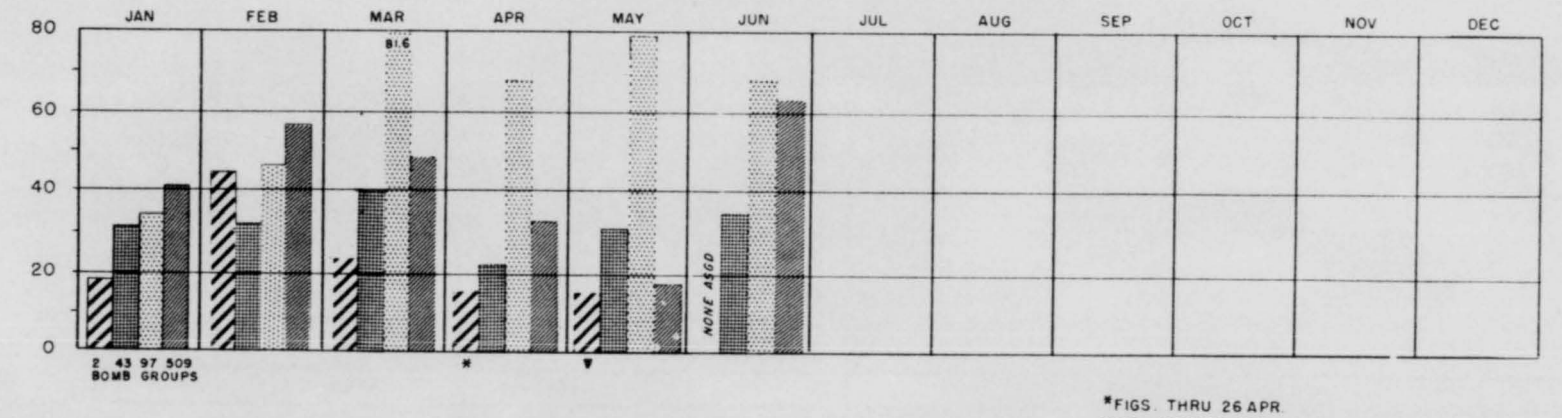
OUT OF COMMISSION BY BOMB GROUPS



*FIGS. THRU 26 APR.
▼FIG. FROM 27 APR THRU 31 MAY

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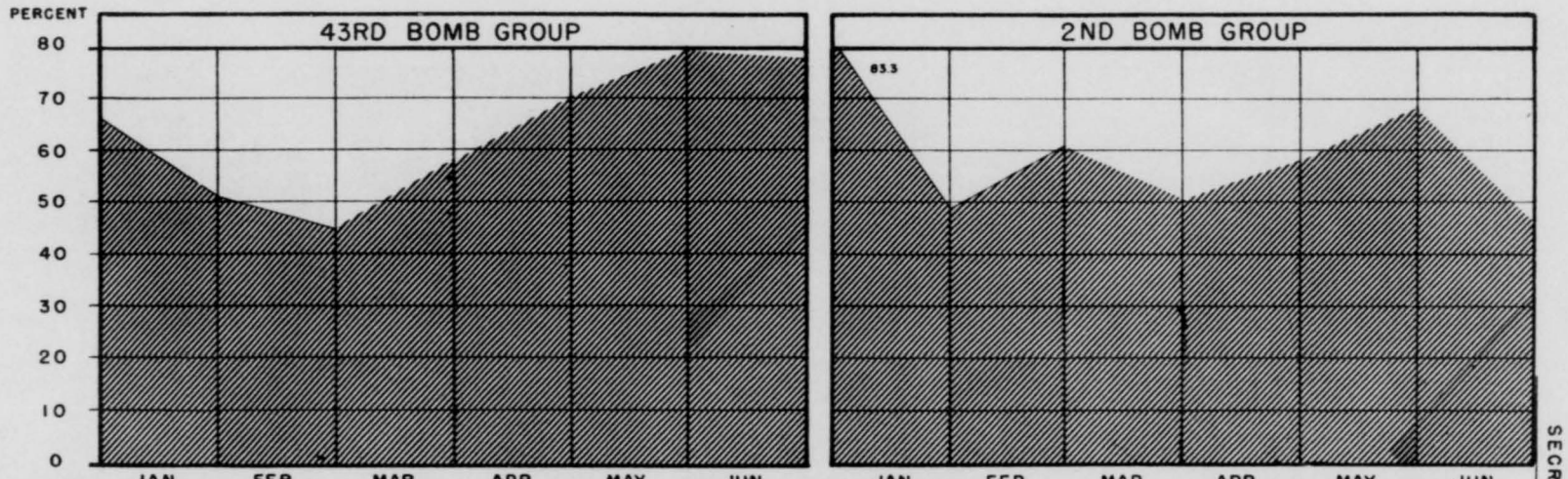
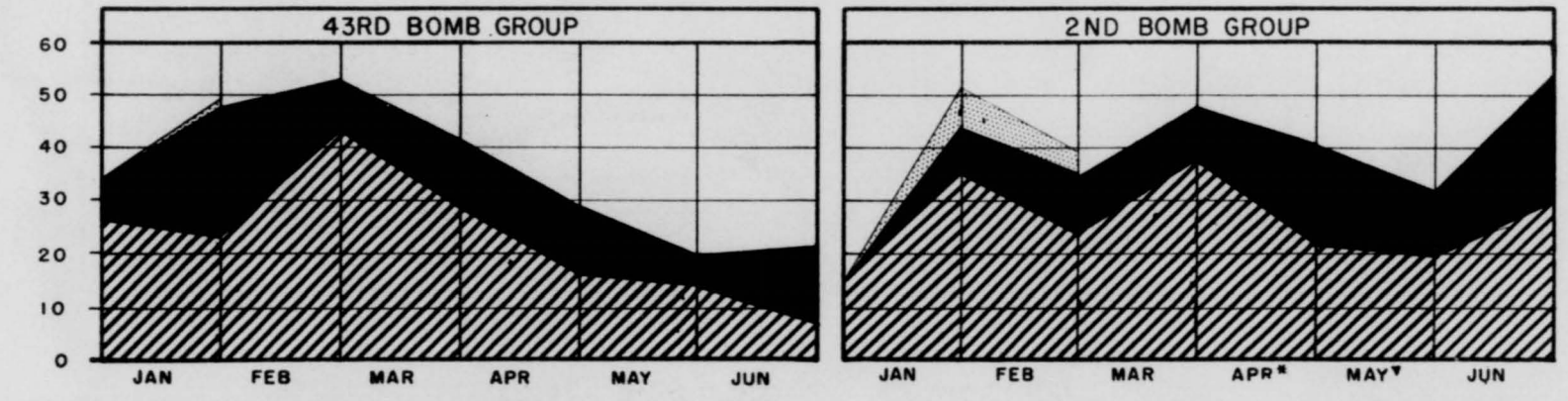
B-50 AIRCRAFT IN COMMISSION



	43RD BOMB GROUP						2ND BOMB GROUP					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	30	32	34	31	30.6	31.4	9	11	23	33	32.5	32.4
IN COMM	15	15	20	22	24.5	24.4	5	7	12	19	22.2	14.9

B-50 AIRCRAFT OUT OF COMMISSION



NOTE: INCLUDES B-50 AIRCRAFT IN CC, FUNCTIONS ONLY.
*FIGS. THRU 26 APR. ▼FIGS. 27 APR. THRU 31 MAY

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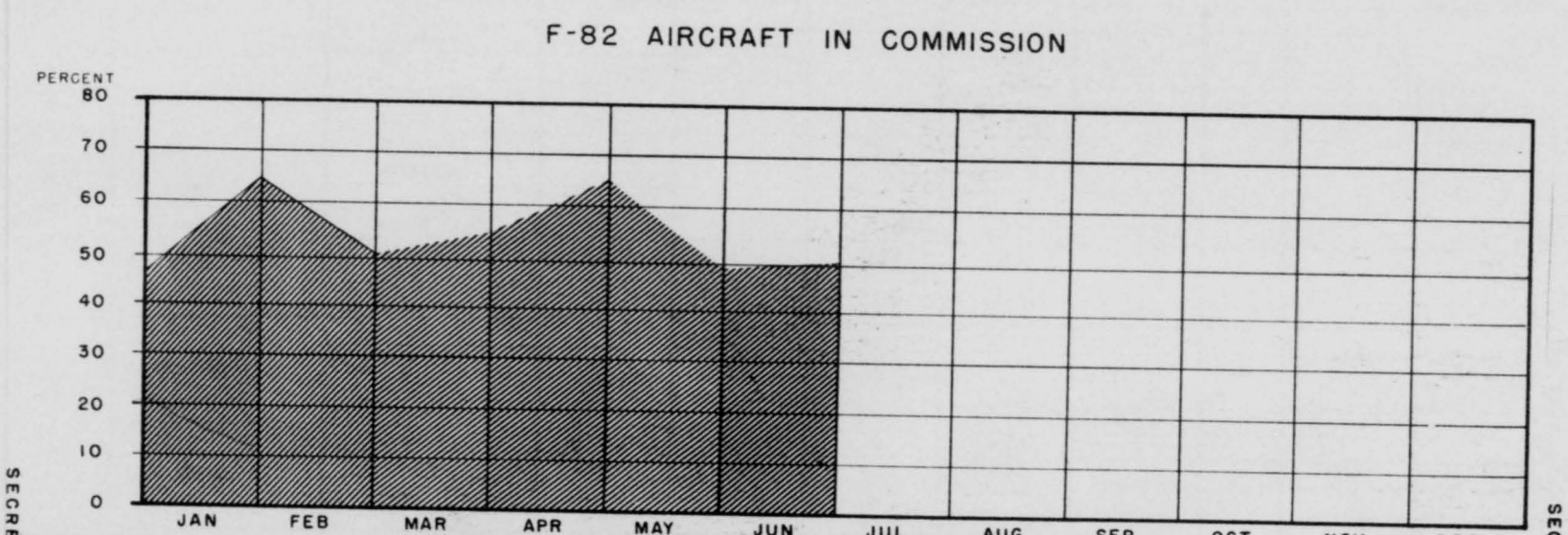
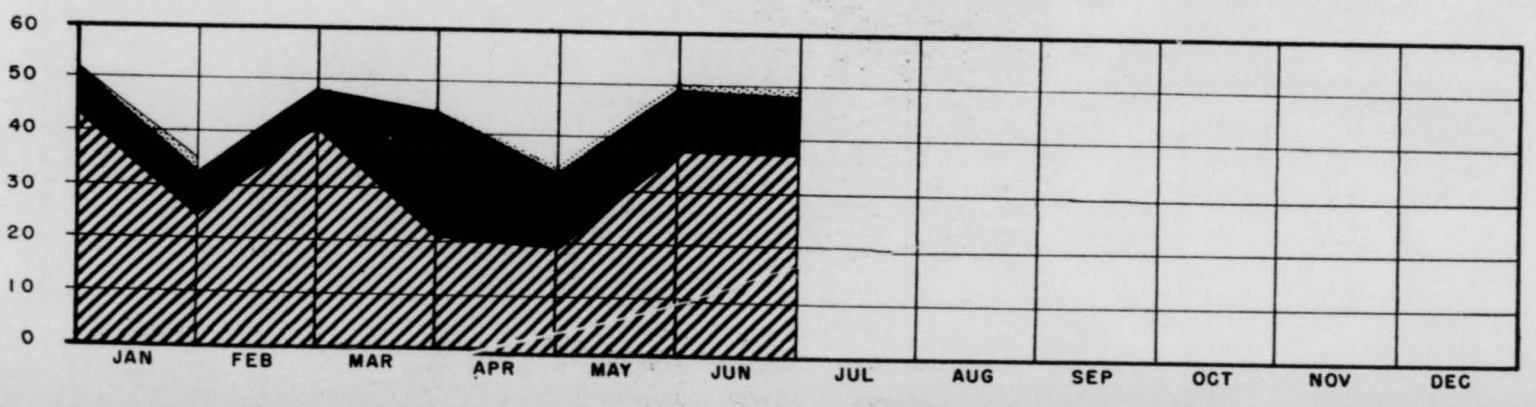
F-82 AIRCRAFT IN COMMISSION



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
ON HAND	74	73	75	73	73.7	71.2						
IN COMM	47	37	41	49	36.6	35.9						

F-82 AIRCRAFT OUT OF COMMISSION



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AIR BASE DATA

AVAILABLE HOUSING AND RUNWAYS

AS OF 15 JUN 1949

		HOUSING AVAILABLE					RUNWAYS		
	TYPE PERSONNEL	NORMAL CAPACITY AVAILABLE	BEDS OCCUPIED	NO. OF SEPARATE RATIONS	SPACE USED FOR OTHER PURPOSES	FAMILY QUARTERS OCCUPIED	NO.	LONGEST (FT.)	ELEVATION (FT.)
BERGSTROM	OFFICERS	195	53	278	0	0			
	NURSES	17	2	0	0	0			
	AIRMEN	1564	1592	523	0	0	6	7074	515
	TOTAL	1776	1647	801	0	0			
BIGGS	OFFICERS	223	125	470	0	25			
	NURSES	13	13	0	0	0			
	AIRMEN	3595	2134	732	▼53	36	3	9500	3909
	TOTAL	3831	2272	1202	▼53	61			
CARSWELL	OFFICERS	207	116	619	0	49			
	NURSES	24	7	2	0	0			
	AIRMEN	2273	2705	2232	658	109	5	8200	631
	TOTAL	2504	2828	2853	658	158			
CHATHAM	OFFICER	13	0	462	0	0			
	NURSES	0	0	0	0	0			
	AIRMEN	2784	1836	675	489	0	4	7000	50
	TOTAL	2797	1836	1137	489	0			
DAVIS-MONTHAN	OFFICERS	458	106	503	0	■73			
	NURSES	35	7	0	0	0			
	AIRMEN	*2691	2031	1139	0	■183	5	8000	2692
	TOTAL	3184	2144	1642	0	256			
WALKER	OFFICERS	127	68	553	0	105			
	NURSES	31	4	1	0	0			
	AIRMEN	3339	2002	1082	756	85	7	8500	3645
	TOTAL	3497	2074	1636	756	190			
	OFFICERS								
	NURSES								
	AIRMEN								
	TOTAL								
	OFFICERS								
	NURSES								
	AIRMEN								
	TOTAL								

■ FIGS. INCLUDE RINCON VISTA HOUSING AREA
* FIGS. IN[illegible]UDE WILCOX & SAHURITE RANGES
▼ TEMP. U[illegible] FOR HOUSING 5 OFFICER & [illegible] ENLISTED FAMILIES

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- DIR OF INTELL SAC
- DIR OF OPR SAC
- DIR OF MATERIEL SAC
- COMPTROLLER, SAC

COMMANDING GENERAL 8AF
- CHIEF OF STAFF, 8AF
- PIO
- INSPECTOR GENERAL
- ADJUTANT GENERAL
- HQ COMMANDANT

DIR OF PERS 8AF
- JUDGE ADVOCATE SECTION
- MEDICAL SECTION
- CHAPLAIN SECTION

DIR OF INTELL, 8AF

DIR OF OPR 8AF
- ELECTRONICS SECTION

DIR OF MATERIEL, 8AF

DIR OF PLANS

COMPTROLLER
- COST ANALYSIS SECTION
- STATISTICAL SERVICES SECTION

HISTORICAL SECTION, AG

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WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO

BIGGS AIR FORCE BASE, BIGGS FIELD, TEXAS

CHATHAM AIR FORCE BASE, SAVANNAH, GA

CLOVIS AIR FORCE BASE, CLOVIS, NEW MEXICO

CAMPBELL AIR FORCE BASE, CAMP CAMPBELL, KENTUCKY

CAMP HOOD AIRSTRIP, KILLEEN, TEXAS

COMMANDING GENERAL, AIR PROVING GROUND, EGLIN AFB, FLORIDA

COMMANDING GENERAL, 311TH AIR DIV. TOPEKA AFB, TOPEKA, KAN.

KEARNEY AIR FORCE BASE, KEARNEY, NEBRASKA

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Command

1 Aug. 1949

THIS PUBLICATION WILL BE HANDLED IN ACCORDANCE WITH AFR 205-1 PARAGRAPH 21

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EIGHTH AIR FORCE

1. Purpose. The mission of the Eighth Air Force as stated in letter, Hq SAC 322, subject: "Mission of the Eighth Air Force", dated 10 January, 1947.

2. General. The Commanding General, Eighth Air Force, will be responsible for exercising command jurisdiction over and operating the Eighth Air Force in accordance with policies established by the Commanding General, SAC.

3. Mission. The Eighth Air Force will:

a. Command and administer such units and installations as may be assigned thereto, including the administration of military justice to all personnel subject to military law.

b. Man, train and equip, in accordance with priorities established by Headquarters, Strategic Air Command, such tactical units and their associated services as are designated, maintain these units in a state of training and indoctrination with the latest available equipment necessary to permit immediate long range offensive bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort operations in any part of the world, either independently, or in cooperation with land and naval forces.

c. Train units, crews, and individuals for maintenance of the combat efficiency of strategic combat units assigned to separate theater commands to include long range bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort, based upon requirements furnished by the Commanding General.

d. Conduct such Universal Military Training as may be directed by the Commanding General, Strategic Air Command.

e. Support the Air Reserve and National Guard Programs in accordance with instructions issued by this headquarters.

f. Perform such special missions and assignments as the Commanding General, Strategic Air Command, may direct.

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section

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Organization

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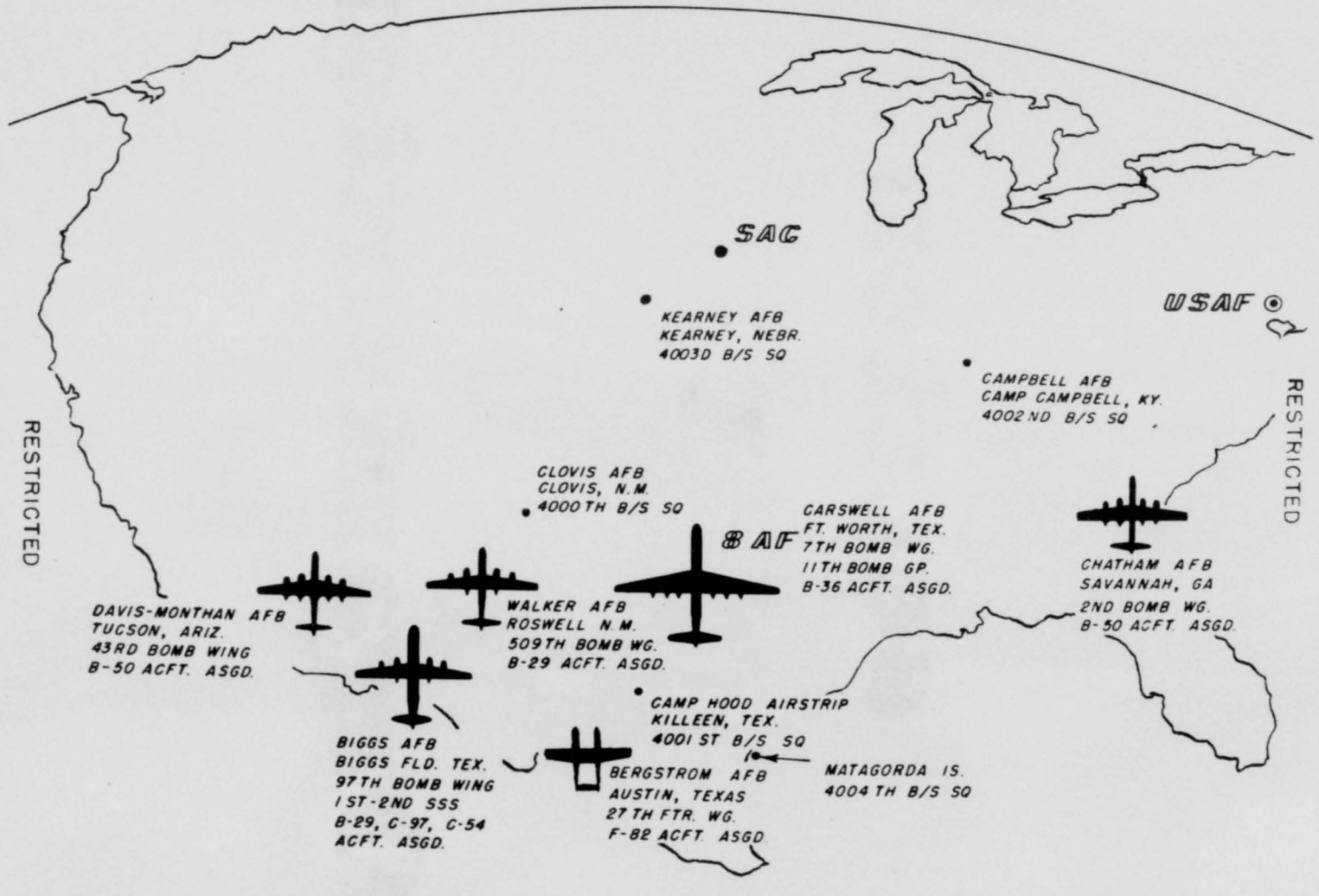
EIGHTH AIR FORCE BASES
LOCATION, UNITS, AND TYPE AIRCRAFT ASSIGNED



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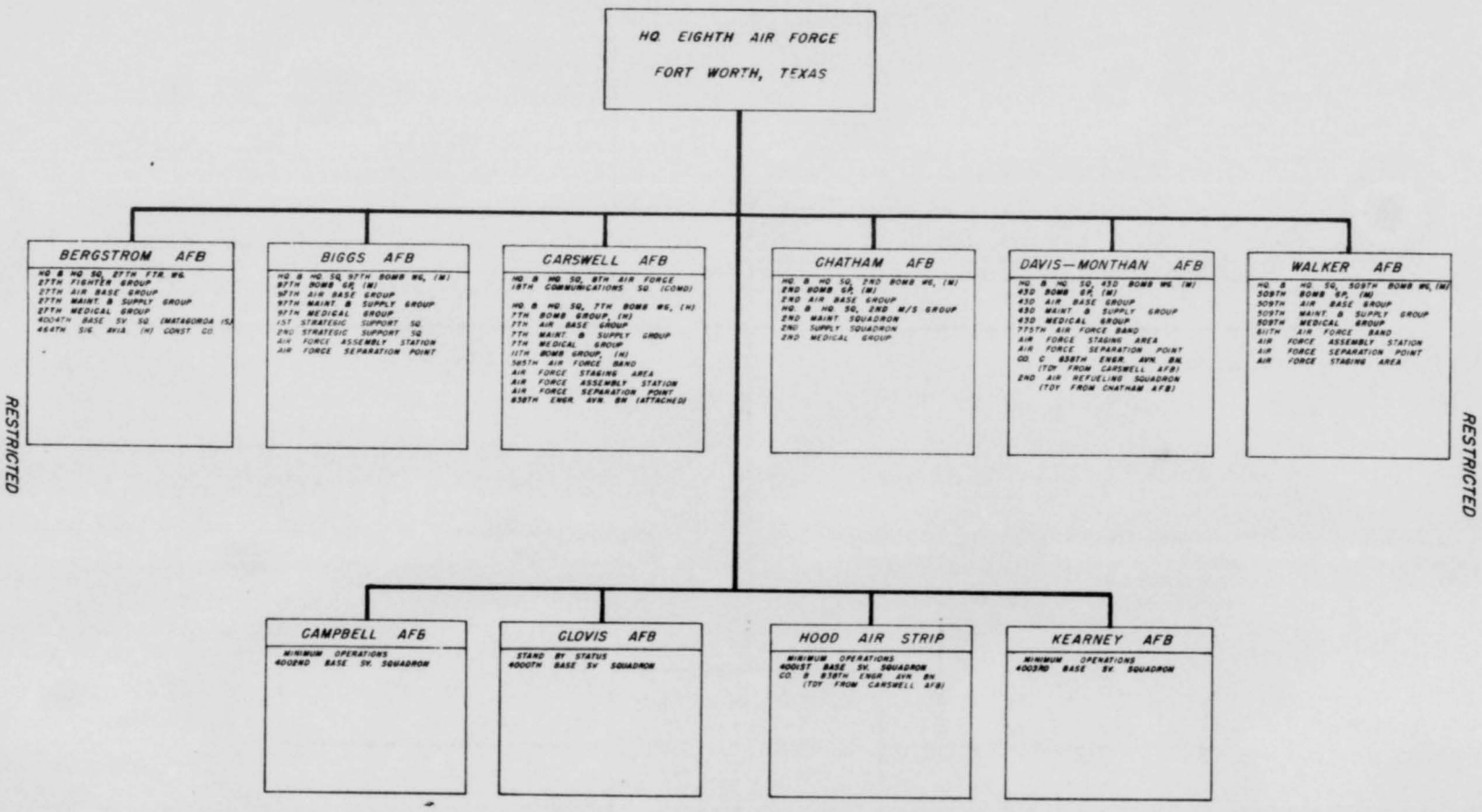
EIGHTH AIR FORCE BASES AND UNITS



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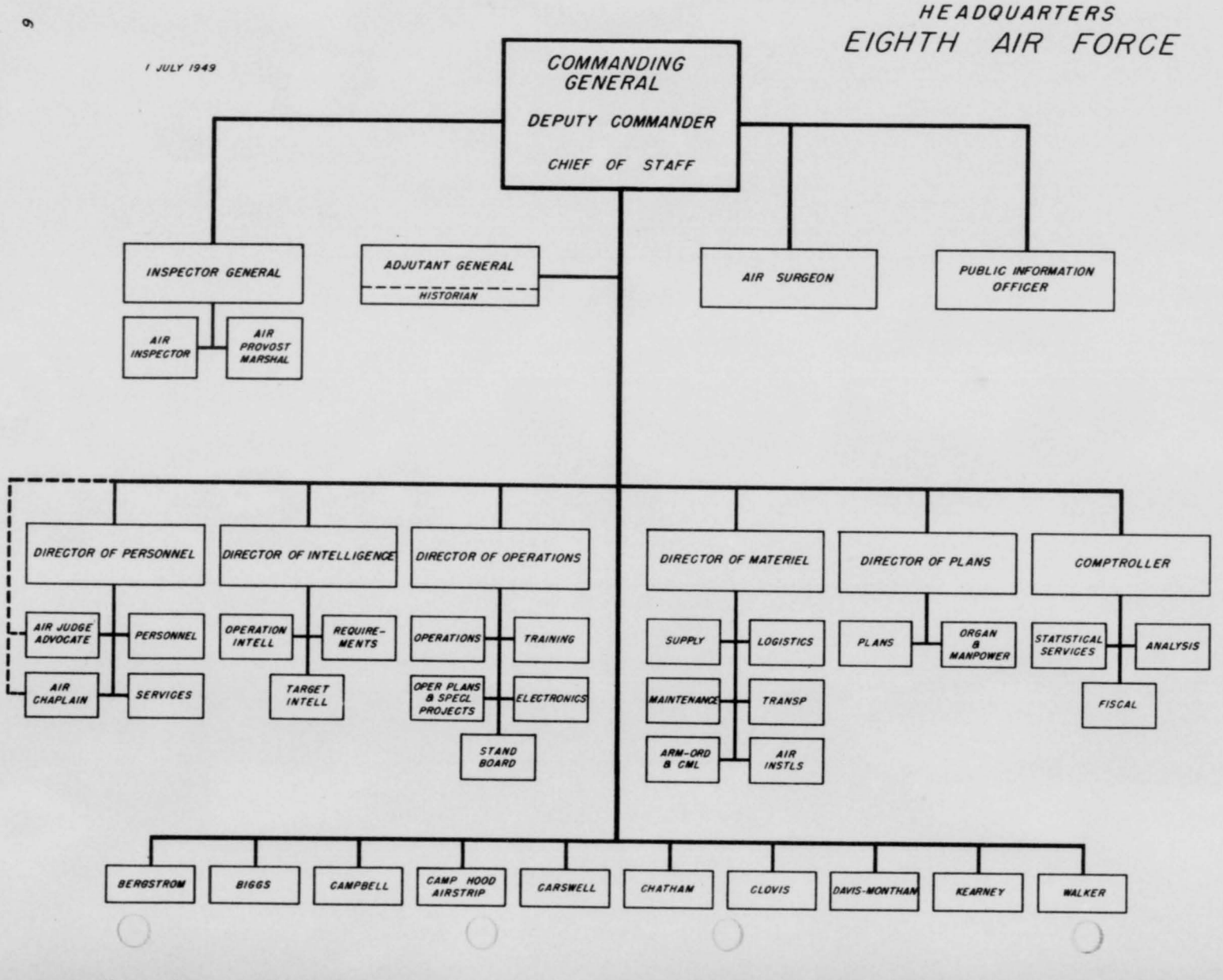
HEADQUARTERS
EIGHTH AIR FORCE

1 JULY 1949



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KEY PERSONNEL

AS OF END OF MONTH

HEADQUARTERS EIGHTH AIR FORCE

COMMANDING GENERAL	-Maj. Gen.	R.M. Romey	DIRECTOR OF OPERATIONS	-Colonel	W.H. Blanchard
DEPUTY COMMANDER	-Colonel	C.E. Combs	DIRECTOR OF MATERIEL	-Colonel	M.D. Unruh
CHIEF OF STAFF	-Colonel	J.A. Roberts	DIRECTOR OF PLANS	-Colonel	W.C. Kingsbury
DIRECTOR OF PERSONNEL	-Colonel	J.B. McPherson	COMPTROLLER	-Lt. Col.	T.C. McNeal
DIRECTOR OF INTELLIGENCE	-Lt. Col.	E.M. Kirton	INSPECTOR GENERAL	-Colonel	W.B. Offutt

ACTIVE STATIONS

RESTRICTED

ORGANIZATION	COMMANDER		STATION	LOCATION
2D BOMB WING (M)	-Colonel	F.E. Glantzberg	CHATHAM AIR FORCE BASE	Savannah, Georgia
7TH BOMB WING (H)	-Colonel	W.P. Fisher	CARSWELL AIR FORCE BASE	Ft. Worth, Texas
43D BOMB WING (M)	-Colonel	J.C. Selser Jr.	DAVIS-MONTHAN AIR FORCE BASE	Tucson, Arizona
97TH BOMB WING (M)	-Brig. Gen.	D.W. Hutchison	BIGGS AIR FORCE BASE	El Paso, Texas
509TH BOMB WING (M)	-Colonel	C.S. Irvine	WALKER AIR FORCE BASE	Roswell, New Mexico
27TH FIGHTER WING	-Colonel	A.B. Packard	BERGSTROM AIR FORCE BASE	Austin, Texas

RESTRICTED

MINIMUM OPERATIONS

ORGANIZATION	COMMANDER		STATION	LOCATION
*4000 TH BASE SV. SQ.	-Captain	C.S. Linville	CLOVIS AIR FORCE BASE	Clovis, New Mexico
4001 ST BASE SV. SQ.	-Major	A.D. Lucas	CAMP HOOD AIRSTRIP	Killeen, Texas
4002D BASE SV. SQ.	-Lt. Col.	C.C. Woolwine	CAMPBELL AIR FORCE BASE	Camp Campbell, Ky.
4003D BASE SV. SQ.	-Major	W.M. Thompson	KEARNEY AIR FORCE BASE	Kearney, Nebraska
4004TH BASE SV. SQ.	-Lt. Col	R. Freedman	MATAGORDA ISLAND	Texas

SOURCE: RCS AF-SC-P4H

*Standby

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section II

Personnel

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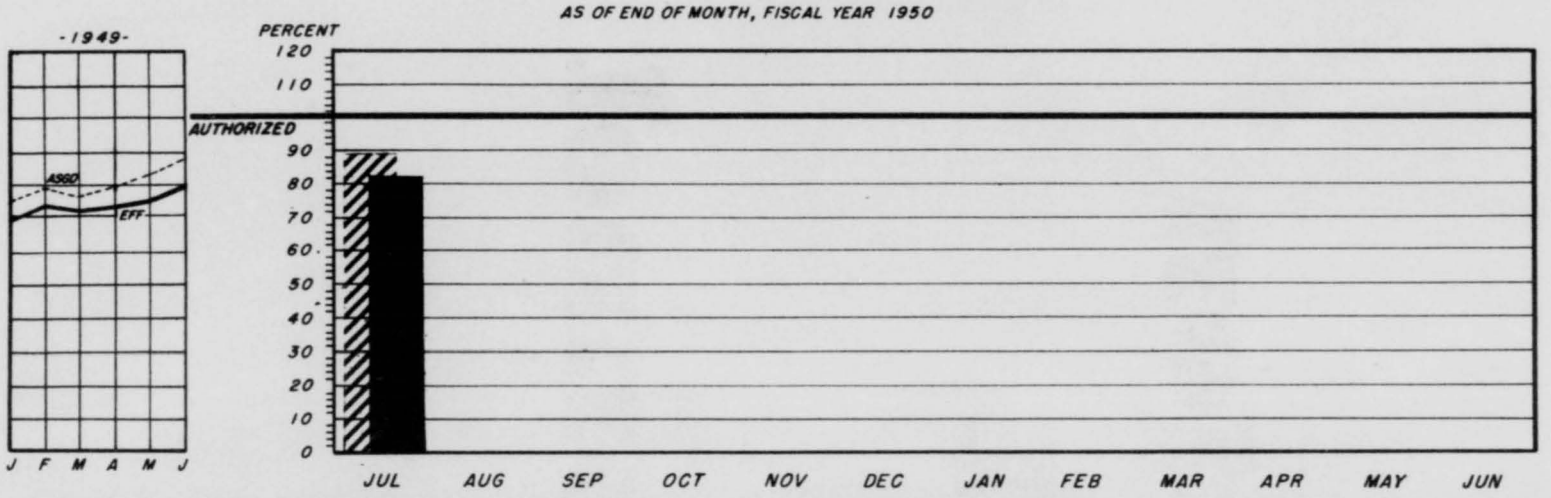
TOTAL 8 AF OFFICER PERSONNEL

AUTHORIZED, ASSIGNED, AND EFFECTIVE STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1950



			JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	3838												
	ASGD	3432												
	EFF	3168												
HQ 8 HQ SQ 8 AF	AUTH	116												
	ASGD	127												
	EFF	113												
HQ 8 AF UNITS	AUTH	33												
	ASGD	27												
	EFF	26												
BERGSTROM	AUTH	303												
	ASGD	325												
	EFF	287												
BIGGS	AUTH	786												
	ASGD	585												
	EFF	541												
CARSWELL	AUTH	559												
	ASGD	572												
	EFF	510												
CHATHAM	AUTH	546												
	ASGD	517												
	EFF	458												
DAVIS-MONTHAN	AUTH	813												
	ASGD	633												
	EFF	614												
WALKER	AUTH	682												
	ASGD	646												
	EFF	619												

NOTE: Excludes [illegible] line

SOURCE: T/OE'S, T/OE's [illegible]S WDGPA-47

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8TH AF CRITICAL SSN SUMMARY

OFFICERS

AS OF 31, JULY 1949

SSN	AUTH	ASGD BY DUTY	SHORTAGE UNDER SAC DEVEL. PROGRAM
0141	29	19	10
0142	*	87	*
0224	12	5	7
0400	6	3	3
1028	97	67	30
1034	*	259	*
1035	*	154	*
1037	1016	241	275
2680	3	2	1
3100	43	14	29
3106	3	0	3
3139	5	1	4
3150	6	1	5
3170	17	12	5
3175	4	2	2
3420	3	0	3
3443	5	2	3
3445	5	0	5
3449	40	16	24
3500	10	6	4
4415	3	1	2
4514	6	4	2
4821	18	5	13
4822	42	24	18
6400	6	4	2

SSN	AUTH	ASGD BY DUTY	SHORTAGE UNDER SAC DEVEL. PROGRAM
8502	13	12	1

*See SSN 1037 for Auth. and Shortage.

SOURCE: RCS WDGPA-47

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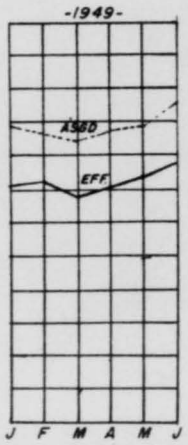
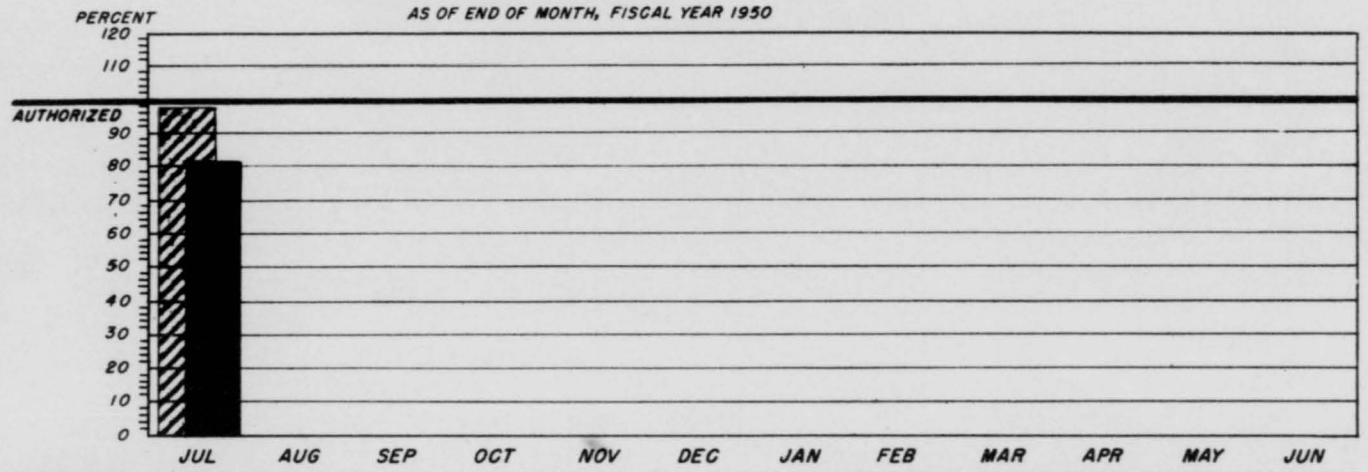
TOTAL 8 AF ENLISTED PERSONNEL

AUTHORIZED, ASSIGNED, AND EFFECTIVE STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1950





			JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	19993												
	ASGD	19540												
	EFF	16221												
HQ 8 HQ SQ 8 AF	AUTH	281												
	ASGD	287												
	EFF	281												
HQ 8 AF UNITS	AUTH	517												
	ASGD	313												
	EFF	313												
BERGSTROM	AUTH	1815												
	ASGD	2111												
	EFF	1742												
BIGGS	AUTH	3719												
	ASGD	3053												
	EFF	2592												
CARSWELL	AUTH	3522												
	ASGD	4110												
	EFF	3304												
CHATHAM	AUTH	3047												
	ASGD	3151												
	EFF	2544												
DAVIS-MONTHAN	AUTH	3702												
	ASGD	3327												
	EFF	2788												
WALKER	AUTH	3390												
	ASGD	3188												
	EFF	2657												

NOTE: Excludes pipeline

SOURCE: T/OE'S, T/DA'S RCS WDGPA-47
RCS 8AF-AP-P14E

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8TH AF CRITICAL SSN SUMMARY

ENLISTED

AS OF 31 JULY 1949

SSN	AUTH	ASGD BY DUTY	SHORTAGE UNDER SAC DEVEL. PROGRAM
062	404	209	195
063	32	24	8
072	3	1	2
080	6	5	1
097	23	19	4
144	49	34	15
166	71	52	19
175	3	2	1
176	3	0	3
237	64	58	6
242	25	24	1
275	104	88	16
432	24	13	11
433	18	17	1
434	3	2	1
437	3	0	3
438	12	10	2
441	6	5	1
528	95	71	24
575	48	31	17
580	255	229	26
583	23	19	4
590	305	178	127
609	12	6	6
647	55	43	12

SSN	AUTH	ASGD BY DUTY	SHORTAGE UNDER SAC DEVEL. PROGRAM
648	70	58	12
684	1492	909	583
747	1145	1057	88
766	54	53	1
792	18	5	13
848	12	5	7
852	28	2	26
853	28	6	22
855	28	23	5
862	6	1	5
867	259	140	119
868	2	0	2
893	12	0	12
941	91	56	35
957	75	26	49
958	34	18	16
969	18	16	2
1274	11	5	6
1229	1	0	1

SOURCE RCS 8AF-AP-P14E

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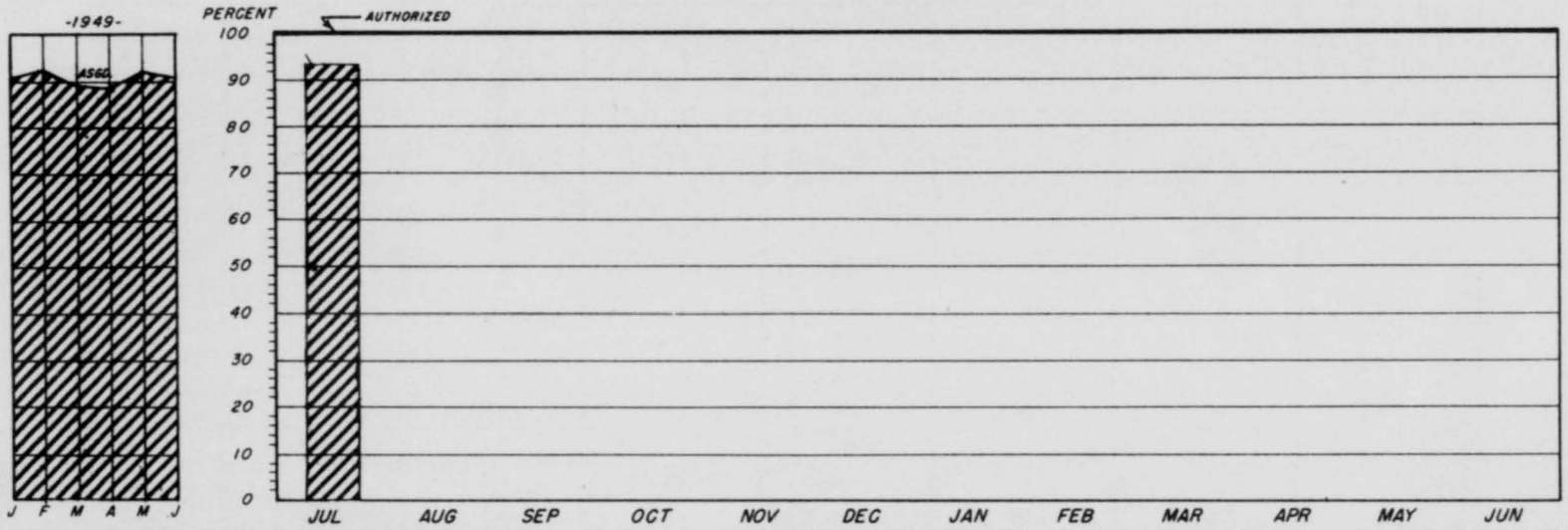
TOTAL 8AF CIVILIAN PERSONNEL

PERCENTAGE OF AUTHORIZED STRENGTH ASSIGNED

AS OF END OF MONTH, FISCAL YEAR 1950



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8AF	AUTH	2001											
	ASGD	1871											
HQ.&HQ.SQ.8AF	AUTH	75											
	ASGD	74											
BERGSTROM	AUTH	262											
	ASGD	236											
BIGGS	AUTH	300											
	ASGD	293											
CAMPBELL	AUTH	16											
	ASGD	16											
CARSWELL	AUTH	330											
	ASGD	316											
CHATHAM	AUTH	307											
	ASGD	233											
CLOVIS	AUTH	50											
	ASGD	50											
DAV-MON	AUTH	301											
	ASGD	298											
KEARNEY	AUTH	52											
	ASGD	52											
WALKER	AUTH	308											
	ASGD	303											

SOURCE RCS-8AF-SC-P3A

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MILITARY & CIVILIAN PERSONNEL STRENGTH BY UNIT

DESCRIPTION			OFFICERS & WO			ENLISTED PERSONNEL				CIVILIAN	
LOCATION	ASGMT	UNIT	AUTH	ASGD	PRES	AUTH	ASGD	PRES	P/L	AUTH	ASGD
CARSWELL	8AF	HQ. & HQ. SQ. 8AF	116	127	111	281	287	268		75	74
		18TH COMM. SQ. (COMD)	9	8	8	149	139	123			
		585TH AF BAND	1	1	1	34	27	25			
BIGGS		1ST STRATEGIC SUPPORT SQ.	65	62	52	206	192	170			
BIGGS		2ND STRATEGIC SUPPORT SQ.	65	69	56	161	192	169			
WALKER	*	611TH AF BAND	1	1		34	26	25			
DAV-MONTHAN	**	775TH AF BAND	1	1	1	34	33	30			
CARSWELL	8AF	TOTAL 7TH BOMB WING	357	405	311	2680	3663	3072	385	330	316
		HQ. & HQ. SQ. 7TH BOMB WG H	35	64	41	98	146	129		23	22
		HQ. 7TH BOMB GP, H	15	21	17	28	37	33			
		9TH BOMB SQ, H	62	60	45	260	288	247			
		436TH BOMB SQ, H	62	56	43	260	290	266			
		492ND BOMB SQ, H	62	58	47	260	271	248			
		7TH MAINT. & SUPPLY GP.	41	42	38	799	929	827		150	142
		7TH AIR BASE GP.	47	83	62	847	1548	1180	385	128	127
		7TH MEDICAL GP.	33	21	18	128	154	142		29	25
CARSWELL	8AF	TOTAL 11TH BOMB GP.	201	184	147	808	805	695			
		HQ. 11TH BOMB GP, H	15	16	15	28	39	38			
		26TH BOMB SQ, H	62	57	48	260	248	223			
		42ND BOMB SQ, H	62	56	45	260	255	225			
		98TH BOMB SQ, H	62	55	39	260	263	209			

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SOURCE: DOE'S, DDA'S RCS WDGPM-47
RCS 8AF-SC-P3A

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MILITARY & CIVILIAN PERSONNEL STRENGTH BY UNIT

DESCRIPTION			OFFICERS & WO			ENLISTED PERSONNEL				CIVILIAN	
LOCATION	ASGMT	UNIT	AUTH	ASGD	PRES	AUTH	ASGD	PRES	P/L	AUTH	ASGD
DAV-MONTHAN	8AF	TOTAL 43RD BOMB WING	812	632	497	3668	3339	2900	45	301	298
		HQ. & HQ. SQ. 43RD BOMB WG, M	38	47	37	96	105	92		21	21
		HQ. 43RD BOMB GP, M	23	37	16	49	50	46			
		63RD BOMB SQ, M	117	82	72	374	263	239			
		64TH BOMB SQ, M	117	93	76	374	264	231			
		65TH BOMB SQ, M	117	84	73	374	264	238			
		43RD AIR REFUELING SQ.	132	104	90	315	284	250			
		2ND AIR REFUELING SQ.	132	49	31	315	128	116			
		43RD MAINT. & SUPPLY GP.	45	49	36	837	809	674		136	135
		43RD AIR BASE GP.	59	67	47	820	1035	887	45	107	106
		43RD MEDICAL GP.	32	20	19	114	137	127		37	36
CHATHAM	8AF	TOTAL 2ND BOMB WING	546	517	426	3047	3151	2770		307	233
		HQ. & HQ. SQ. 2ND BOMB WG, M	38	66	48	90	113	99		17	16
		HQ. 2ND BOMB GP, M	23	33	25	49	64	54			
		20TH BOMB SQ, M	117	101	81	374	359	299			
		49TH BOMB SQ, M	117	99	81	374	363	327			
		96TH BOMB SQ, M	117	98	87	374	354	319			
		2ND MAINT. & SUPPLY GP.	45	43	39	837	805	737		146	77
		2ND AIR BASE GP.	59	70	59	835	904	759		131	133
		2ND MEDICAL GP.	30	7	6	114	189	176		13	7
BIGGS	8AF	TOTAL 97TH BOMB WG, M	656	454	351	3352	2693	2299	24	300	293
		HQ. & HQ. SQ. 97TH BOMB WG, M	38	75	44	84	88	79		15	15
		HQ. 97TH BOMB GP, M	23	30	23	49	50	46			
		340TH BOMB SQ, M	117	88	73	374	270	232			
		341ST BOMB SQ, M	117	80	59	374	268	236			
		342ND BOMB SQ, M	117	79	66	374	274	225			
		97TH AIR REFUELING SQ.	132	2	1	315	2	2			
		97TH MAINT. & SUPPLY GP.	45	38	33	821	717	646		157	156
		97TH AIR BASE GP.	59	56	45	922	950	765	24	125	120
		97TH MEDICAL GP.	8	6	7	39	74	68		3	2

SOURCE: TOE'S, TDA'S RCS WDGPA-47
RCS 8AF-SC-P3A

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CONTINUED

MILITARY & CIVILIAN PERSONNEL STRENGTH BY UNIT

DESCRIPTION			OFFICERS & W O			ENLISTED PERSONNEL				CIVILIAN	
LOCATION	ASGMT	UNIT	AUTH	ASGD	PRES	AUTH	ASGD	PRES	P/L	AUTH	ASGD
WALKER	8AF	TOTAL 509TH BOMB WING	681	645	327	3356	3206	2127	44	308	303
		HQ & HQ SQ 509TH BOMB WG.	40	70	46	86	148	123		19	20
		HQ 509TH BOMB GP.	23	36	19	49	54	29			
		393D BOMB SQ. M	117	93	25	374	275	97			
		715TH BOMB SQ. M	117	89	22	374	274	96			
		830TH BOMB SQ. M.	117	91	23	374	277	84			
		509TH AIR REFUELING SQ.	132	126	76	315	316	192			
		509TH MAINT. & SUPPLY GP.	45	46	41	839	786	676		160	161
		509TH AIR BASE GP.	59	75	58	831	923	700	44	102	97
		509TH MEDICAL GP	31	19	17	114	153	130		27	25
		TOTAL 27TH FIGHTER WING	293	313	276	1590	1818	1592		261	235
		HQ & HQ SQ 27TH FIGHTER WG	31	37	34	69	92	79		16	14
		HQ 27TH FIGHTER GP.	11	14	11	25	36	32			
		522D FIGHTER SQ.	55	54	47	135	141	131			
		523D FIGHTER SQ	55	53	48	135	143	126			
		524TH FIGHTER SQ	55	58	47	135	141	128			
		27TH MAINT. & SUPPLY GP	29	35	34	451	502	458		96	96
		27TH AIR BASE GP.	37	50	44	573	678	560		125	105
		27TH MEDICAL GP.	20	12	11	67	85	78		24	20

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MILITARY & CIVILIAN PERSONNEL STRENGTH BY UNIT

DESCRIPTION			OFFICERS & W O			ENLISTED PERSONNEL				CIVILIAN	
LOCATION	ASGMT	UNIT	AUTH	ASGD	PRES	AUTH	ASGD	PRES	P/L	AUTH	ASGD
CLOVIS	8AF	4000TH BASE SV SQ.	4	3	1					50	50
CAMP HOOD		4001ST BASE SV SQ	8	3	4	184	57	58			
CAMPBELL		4002D BASE SV SQ	8	8	7	184	117	113		16	16
KEARNEY		4003D BASE SV SQ	4	5	6					52	52
MATAGORDA	ATCHD	4004TH BASE SV SQ	3	8	9	76	88	136		1	1
	27 WG										
BERGSTROM		464TH SIG AVN HV CONS CO.	7	4	4	149	205	188			

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SOURCE: TOE's, Trans RCS WDGPA-47
RCS 8AF-SC-P3A

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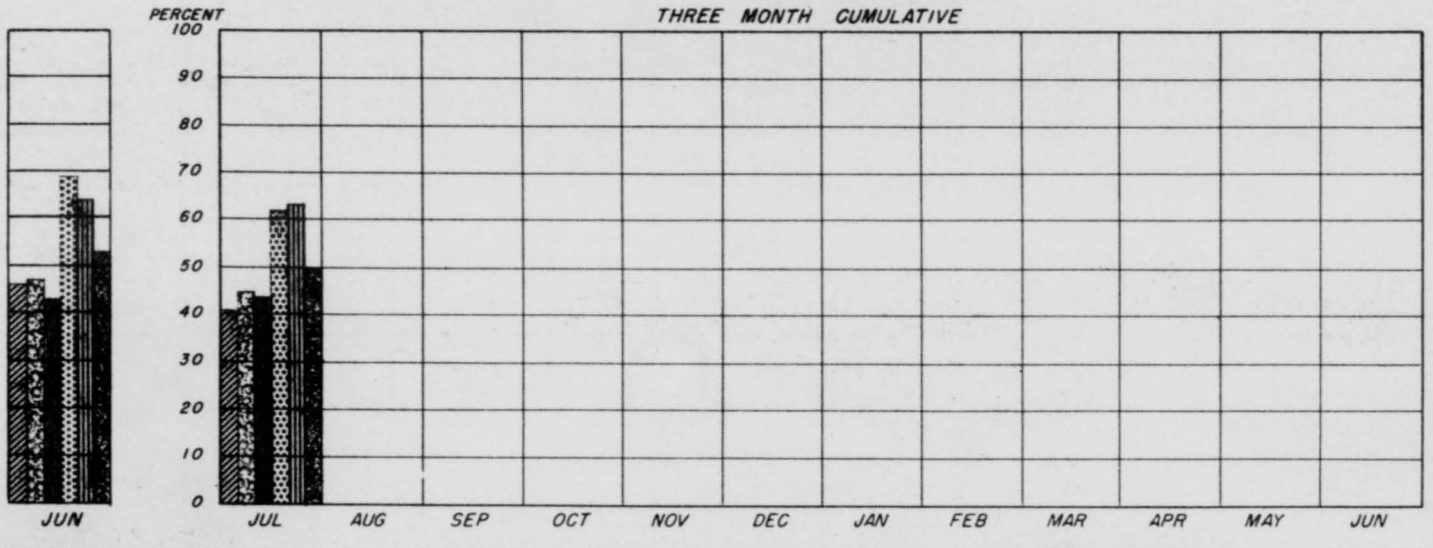
REENLISTMENT RATE

AS OF END OF MONTH, FISCAL YEAR 1950

PERCENTAGE OF DISCHARGEES REENLISTING FOR STATION OF DISCHARGE



BERGSTROM	DISCH.	39
	REENL.	11
BIGGS	DISCH.	62
	REENL.	26
CARSWELL	DISCH.	155
	REENL.	63
CHATHAM	DISCH.	59
	REENL.	34
DAVIS-MONTHAN	DISCH.	93
	REENL.	56
WALKER	DISCH.	92
	REENL.	48

NOTE: Discharges include only personnel eligible for reenlistment.

SOURCE: RCS-SAC-PA-P15 (8AF-1)

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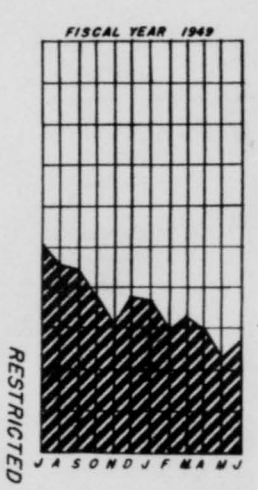
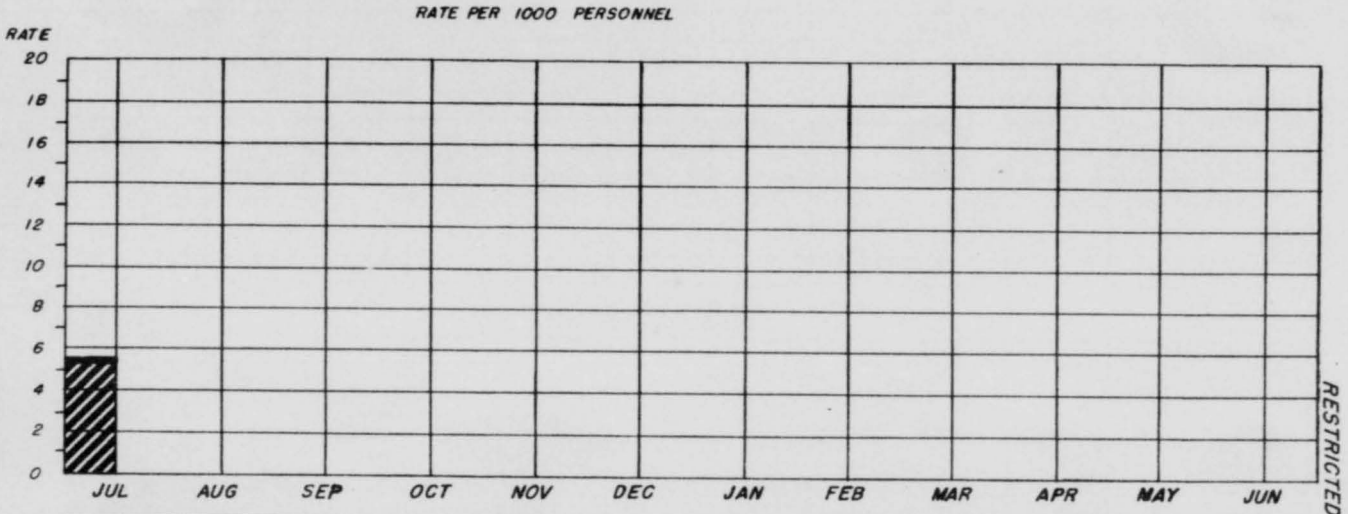
PERSONNEL AWOL RATE

AS OF END OF MONTH, FISCAL YEAR 1950

RATE PER 1000 PERSONNEL





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	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 8 AF	130	5.5																						
BERGSTROM	15	6.1																						
BIGGS	12	3.3																						
CARSWELL	33	5.5																						
CHATHAM	27	7.5																						
DAVIS-MONTHAN	21	5.2																						
WALKER	22	5.7																						

NOTE: Excludes 4000th, 4001st, 4002nd, 4003d B/S Sqs.

SOURCE: RCS AF-DP-UI (8AF-2)

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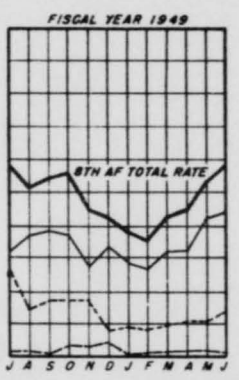
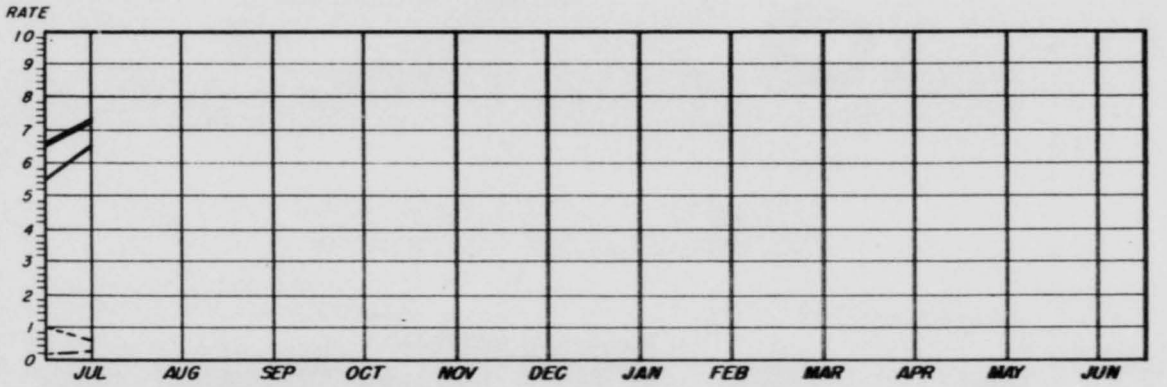
TOTAL 8TH AF COURTS-MARTIAL RATES

AS OF END OF MONTH, FISCAL YEAR 1950

RATE PER 1,000 PERSONNEL ASGD





		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 8 AF	SUMMARY —	153	6.5																						
	SPECIAL -----	13	.6																						
	GENERAL - - -	7	.3																						
	TOTAL —	173	7.3																						
BERGSTROM	SUMMARY	7	2.9																						
	SPECIAL	4	1.6																						
	GENERAL	2	.8																						
BIGGS	SUMMARY	32	8.8																						
	SPECIAL	3	.8																						
	GENERAL	0	0																						
CARSWELL	SUMMARY	20	3.3																						
	SPECIAL	2	.3																						
	GENERAL	3	.5																						
CHATHAM	SUMMARY	15	4.2																						
	SPECIAL	2	.6																						
	GENERAL	0	0																						
DAVIS-MONTHAN	SUMMARY	16	3.9																						
	SPECIAL	2	.5																						
	GENERAL	2	.5																						
WALKER	SUMMARY	63	16.4																						
	SPECIAL	0	0																						
	GENERAL	0	0																						

SOURCE: RCS AF-JA-U6 (SAC-1)

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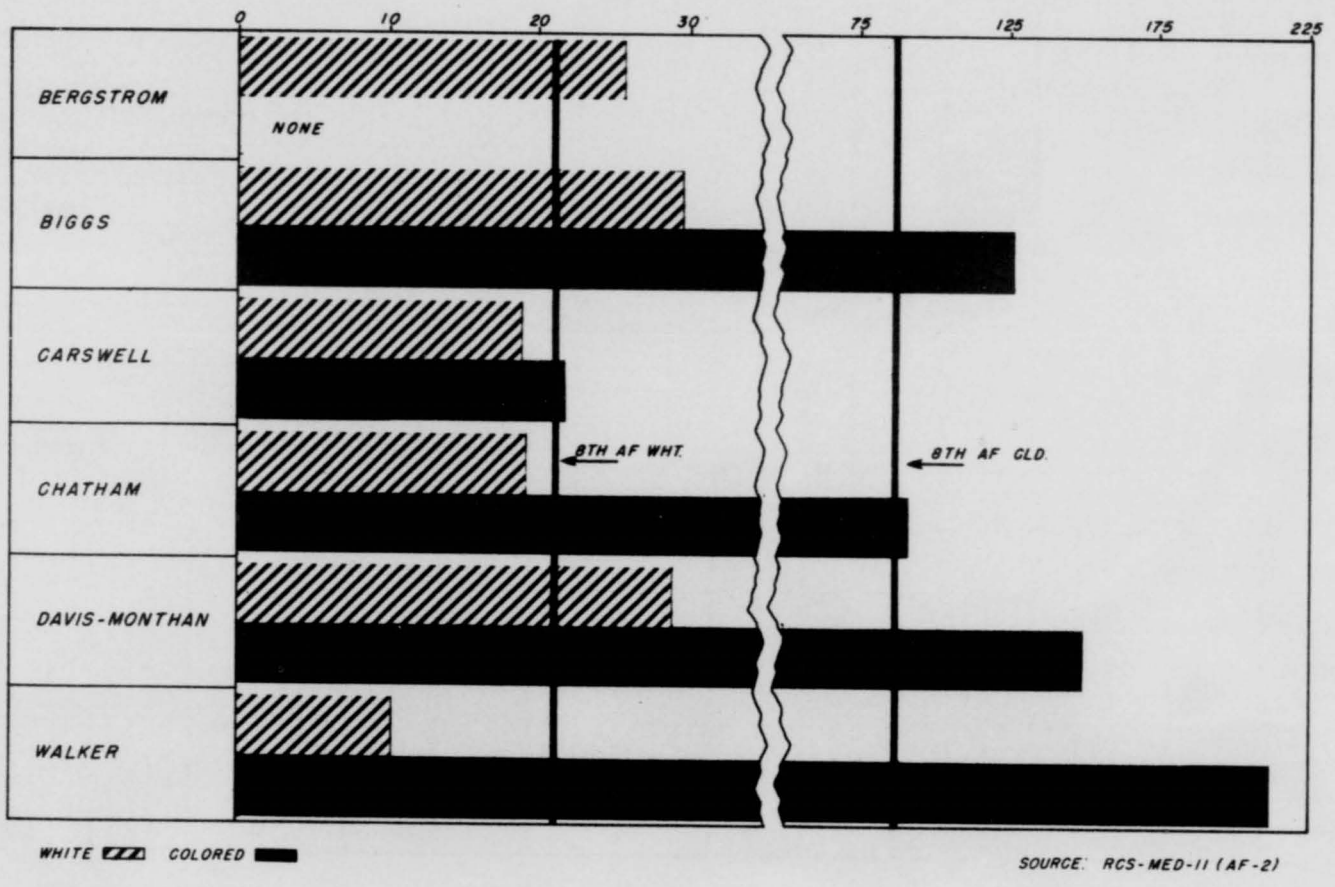
VENEREAL DISEASE RATE

RATE PER 1000 PER ANNUM

JULY 1949



SOURCE: RCS-MED-11 (AF-2)

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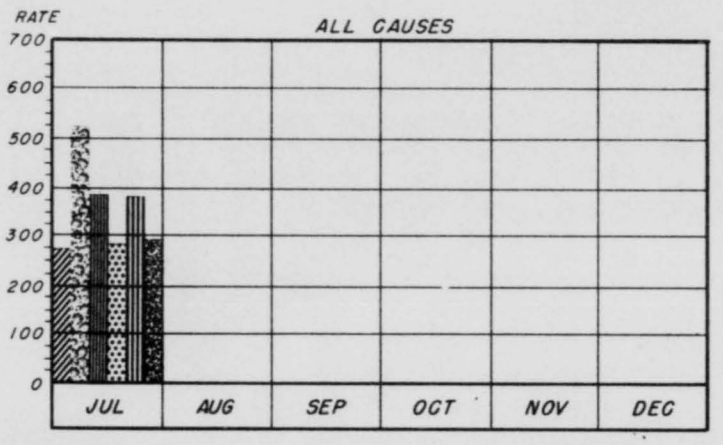
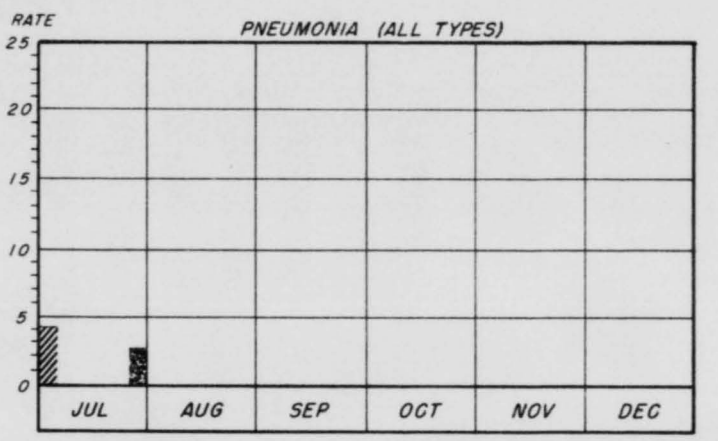
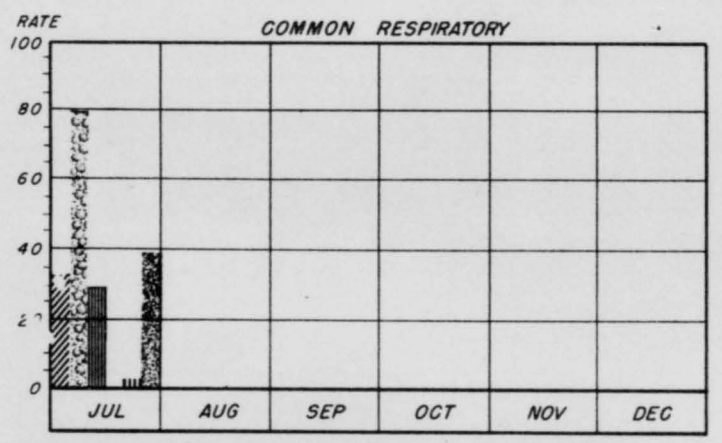
HOSPITAL ADMISSION RATE

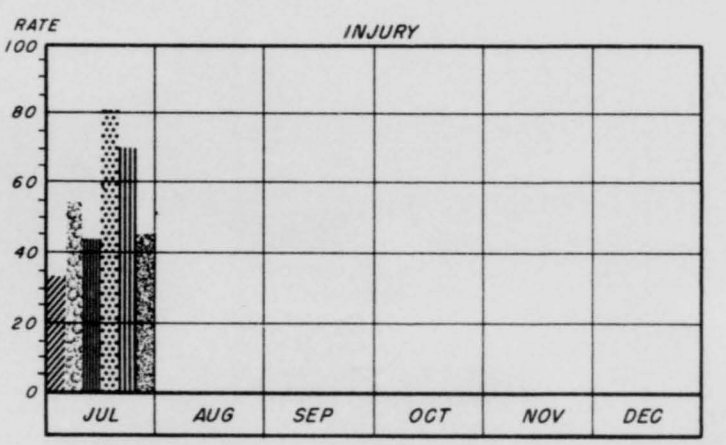
AS OF END OF MONTH

RATE PER 1,000 PER ANNUM









BERGSTROM
BIGGS
CARSWELL
CHATHAM
DAV-MON
WALKER

SOURCE: RCS MED-11 (AF-2)

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MOTOR VEHICLE ACCIDENT RATE

AS OF END OF MONTH 1949

CUMULATIVE

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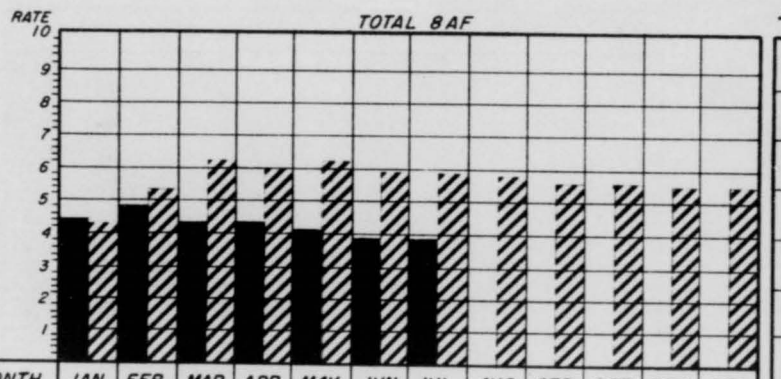
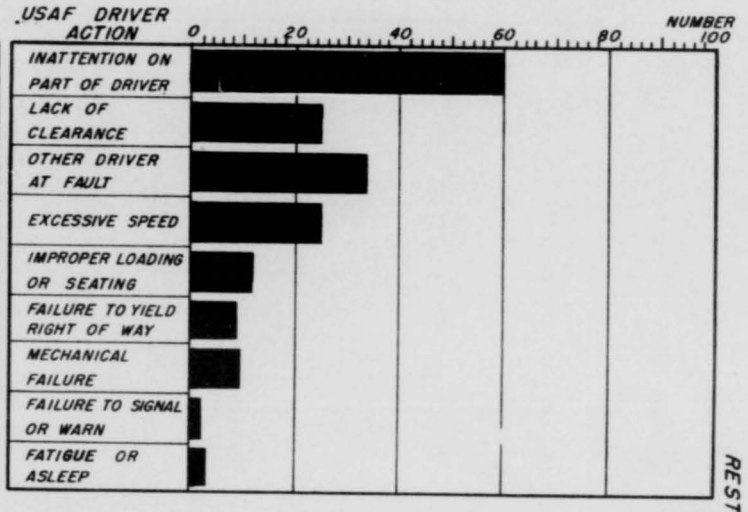
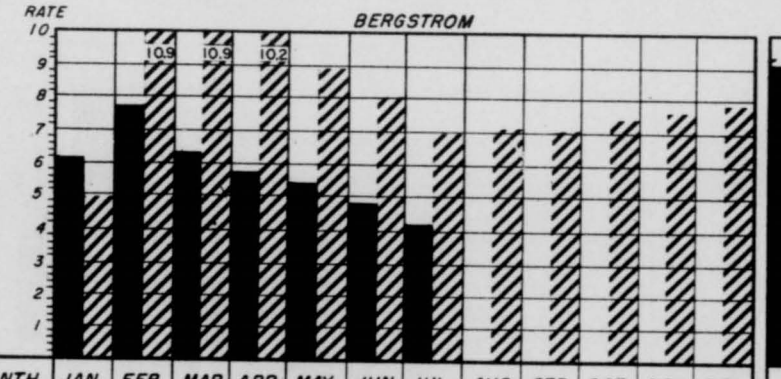
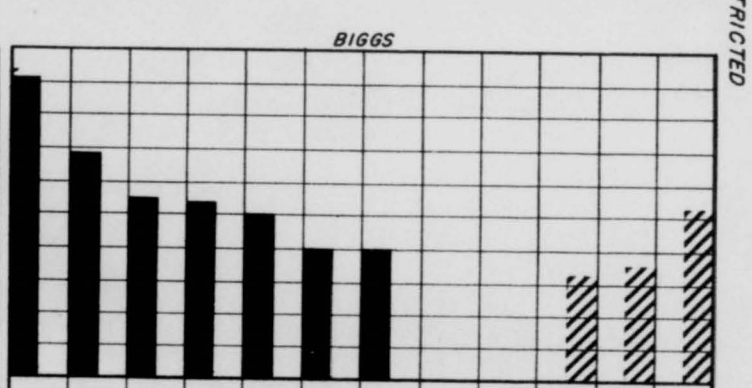


	MONTH	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
COST	1949	32	33	35	35	36	43	42					
	1948	81	45	36	80	58	61	59	54	55	55	57	56





	MONTH	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
COST	1949	45	36	35	25	24	29	71					
	1948		48	35	77	69	67	67	64	67	62	65	69



JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
53	36	27	24	33	33	28					
									0	25	10

No. government vehicle accidents X 100,000 / Total miles driven = Vehicle accident rate

Cost = Average vehicle repair per accident

LEGEND
1949
1948

SOURCE: RCS AF-AP-UBA

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MOTOR VEHICLE ACCIDENT RATE

AS OF END OF MONTH, 1949

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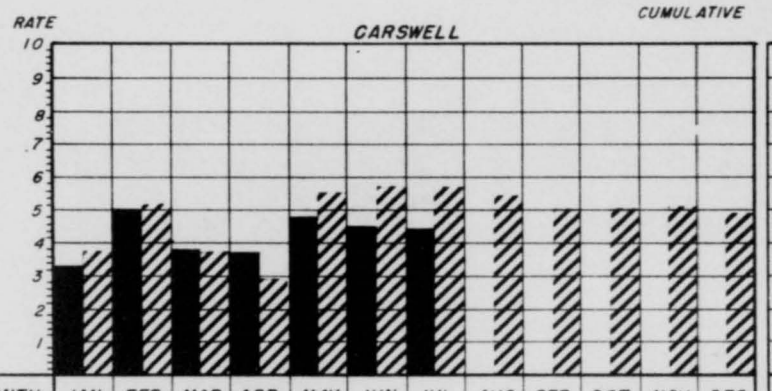
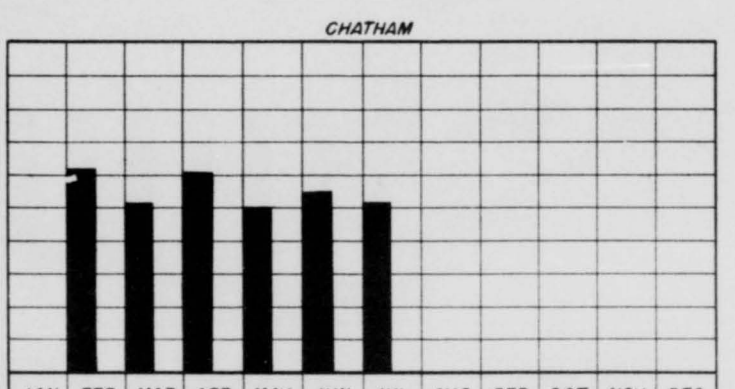
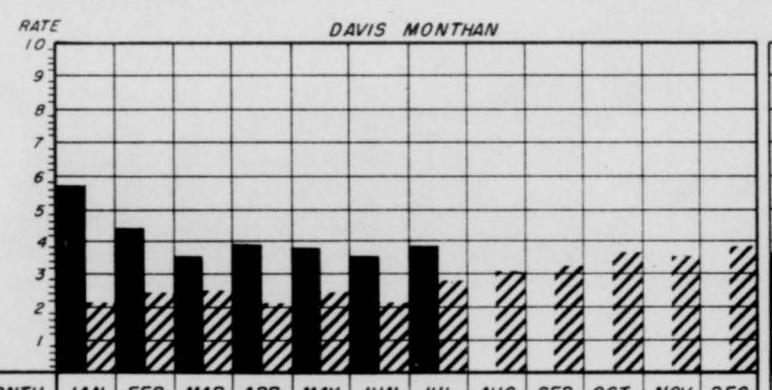


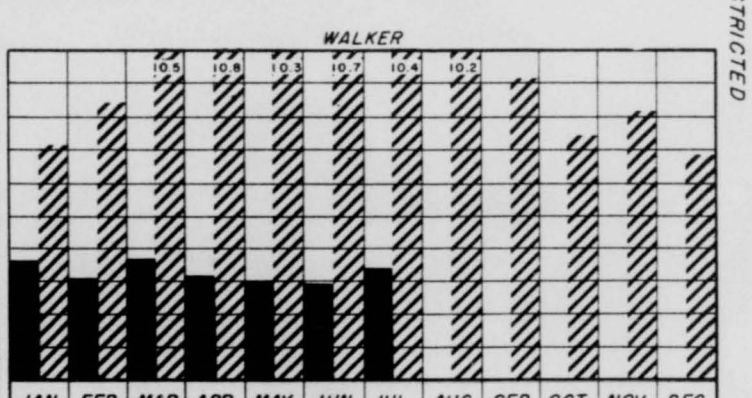
COST	MONTH	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	1949	79	71	51	42	49	70	65					
	1948	76	36	40	37	29	24	23	21	27	30	27	26



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	0	12	17	11	15	12	12					



COST	MONTH	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	1949	2	16	15	42	34	35	31					
	1948	37	19	19	23	22	22	44	38	36	45	56	56



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	18	14	50	48	44	56	43					
	133	45	37	93	79	90	80	76	73	74	74	73

$$\frac{\text{No. government vehicle accidents} \times 100{,}000}{\text{Total miles driven}} = \text{Vehicle accident rate}$$

Cost = Average vehicle repair per accident

LEGEND
1949
1948

SOURCE: RCS AF-AP-UBA

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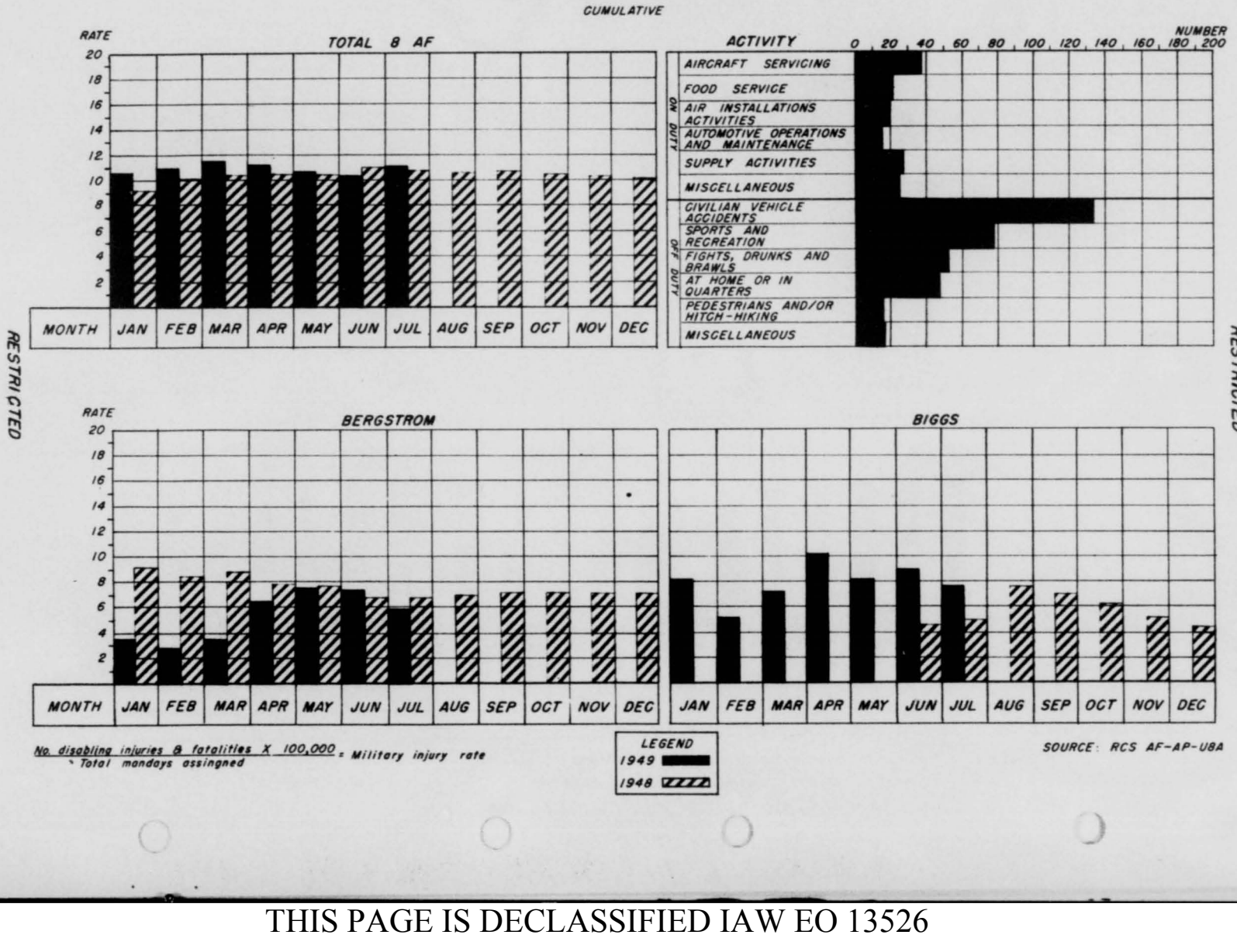
MILITARY PERSONAL INJURY RATE

AS OF END OF MONTH, 1949

CUMULATIVE



No. disabling injuries & fatalities X 100,000 = Military injury rate
Total mandays assigned

SOURCE: RCS AF-AP-U8A

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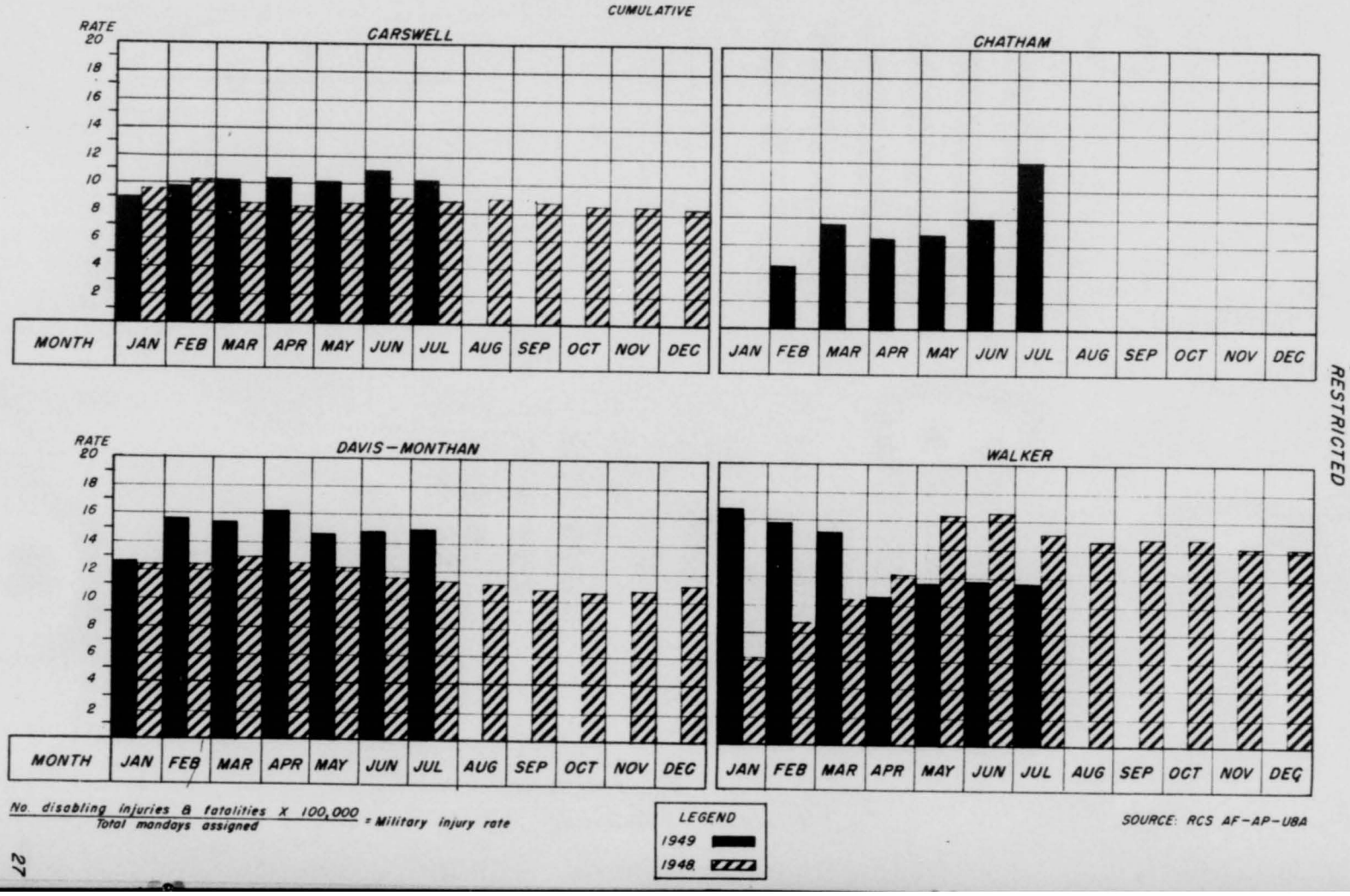
MILITARY PERSONAL INJURY RATE

AS OF END OF MONTH, 1949

CUMULATIVE



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No. disabling injuries & fatalities X 100,000 / Total mandays assigned = Military injury rate

SOURCE: RCS AF-AP-U8A

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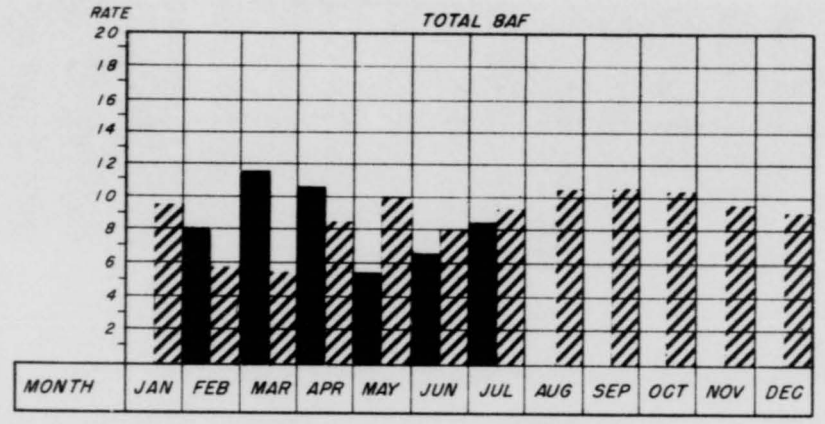
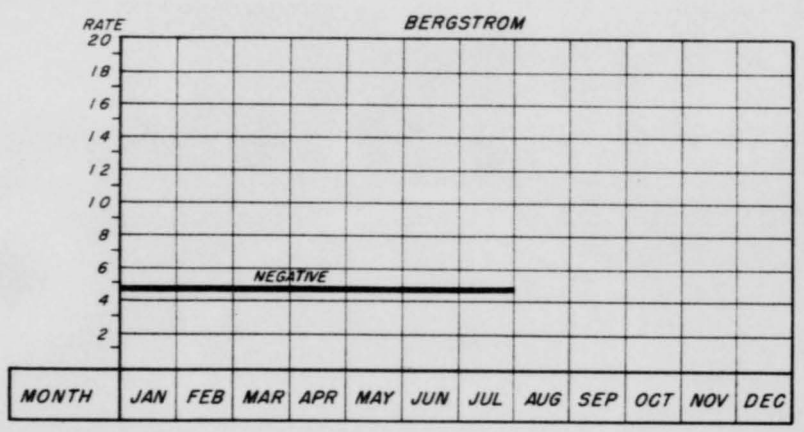
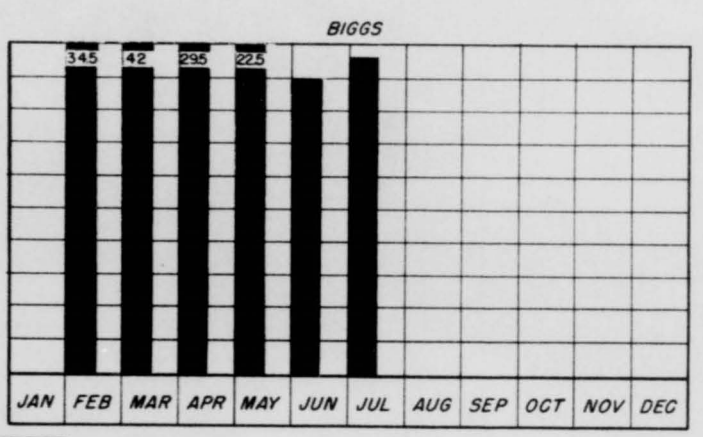
CIVILIAN PERSONAL INJURY RATE

AS OF END OF MONTH, 1949

CUMULATIVE







$$\frac{\text{No. of disabling injuries \& fatalities} \times 1{,}000{,}000}{\text{Man hours of exposure}} = \text{Civilian injury rate}$$

LEGEND
1949
1948

SOURCE: RCS AF-AP-U8A

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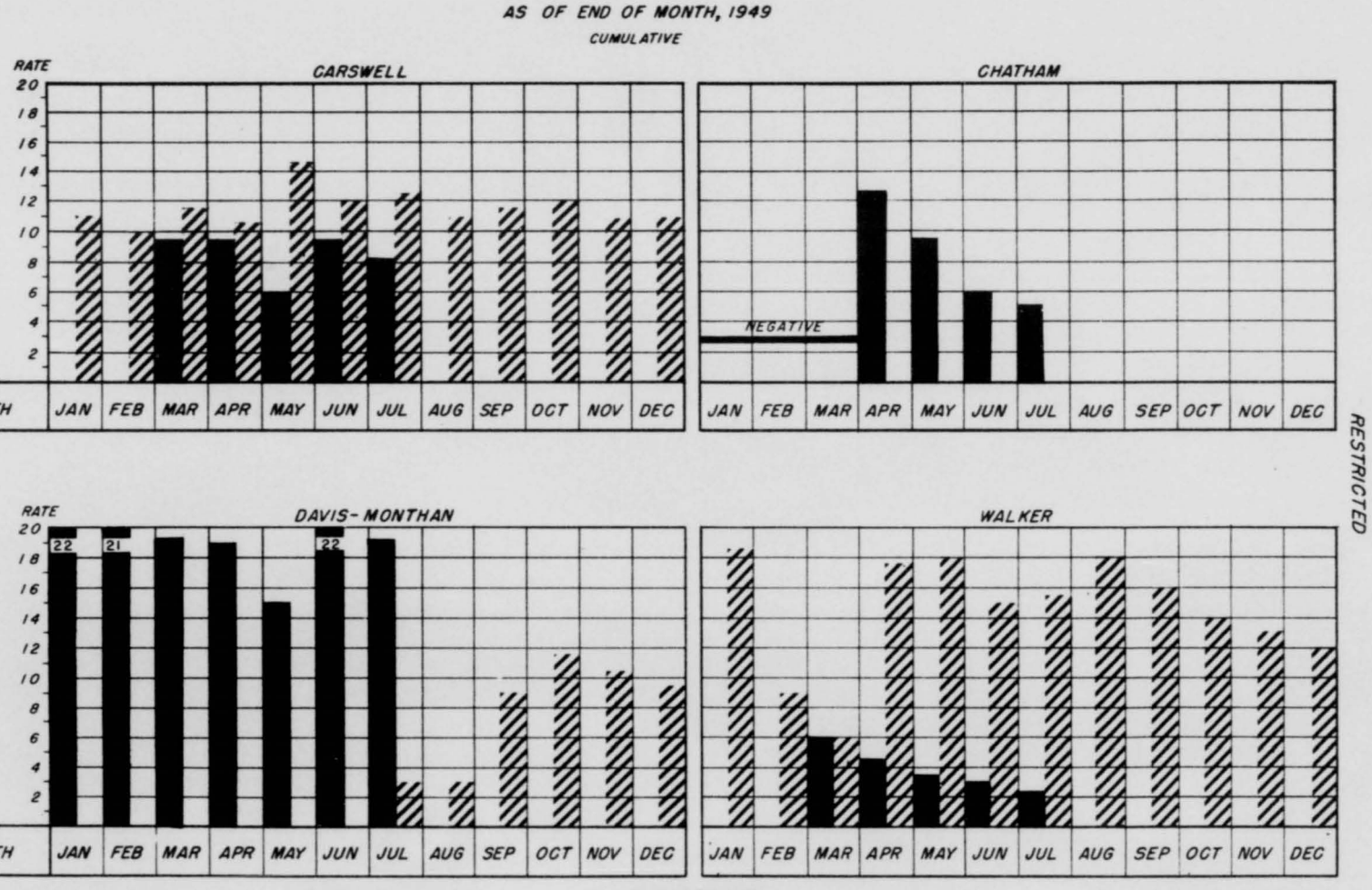
CIVILIAN PERSONAL INJURY RATE

AS OF END OF MONTH, 1949

CUMULATIVE



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$$\frac{\text{No. of disabling injuries \& fatalities} \times 1{,}000{,}000}{\text{Man hours of exposure}} = \text{Civilian injury rate}$$

LEGEND
1949
1948

SOURCE: RCS AF-AP-U8A

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section III

Operations & Training

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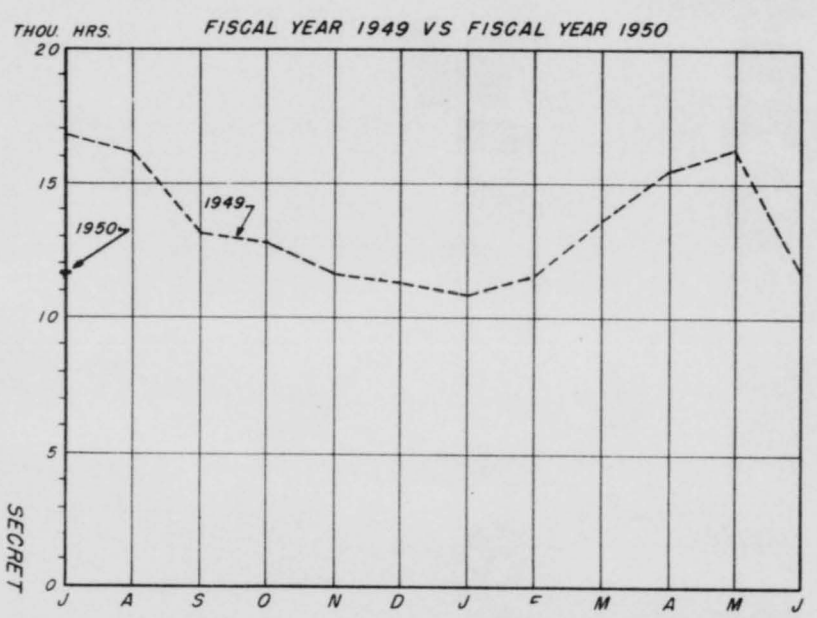
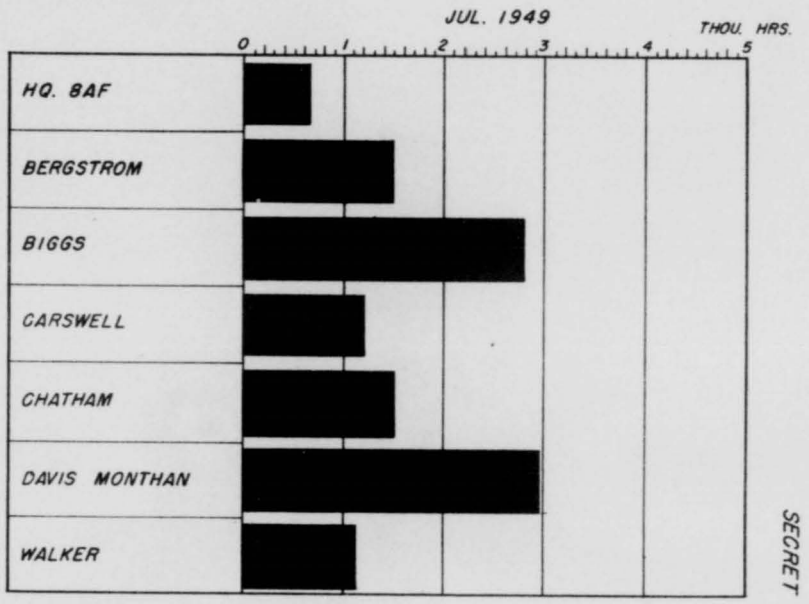
TOTAL 8TH AF AIRCRAFT HOURS FLOWN

AS OF END OF MONTH, FISCAL YEAR 1950





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FISCAL YEAR 1950

		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8AF	11722												
HQ. 8AF	668												
BERGSTROM	1493												
BIGGS	2778												
CARSWELL	1206												
CHATHAM	1500												
DAVIS MONTHAN	2946												
WALKER	1131												

NOTE: Hq. 8th AF includes 4001st, 4002nd, 4003rd B/S

SOURCE: AF-SC-AI

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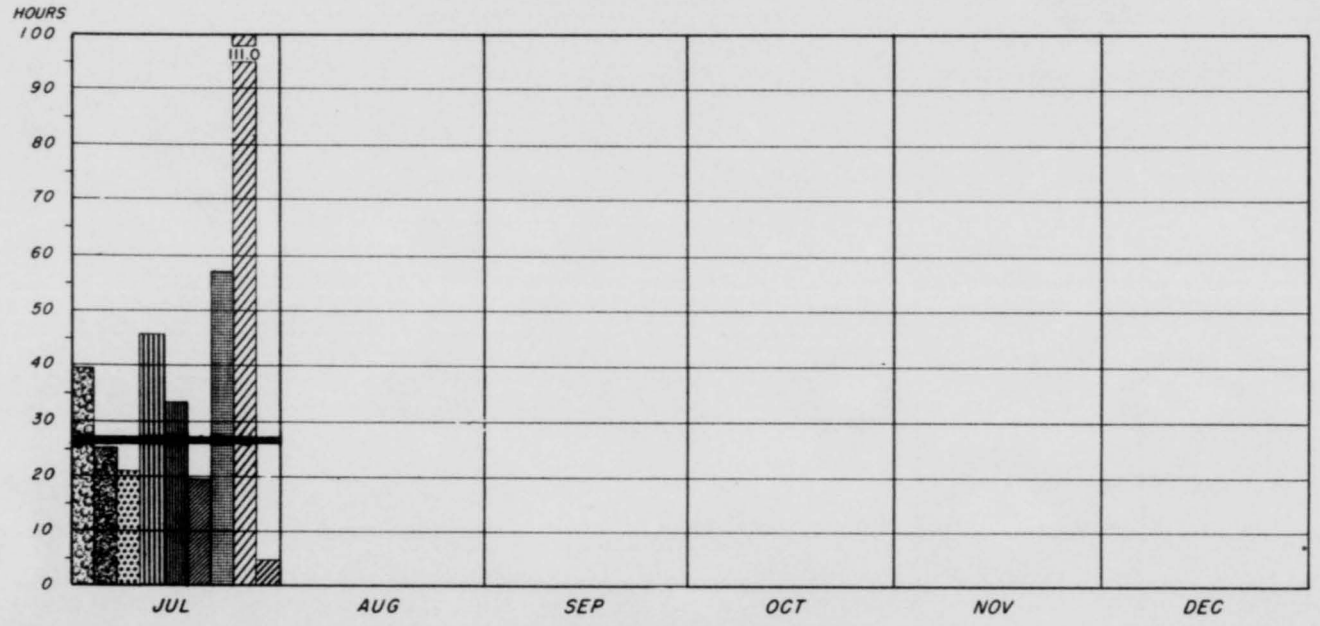
AVERAGE HOURS FLOWN PER PRIMARY MISSION AIRCRAFT

AS OF END OF MONTH



	AV. ACFT.	TOT. HRS.	AV. ACFT.	TOT. HRS.	AV. ACFT.	TOT. HRS.	AV. ACFT.	TOT. HRS.	AV. ACFT.	TOT. HRS.	AV. ACFT.	TOT. HRS.
TOTAL 8TH AF	246.6	6608										
97TH BOMB GP.	30.1	1187										
509TH BOMB GP.	27.3	693										
2D BOMB GP.	31.5	673										
43D BOMB GP.	48.3	2241										
7TH BOMB GP.	15.5	515										
11TH BOMB GP.	5.8	112										
1ST SSS	8.2	471										
2D SSS	3.0	333										
27TH FTR GP	76.9	383										

SOURCE: RCS AF-SC-A1

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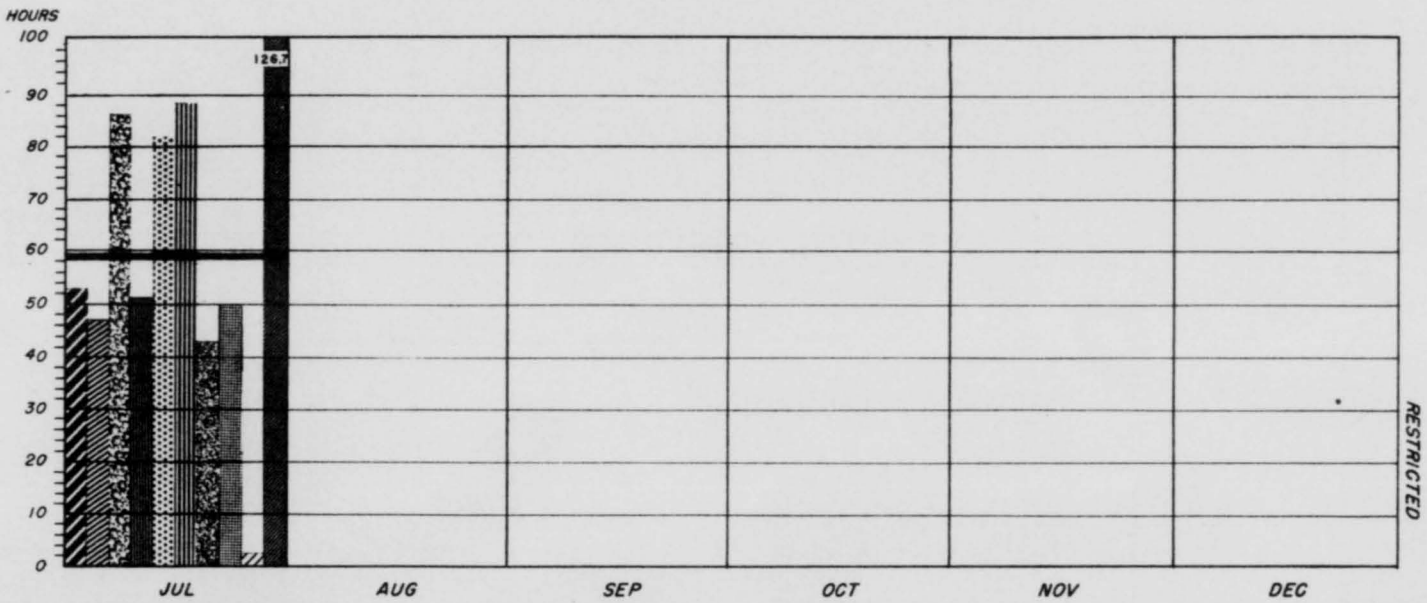
AVERAGE HOURS FLOWN PER NON-PRIMARY MISSION AIRCRAFT

AS OF END OF MONTH



	JUL AVG. A/C	JUL TOT. HRS.	AUG AVG. A/C	AUG TOT. HRS.	SEP AVG. A/C	SEP TOT. HRS.	OCT AVG. A/C	OCT TOT. HRS.	NOV AVG. A/C	NOV TOT. HRS.	DEC AVG. A/C	DEC TOT. HRS.
TOTAL 8 AF	81.0	4827										
HQ 8 AF	10.8	569										
BERGSTROM	23.6	1110										
BIGGS	9.0	777										
CARSWELL	10.9	579										
CHATHAM	6.7	550										
DAVIS-MONTHAN	8.0	705										
WALKER	10.1	438										
CAMPBELL	1.2	60										
HOOD	.4	1										
KEARNEY	.3	38										

SOURCE: RCS AF-SC-A1

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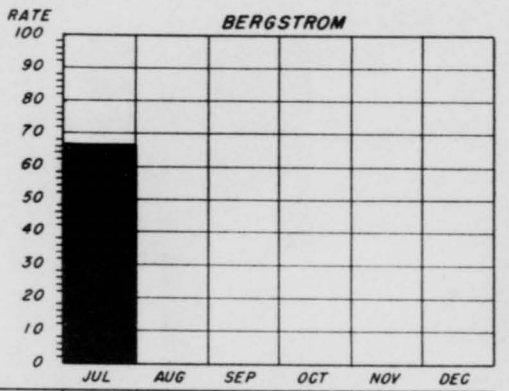
AIRCRAFT ACCIDENT

AS OF END OF MONTH

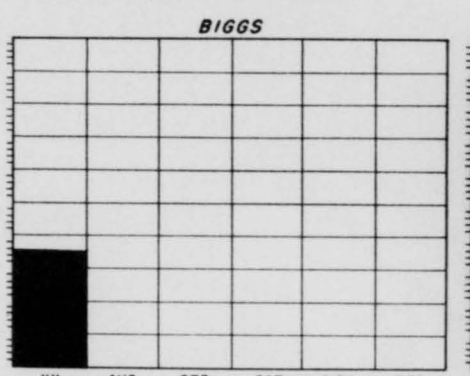
RATE PER 100,000 HOURS FLOWN

BERGSTROM



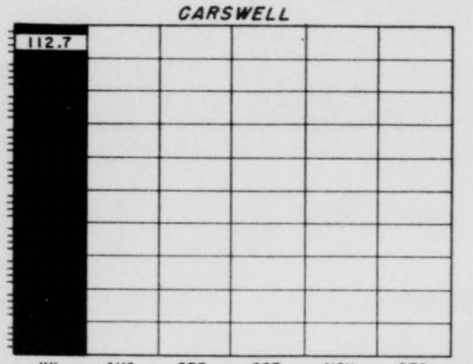
TYPE	JUL	AUG	SEP	OCT	NOV	DEC
FATAL	0					
NON-FAT	1					
TOTAL	1					
HRS. FLOWN	1493					
RATE	66.97					

BIGGS



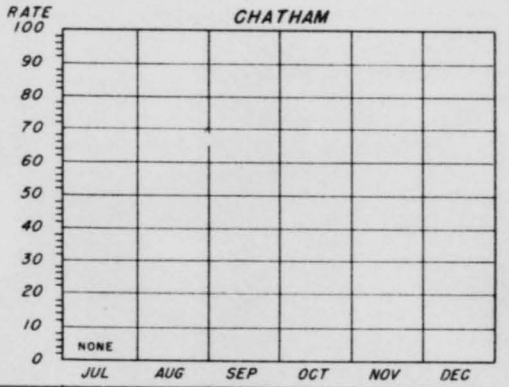
JUL	AUG	SEP	OCT	NOV	DEC
0					
1					
1					
2779					
35.98					

CARSWELL



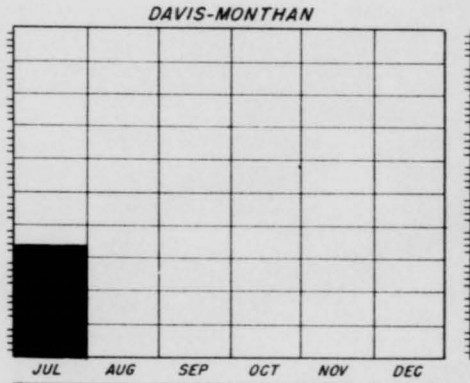
JUL	AUG	SEP	OCT	NOV	DEC
0					
2					
2					
1775					
120.9					

CHATHAM



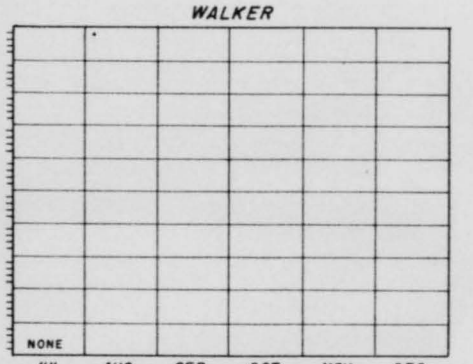
TYPE	JUL	AUG	SEP	OCT	NOV	DEC
FATAL	0					
NON-FAT	0					
TOTAL	0					
HRS. FLOWN	1500					
RATE	0					

DAVIS-MONTHAN



JUL	AUG	SEP	OCT	NOV	DEC
0					
1					
1					
2946					
33.94					

WALKER



JUL	AUG	SEP	OCT	NOV	DEC
0					
0					
0					
1131					
0					

SOURCE: RCS AF-FS-P3

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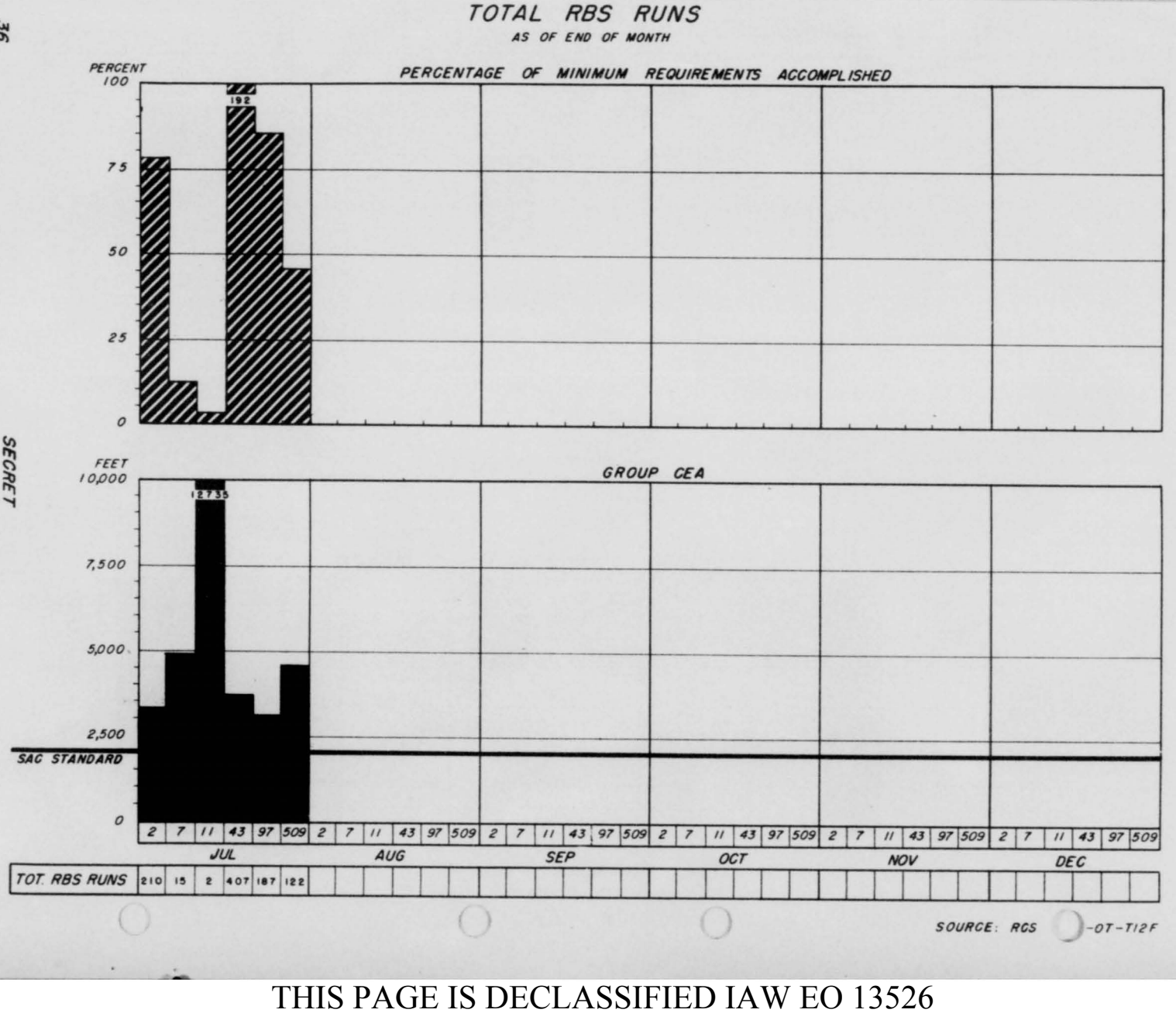
TOTAL RBS RUNS

AS OF END OF MONTH



SOURCE: RCS -OT-T12F

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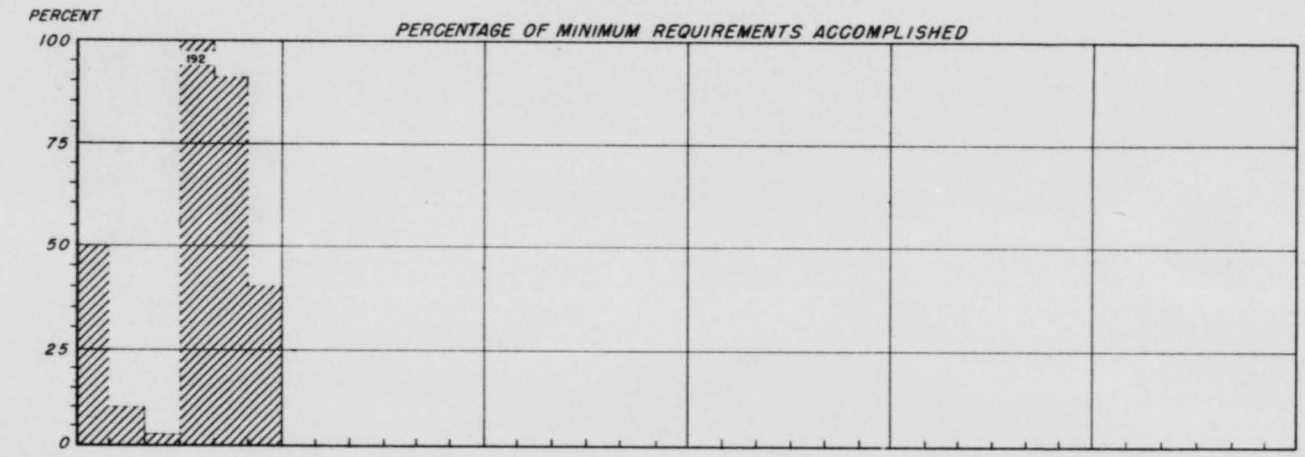
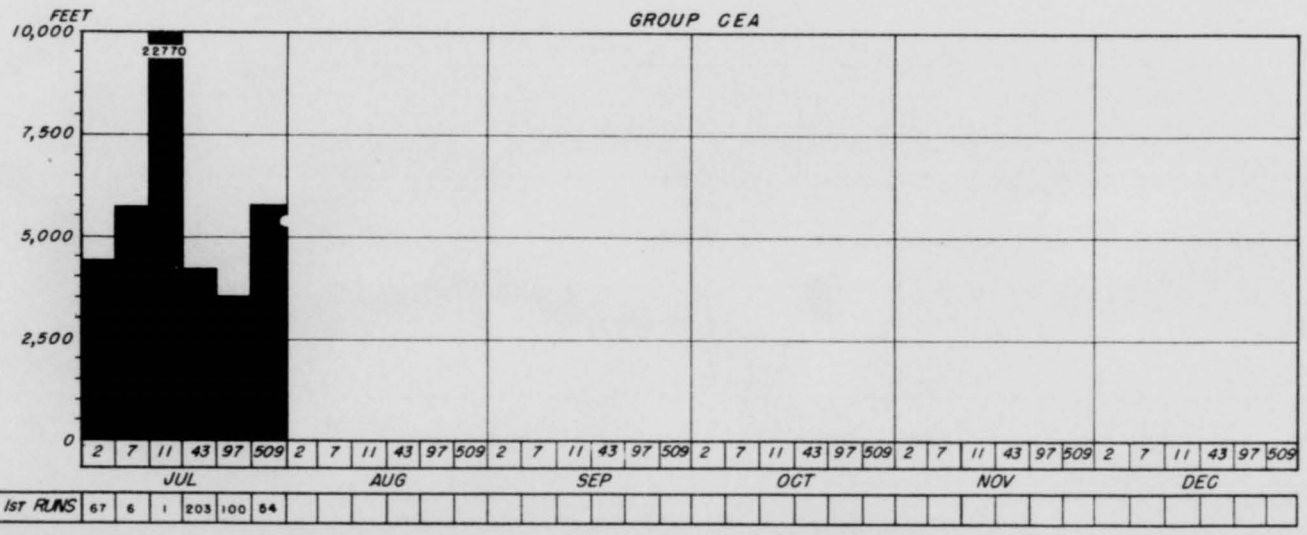
RBS FIRST RUNS

AS OF END OF MONTH





SOURCE: RCS SAC-OT-T12F

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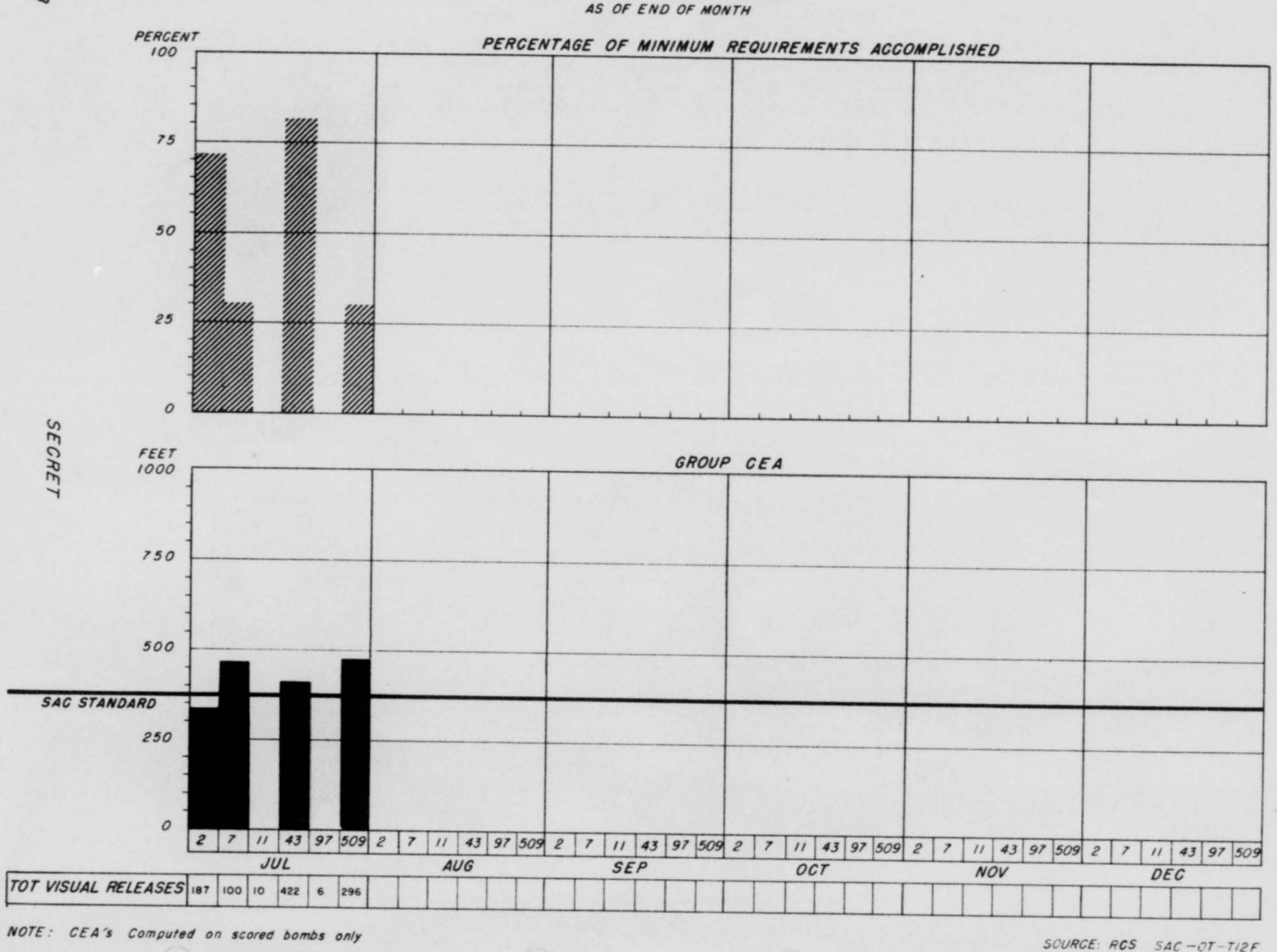
VISUAL BOMBING
AS OF END OF MONTH



NOTE: CEA's Computed on scored bombs only

SOURCE: RCS SAC-OT-T12F

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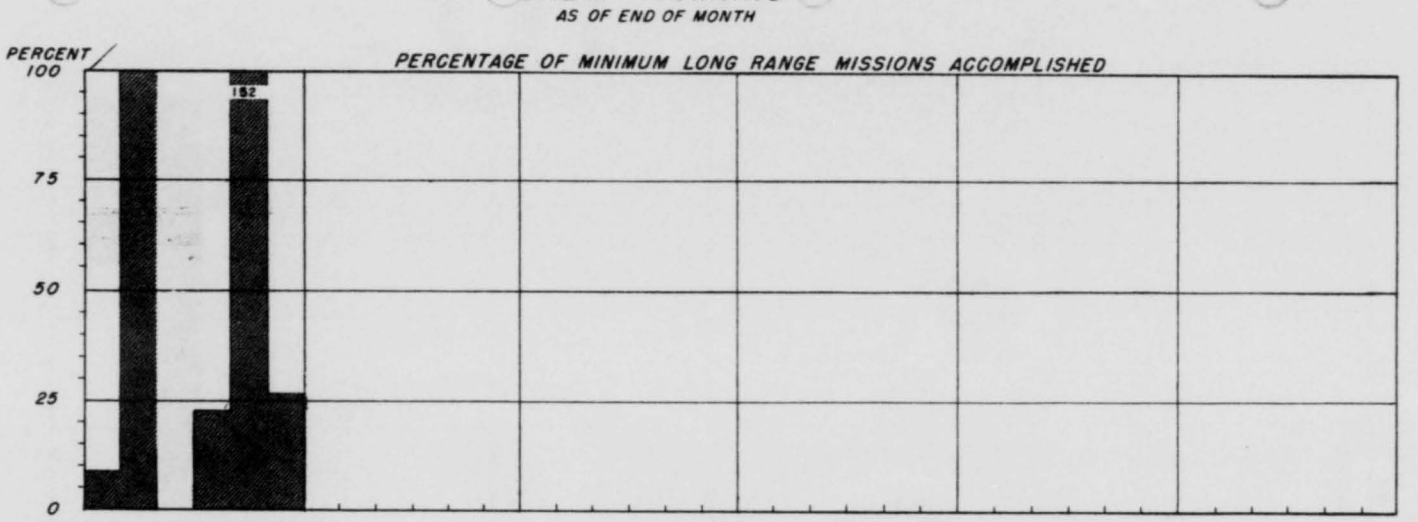
CREW TRAINING

AS OF END OF MONTH



SOURCE: RCS SAC-OT-T12F

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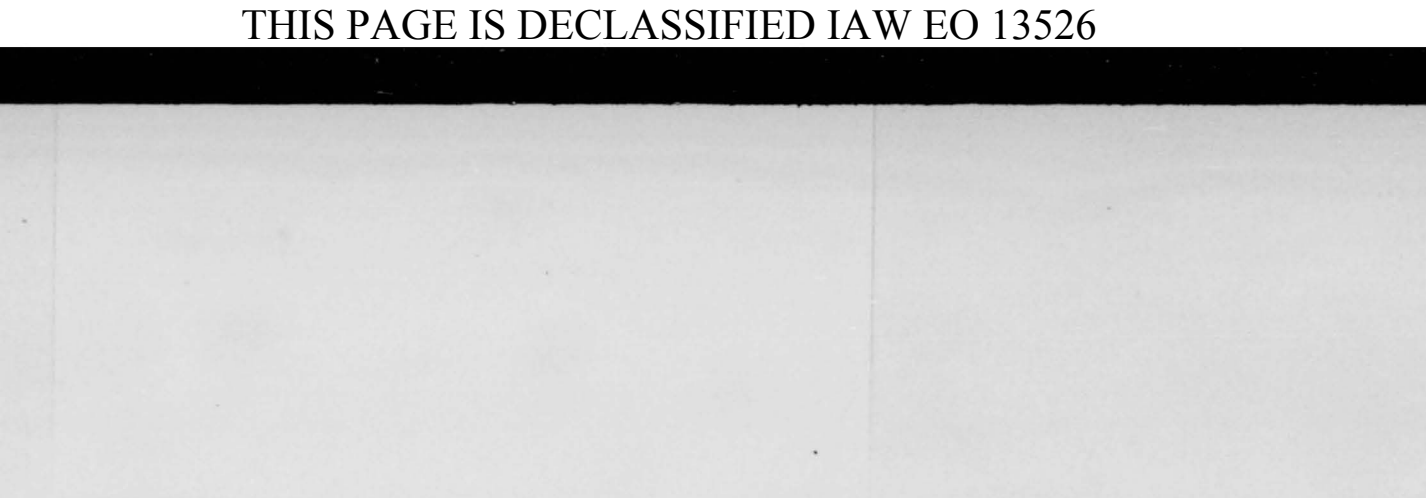
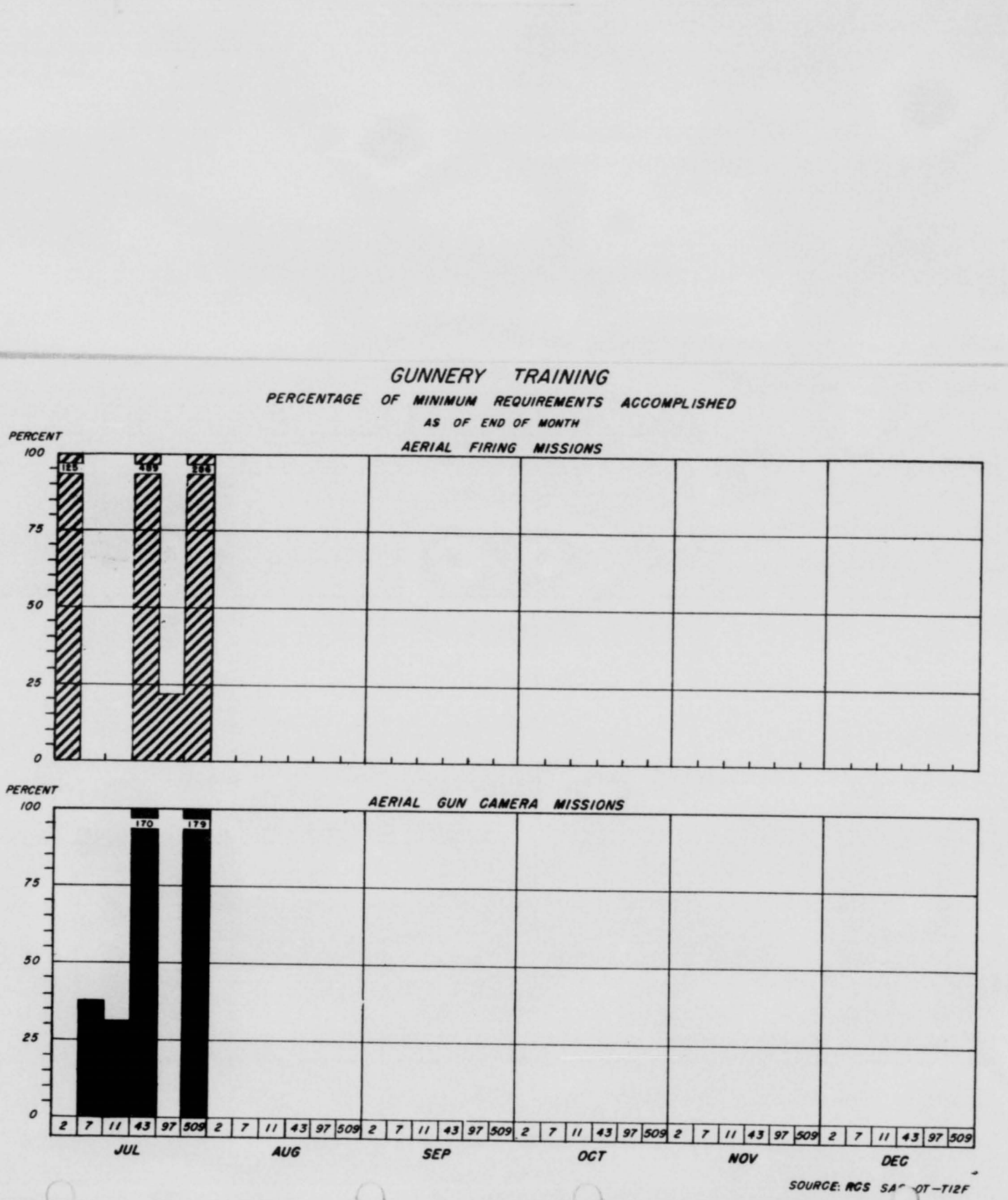
GUNNERY TRAINING

PERCENTAGE OF MINIMUM REQUIREMENTS ACCOMPLISHED
AS OF END OF MONTH





SOURCE: RCS SAF-OT-T12F

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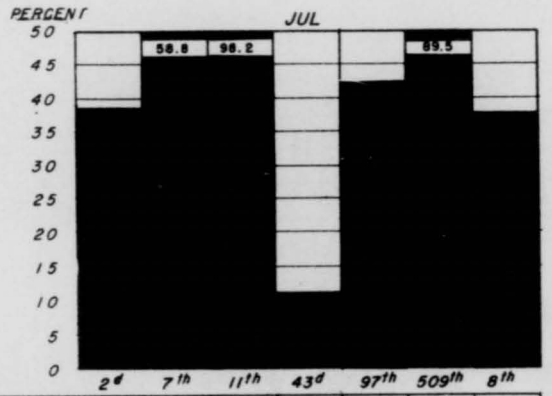
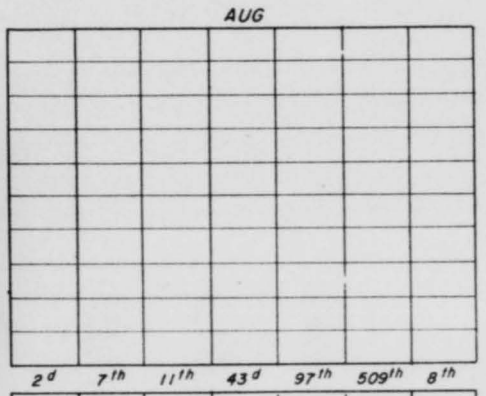
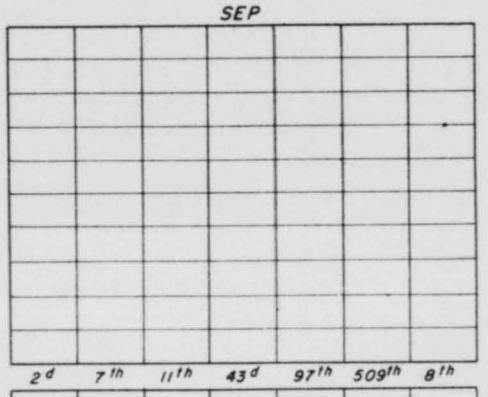
FLYING TIME OF PRIMARY MISSION AIRCRAFT ACCOMPLISHED ON OTHER THAN MINIMUM TRAINING REQUIREMENTS

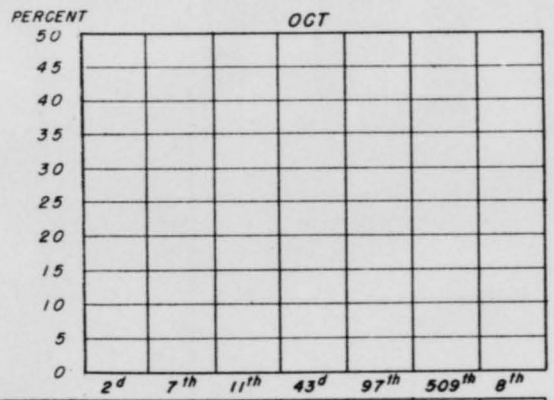
AS OF END OF MONTH

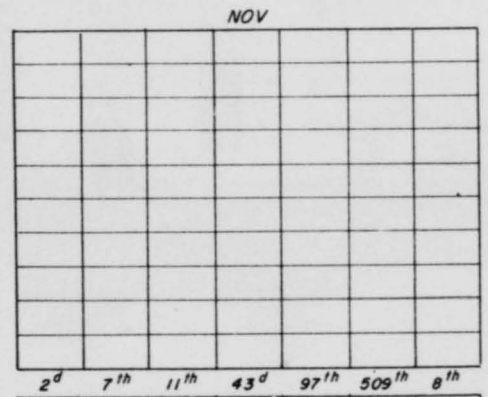


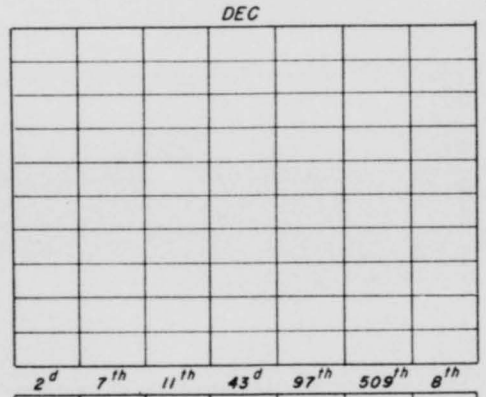




	2d	7th	11th	43d	97th	509th	8th
TOT. HRS. FLOWN	673	515	112	2241	1187	693	5421
TRANSITION	42	8	52	67	32	23	224
AIR DEMONSTR.	0	29	19	0	355	46	448
ORDERED MISS.	217	266	39	179	113	552	1365







	2d	7th	11th	43d	97th	509th	8th
TOT. HRS. FLOWN							
TRANSITION							
AIR DEMONSTR.							
ORDERED MISS.							

RESTRICTED

RESTRICTED

SOURCE: RCS SAC-OT-T12F

41

Missions ordered by Hq. BAF or Hq. SAC

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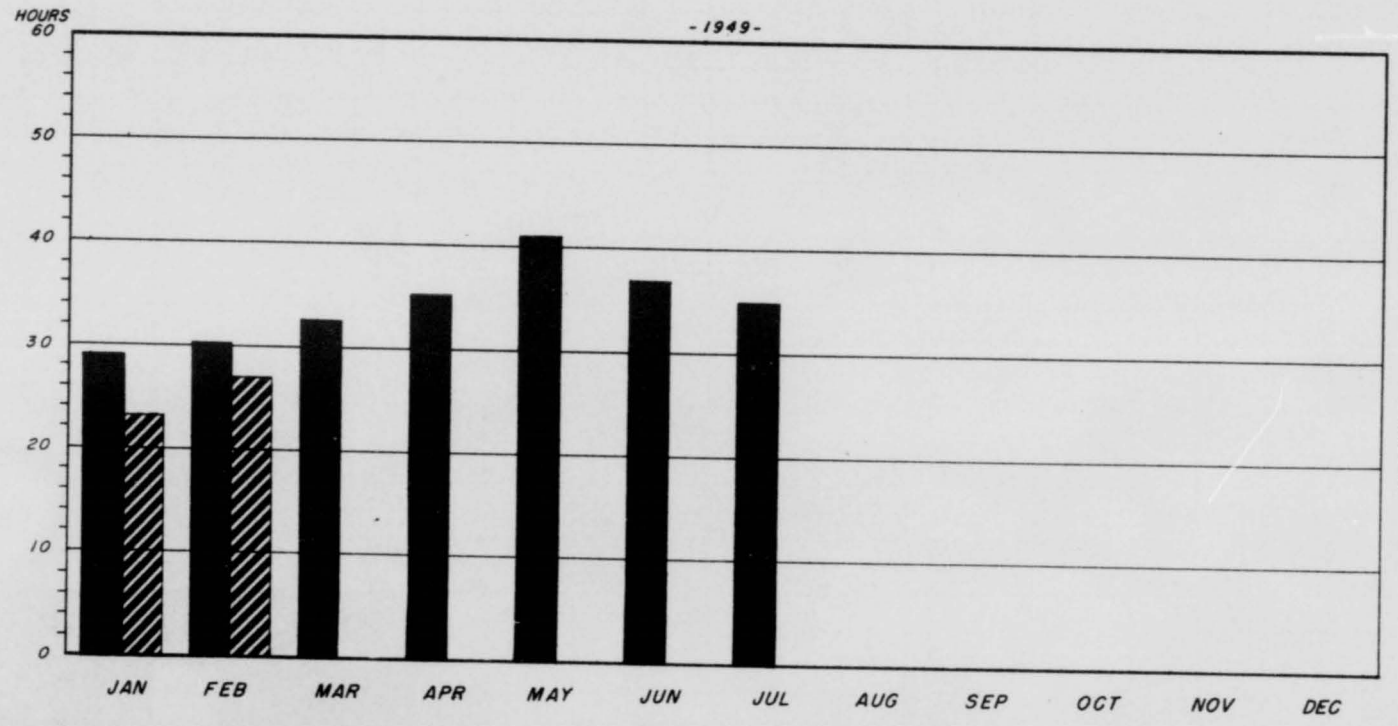
AVERAGE HOURS FLOWN PER AIRCRAFT ASSIGNED

8AF VS SAC



8AF	AVE. NO. A/C ASGD.	369	386	407.8	376.2	384.4	317.4	327.7					
	AVE. HRS. FLOWN	29.2	30.1	32.7	35.2	41.0	36.9	34.9					
SAC	AVE. NO. A/C ASGD.	960	1007										
	AVE. HRS. FLOWN	23.3	27.0										

NOTE: Excludes storage, excess, grounded pending transfer & transient acft. Current figures for SAC not available

SOURCE: RCS-AF-SC-A1

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section IV

Aircraft & Maintenance

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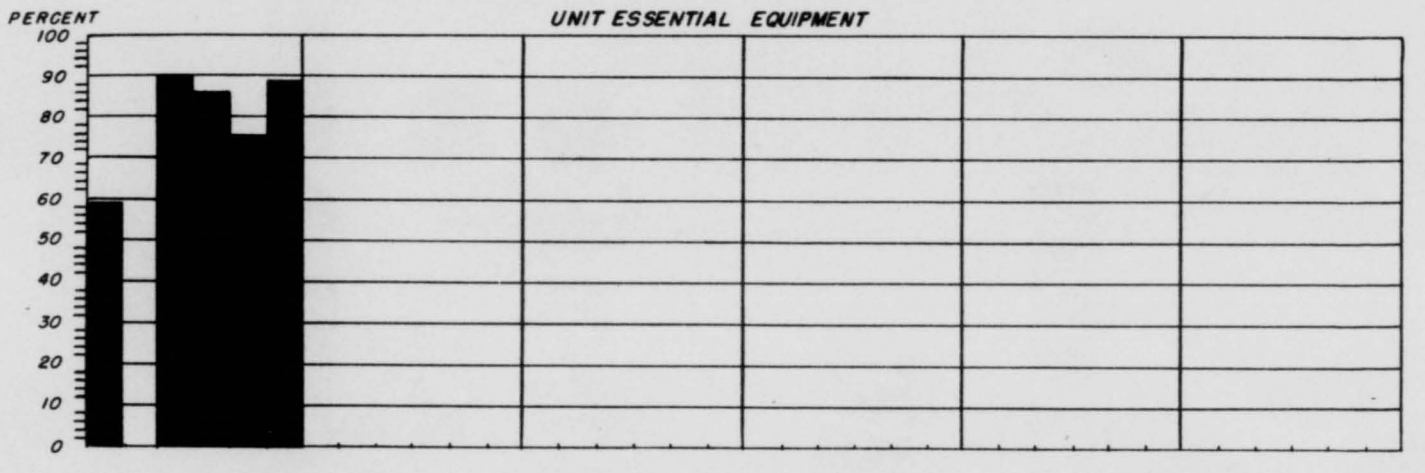
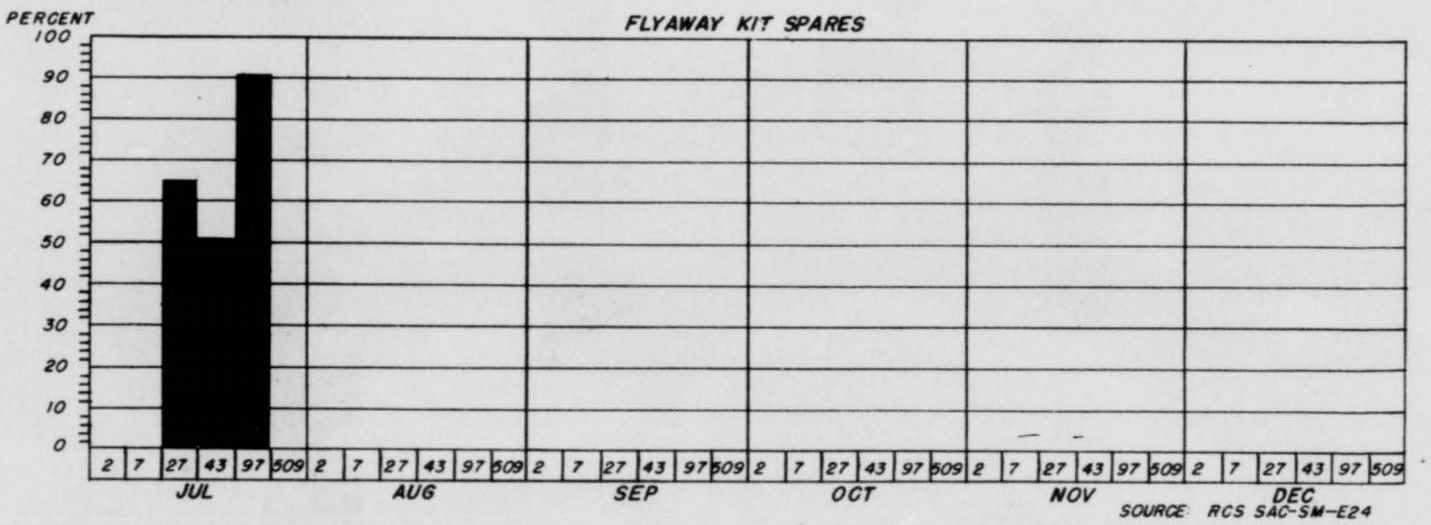
MOBILITY EQUIPMENT ON HAND

AS OF END OF MONTH

BY WING





SOURCE: RCS SAC-SM-E24

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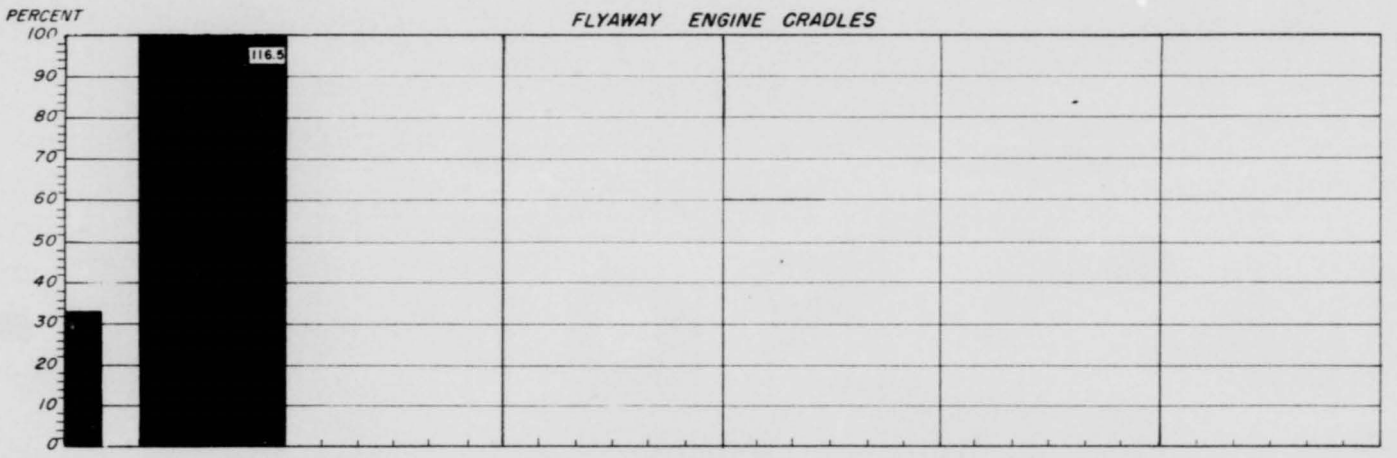
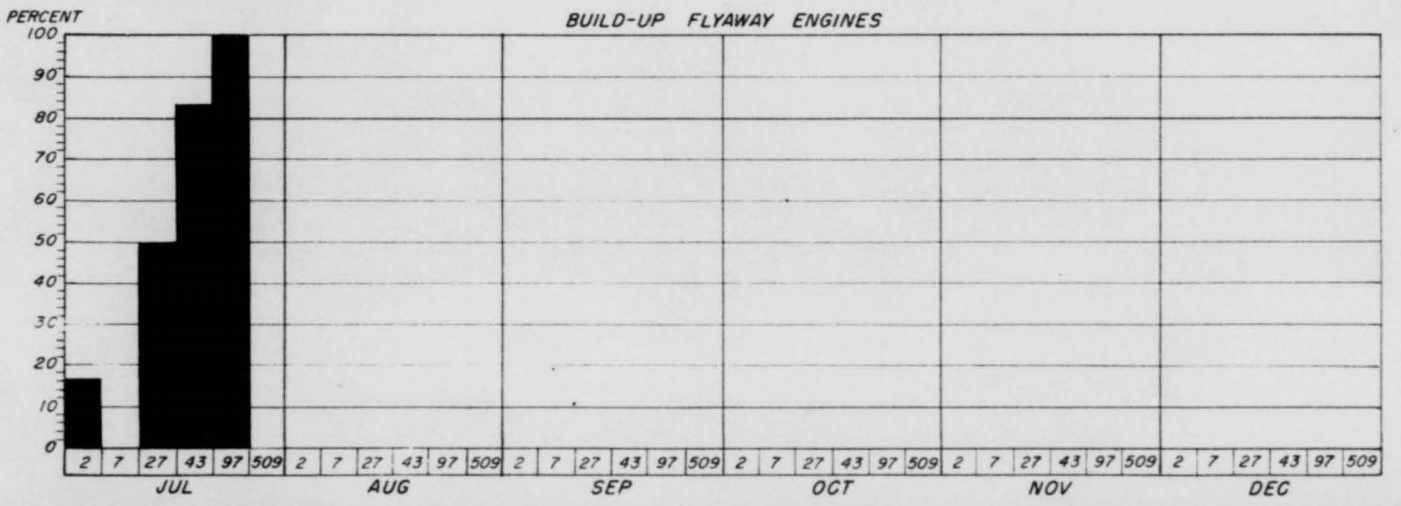
MOBILITY EQUIPMENT ON HAND

AS OF END OF MONTH

BY WING





SOURCE: RCS SAC-SM-E24

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AIRCRAFT INVENTORY

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STATION AND UNIT	TOTAL			BOMBER								FIGHTER					RCN & LIAISON					TRANSPORT							TRAINER				EXCESS
	GRAND	OTHMED R	8 AF	B-36	B-50	B-29 TB-29 XB-29	B-25 TB-25 VB-25	B-26 TB-26		OTHMED R	TOTAL	F-51	F-82	F-86	OTHMED R	TOTAL	F-2	L-5	L-13		OTHMED R	TOTAL	C-45	C-47	C-54	XC-97	XG-99		OTHMED R	TOTAL	T-6	T-11	OTHMED R	TOTAL	B-29 B-36
BERGSTROM	100	0	100									6	80			86								7					7	7			7	
27TH FTR. GP.	80	0	80									6	74			80																		
27TH A/B GP.	12	0	12																					6					6	6			6	
* 27TH M&S GP.	8	0	8										6			6								1					1	1			1	
BIGGS	114	33	81			57	2			21	80			3	6	9			1			1		3	8	3		6	20	4			4	
97TH BOMB GP.	63	33	30			30				21	51				6	6												6	6					
97TH A/B GP.	8	0	8				2				2													3					3	3			3	
97TH M&S GP.	32	0	32			27					27			3		3			1			1								1			1	
1ST SSS	8	0	8																						5	3			8					
2ND SSS	3	0	3																						3				3					
CARSWELL	46	0	46	23	1	4	5	3			36													10					10					
7TH BOMB GP.	16	0	16	15		1					16																							
11TH BOMB GP.	6	0	6	6							6																							
7TH A/B GP.	6	0	6					1			1													5					5					
7TH M&S GP.	6	0	6	2		1		1			4													2					2					
HQ & HQ. SQ. 8AF	12	0	12		1	2	5	1			9													3					3					
CHATHAM	55	0	55		31	18	2				51								2			2		2					2					
2D BOMB GP.	49	0	49		31	18					49																							
2D A/B GP.	6	0	6				2				2								2			2		2					2					
2D M&S GP.																																		
DAVIS-MONTHAN	113	7	106		33	15	52			1	101								1			1		5				6	11					
43D BOMB GP.	49	2	47		32	15				1	48																	1	1					
43D A/B GP.	62	5	57				52				52													5				5	10					
43D M&S GP.	2	0	2		1						1								1			1												
2D AIR REF. SQ.																																		
WALKER	57	0	57		2	48	1				51	1				1								4					4	1			1	
509TH BOMB GP.	47	0	47		1	46					47																							
509TH A/B GP.	5	0	5				1				1													4					4					
509TH M&S GP.	5	0	5		1	2					3	1				1															1			1	
CAMP CAMPBELL	2	0	2			1					1												1						1					
4002D BASE SV. SQ.	2	0	2			1					1												1						1					
KEARNEY	1	0	1																				1						1					
4003D BASE SV. SQ.	1	0	1																				1						1					
TOTAL ALL STATIONS	488	40	448	23	67	143	62	3		22	320	7	80	3	6	96			4			4	2	31	8	3		12	56	12			12	

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* 54 G-15 Gliders asgd not shown

SOURCE: RCS AF- SC-A1

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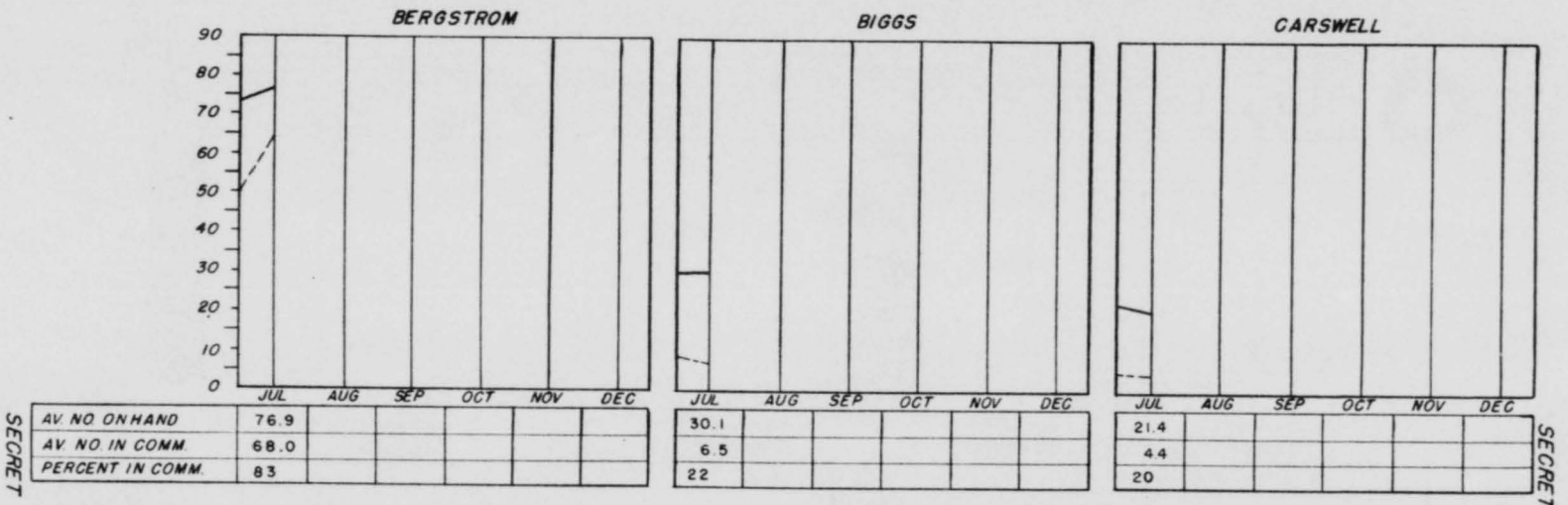
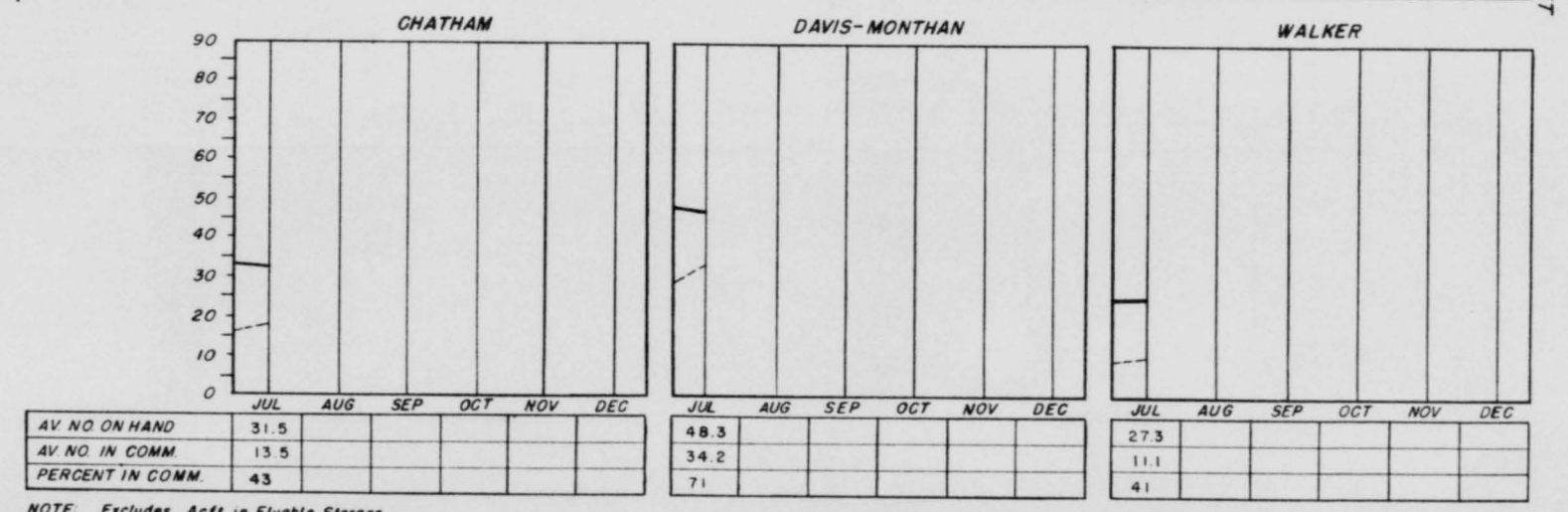
AVERAGE PRIMARY MISSION AIRCRAFT ON HAND AND IN COMMISSION



	BERGSTROM	BIGGS	CARSWELL
AV. NO. ON HAND	76.9	30.1	21.4
AV. NO. IN COMM.	68.0	6.5	4.4
PERCENT IN COMM.	83	22	20



	CHATHAM	DAVIS-MONTHAN	WALKER
AV. NO. ON HAND	31.5	48.3	27.3
AV. NO. IN COMM.	13.5	34.2	11.1
PERCENT IN COMM.	43	71	41

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NOTE: Excludes Acft in Flyable Storage
Biggs Excludes 1st & 2nd SSS

SOURCE: RCS-AF-SC-A1B

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AIRCRAFT MAINTENANCE STATUS

AS OF END OF MONTH

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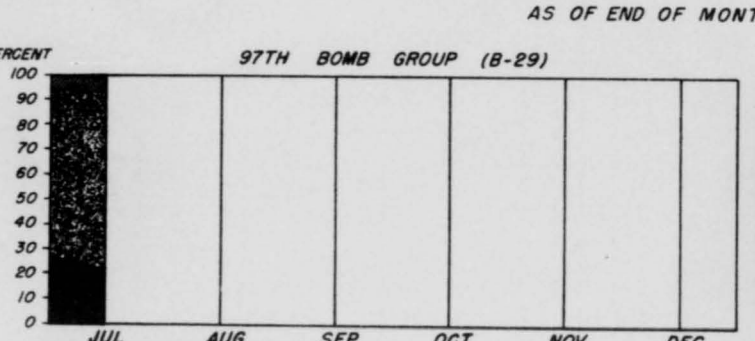
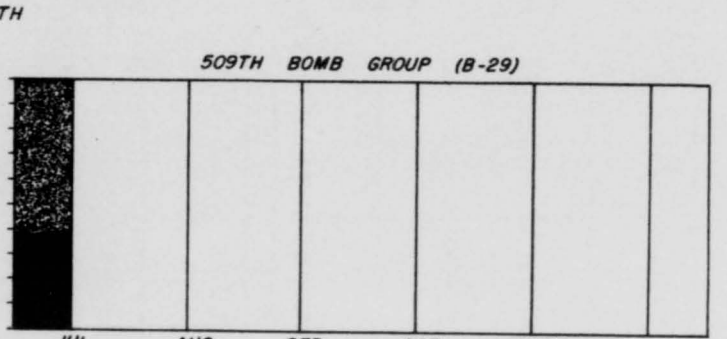
97TH BOMB GROUP (B-29)



		JUL HRS	JUL %	AUG HRS	AUG %	SEP HRS	SEP %	OCT HRS	OCT %	NOV HRS	NOV %	DEC HRS	DEC %
ON HAND		22384	100										
IN COMM		4828	12										
OUT OF COMM.	MAINT.	16219	72										
	PARTS	1337	6										
	OTHER	0	0										

509TH BOMB GROUP (B-29)



JUL HRS	JUL %	AUG HRS	AUG %	SEP HRS	SEP %	OCT HRS	OCT %	NOV HRS	NOV %	DEC HRS	DEC %
20280	100										
8246	40										
11914	59										
120	1										
0	0										

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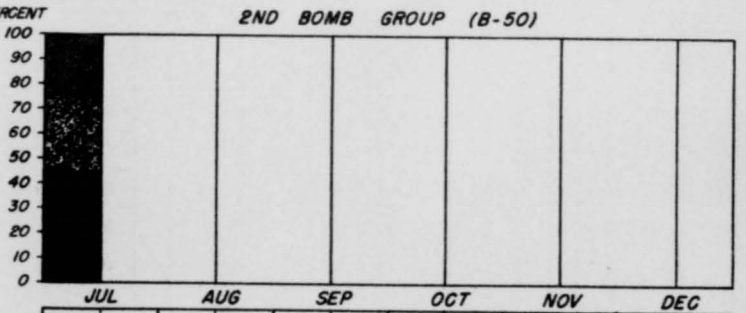
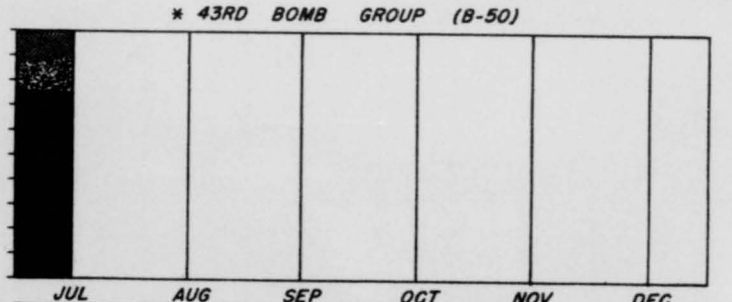
2ND BOMB GROUP (B-50)



		JUL HRS	JUL %	AUG HRS	AUG %	SEP HRS	SEP %	OCT HRS	OCT %	NOV HRS	NOV %	DEC HRS	DEC %
ON HAND		23424	100										
IN COMM		10061	43										
OUT OF COMM.	MAINT.	7424	32										
	PARTS	5795	24										
	OTHER	144	1										

* 43RD BOMB GROUP (B-50)



JUL HRS	JUL %	AUG HRS	AUG %	SEP HRS	SEP %	OCT HRS	OCT %	NOV HRS	NOV %	DEC HRS	DEC %
23136	100										
17444	75										
3257	14										
2309	10										
126	1										

* Excludes B-29 Tankers

SOURCE: RCS AF SC-AI

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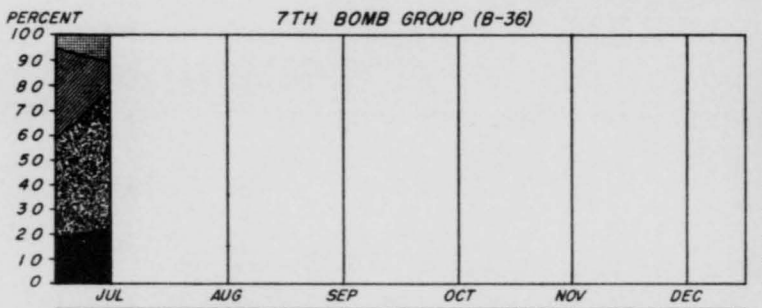
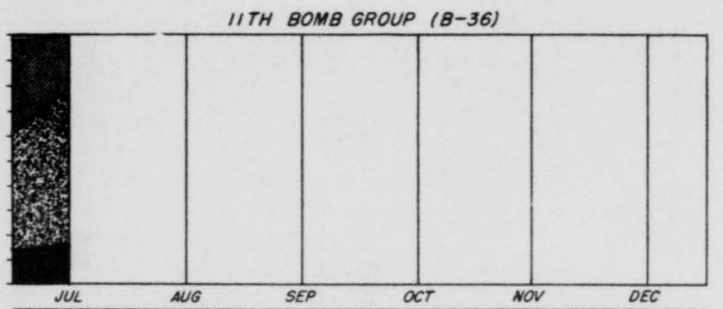
AIRCRAFT MAINTENANCE STATUS

AS OF END OF MONTH



7TH BOMB GROUP (B-36)

	HRS	%	HRS	%	HRS	%	HRS	%	HRS	%	HRS	%
ON HAND	11555	100										
IN COMM	2565	22										
OUT OF COMM. — MAINT.	6327	55										
OUT OF COMM. — PARTS	1504	13										
OUT OF COMM. — OTHER	1159	10										



11TH BOMB GROUP (B-36)

HRS	%	HRS	%	HRS	%	HRS	%	HRS	%	HRS	%
4344	100										
693	16										
2746	63										
905	21										
0	0										

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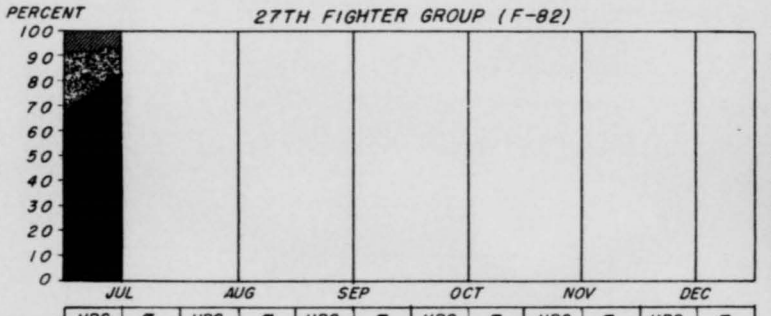
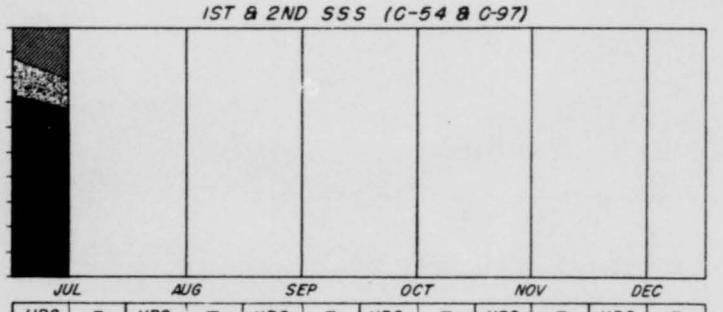


27TH FIGHTER GROUP (F-82)

	HRS	%	HRS	%	HRS	%	HRS	%	HRS	%	HRS	%
ON HAND	57240	100										
IN COMM	47604	83										
OUT OF COMM. — MAINT.	6569	11										
OUT OF COMM. — PARTS	3067	6										
OUT OF COMM. — OTHER	0	0										



1ST & 2ND SSS (C-54 & C-97)

HRS	%	HRS	%	HRS	%	HRS	%	HRS	%	HRS	%
8328	100										
5544	67										
936	11										
1848	22										
0	0										

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SOURCE: RCS AF-SC-A1

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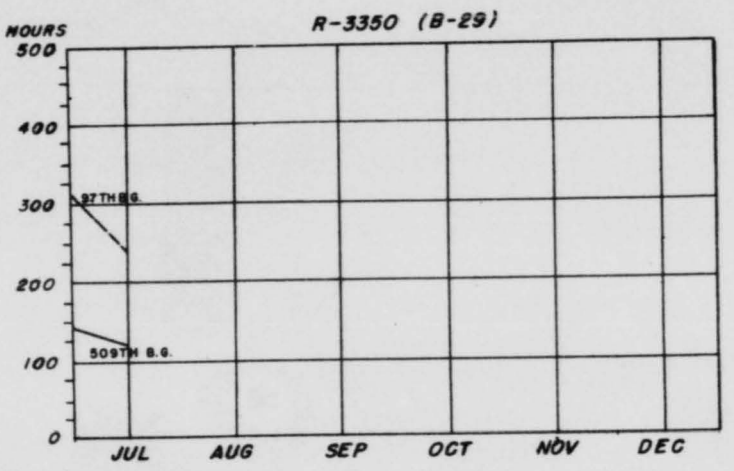
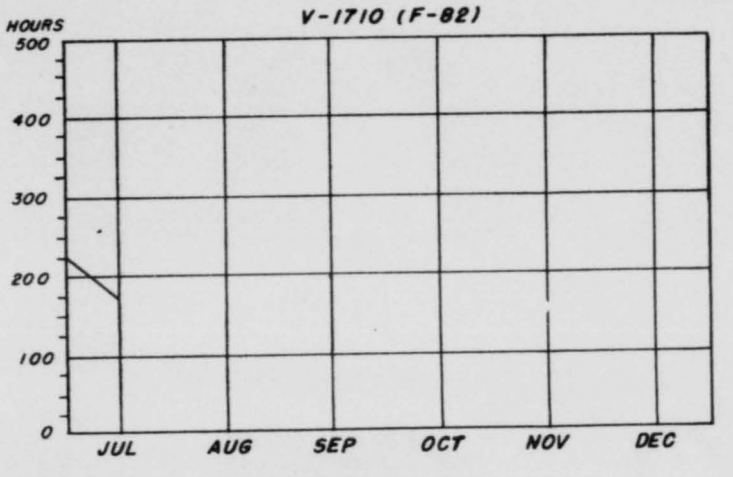
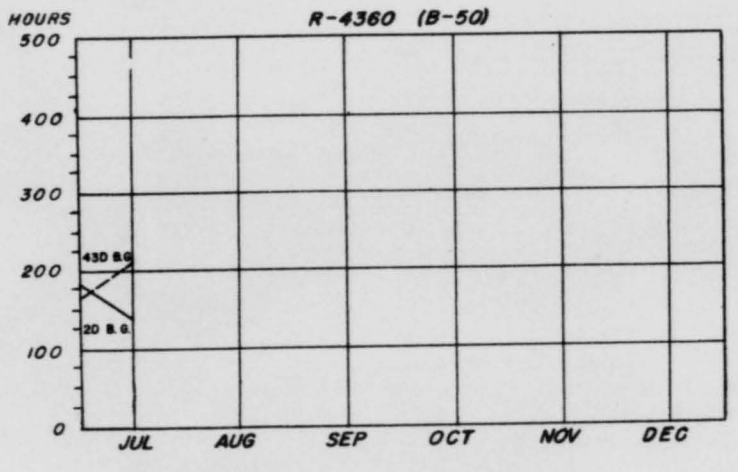
AIRCRAFT ENGINES

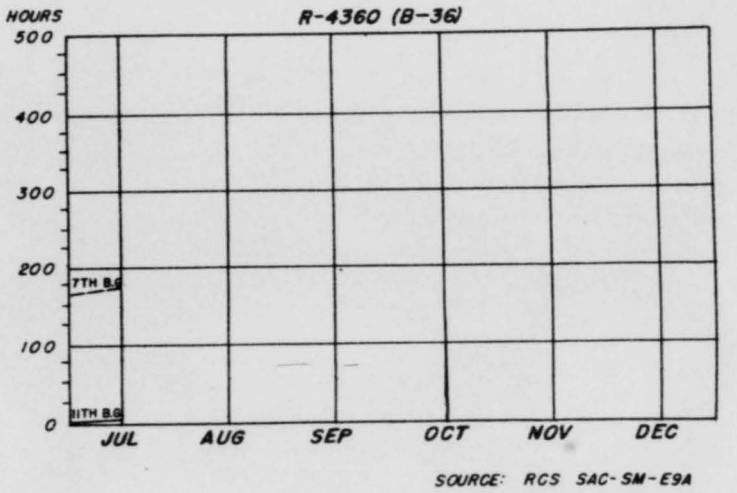
AVERAGE OPERATION TIME BEFORE REMOVAL

AS OF END OF MONTH









SOURCE: RCS SAC-SM-E9A

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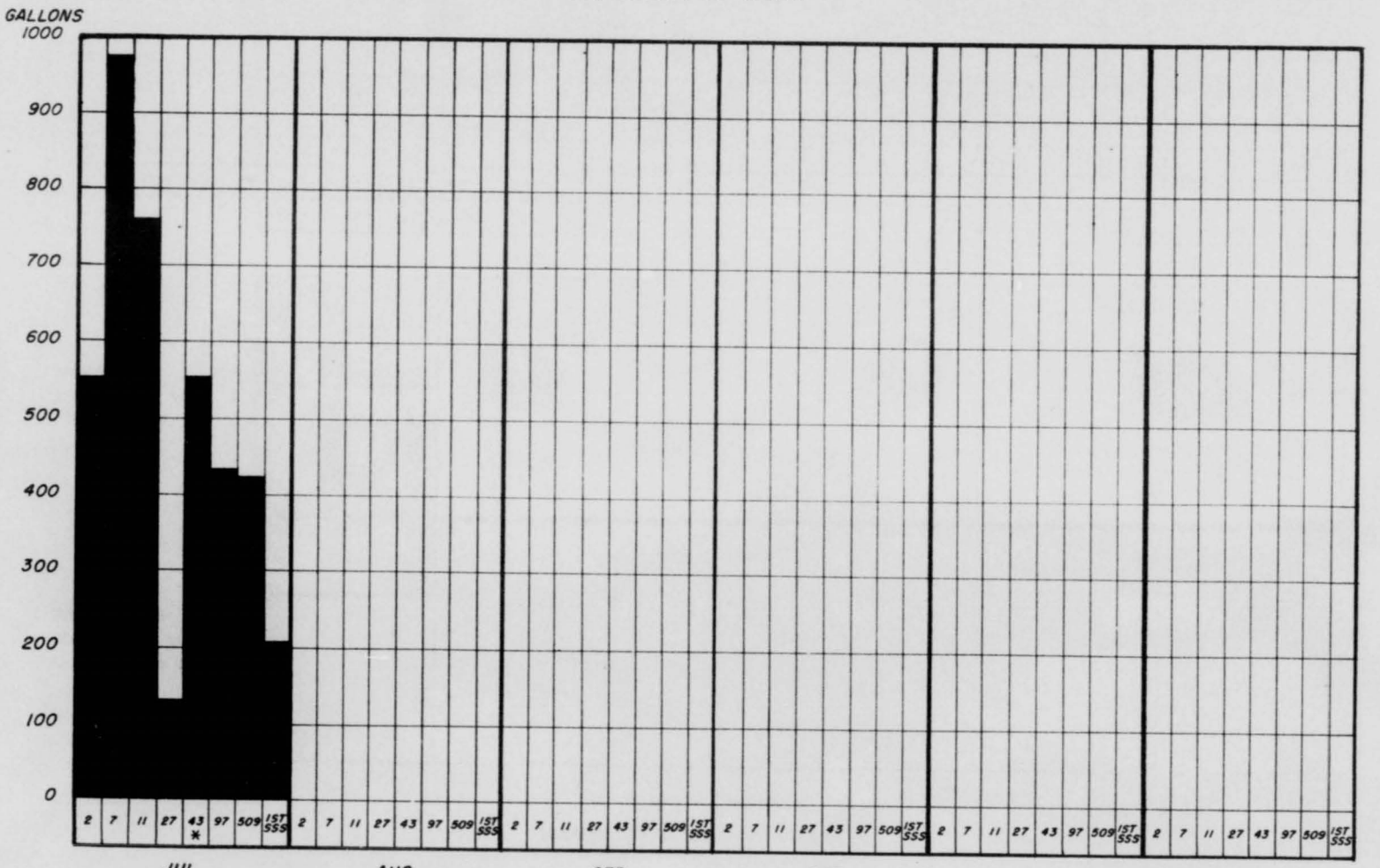
AVERAGE FUEL CONSUMPTION PER FLYING HOUR FOR PRIMARY MISSION AIRCRAFT

AS OF END OF MONTH



NOTE: 1st SSS includes figs. for 2nd SSS

* B-50 acft. only B-29 tanker acft. excluded

SOURCE: RCS AF-SC-A1

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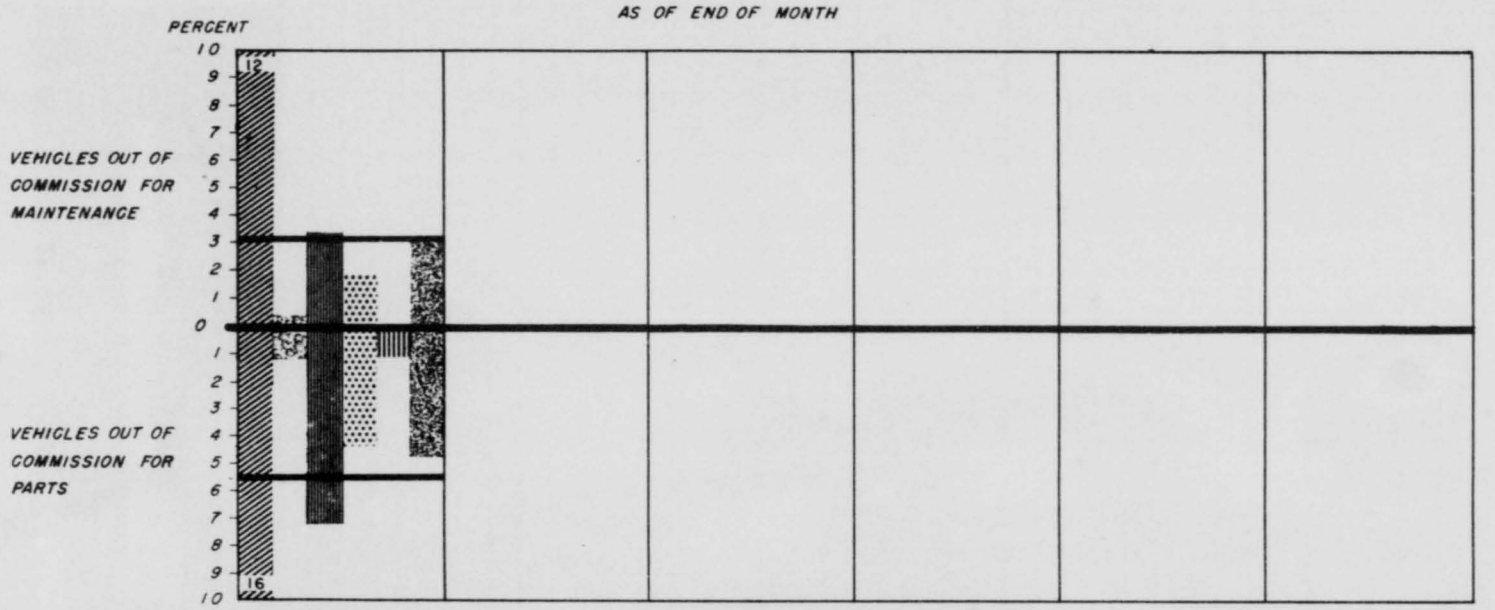
MOTOR VEHICLE "DEADLINE" STATUS

ORDNANCE & A/F VEHICLES

AS OF END OF MONTH



	JUL			AUG			SEP			OCT			NOV			DEC		
	AUTH	ON HAND	DEAD LINE	AUTH	ON HAND	DEAD LINE	AUTH	ON HAND	DEAD LINE	AUTH	ON HAND	DEAD LINE	AUTH	ON HAND	DEAD LINE	AUTH	ON HAND	DEAD LINE
TOTAL 8TH AF	1652	3387	228															
BERGSTROM	213	460	101															
BIGGS	117	661	5															
CARSWELL	582	696	70															
CHATHAM	280	251	17															
DAVIS-MONTHAN	256	744	7															
WALKER	204	575	28															

SOURCE: RCS AF-SC-E61A
RCS AC-SM-E16

NOTE: VOCM & VOCP percentages exclude vehicles in storage

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AIR BASE DATA

AVAILABLE HOUSING AND RUNWAYS

AS OF 15 JUN 1949

		HOUSING AVAILABLE					RUNWAYS		
	TYPE PERSONNEL	NORMAL CAPACITY AVAILABLE	BEDS OCCUPIED	NO. OF SEPARATE RATIONS	SPACE USED FOR OTHER PURPOSES	FAMILY QUARTERS OCCUPIED	NO.	LONGEST (FT.)	ELEVATION (FT.)
BERGSTROM	OFFICERS	195	53	278	0	0			
	NURSES	17	2	0	0	0			
	AIRMEN	1564	1592	523	0	0	6	7074	515
	TOTAL	1776	1647	801	0	0			
BIGGS	OFFICERS	223	125	470	0	25			
	NURSES	13	13	0	0	0			
	AIRMEN	3595	2134	732	▼53	36	3	9500	3909
	TOTAL	3831	2272	1202	▼53	61			
CARSWELL	OFFICERS	207	116	619	0	49			
	NURSES	24	7	2	0	0			
	AIRMEN	2273	2705	2232	658	109	5	8200	631
	TOTAL	2504	2828	2853	658	158			
CHATHAM	OFFICER	13	0	462	0	0			
	NURSES	0	0	0	0	0			
	AIRMEN	2784	1836	675	489	0	4	7000	50
	TOTAL	2797	1836	1137	489	0			
DAVIS-MONTHAN	OFFICERS	458	106	503	0	▮73			
	NURSES	35	7	0	0	0			
	AIRMEN	*2691	2031	1139	0	▮183	5	8000	2692
	TOTAL	3184	2144	1642	0	256			
WALKER	OFFICERS	127	68	553	0	105			
	NURSES	31	4	1	0	0			
	AIRMEN	3339	2002	1082	756	85	7	8500	3645
	TOTAL	3497	2074	1636	756	190			
	OFFICERS								
	NURSES								
	AIRMEN								
	TOTAL								
	OFFICERS								
	NURSES								
	AIRMEN								
	TOTAL								

▮ FIGS. INCLUDE RINCON VISTA HOUSING AREA
* FIGS. INCLUDE WILCOX & SAHURITE RANGES
▼ TEMP. USED FOR HOUSING 5 OFFICER & 85 . ENLISTED FAMILIES

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Director of Intelligence	1
Director of Operations	1
Director of Materiel	1
Director of Plans	1
Comptroller	1
Inspector General	1
HEADQUARTERS EIGHTH AIR FORCE	
Commanding General	1
Deputy Commander	1
Chief of Staff	1
Air Surgeon	1
Inspector General	1
Adjutant General	1
Historical Section	3
Public Information	1
Headquarters Commandant	1
Director of Personnel	4
Judge Advocate	1
Chaplain	1
Director of Intelligence	1
Director of Operations	2
Electronics	1
Director of Materiel	3
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Cost Analysis	1
Statistical Services	3
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Biggs Air Force Base	10
Carswell Air Force Base	10
Chatham Air Force Base	10
Davis-Monthan Air Force Base	10
Walker Air Force Base	10
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Camp Hood Airstrip	2
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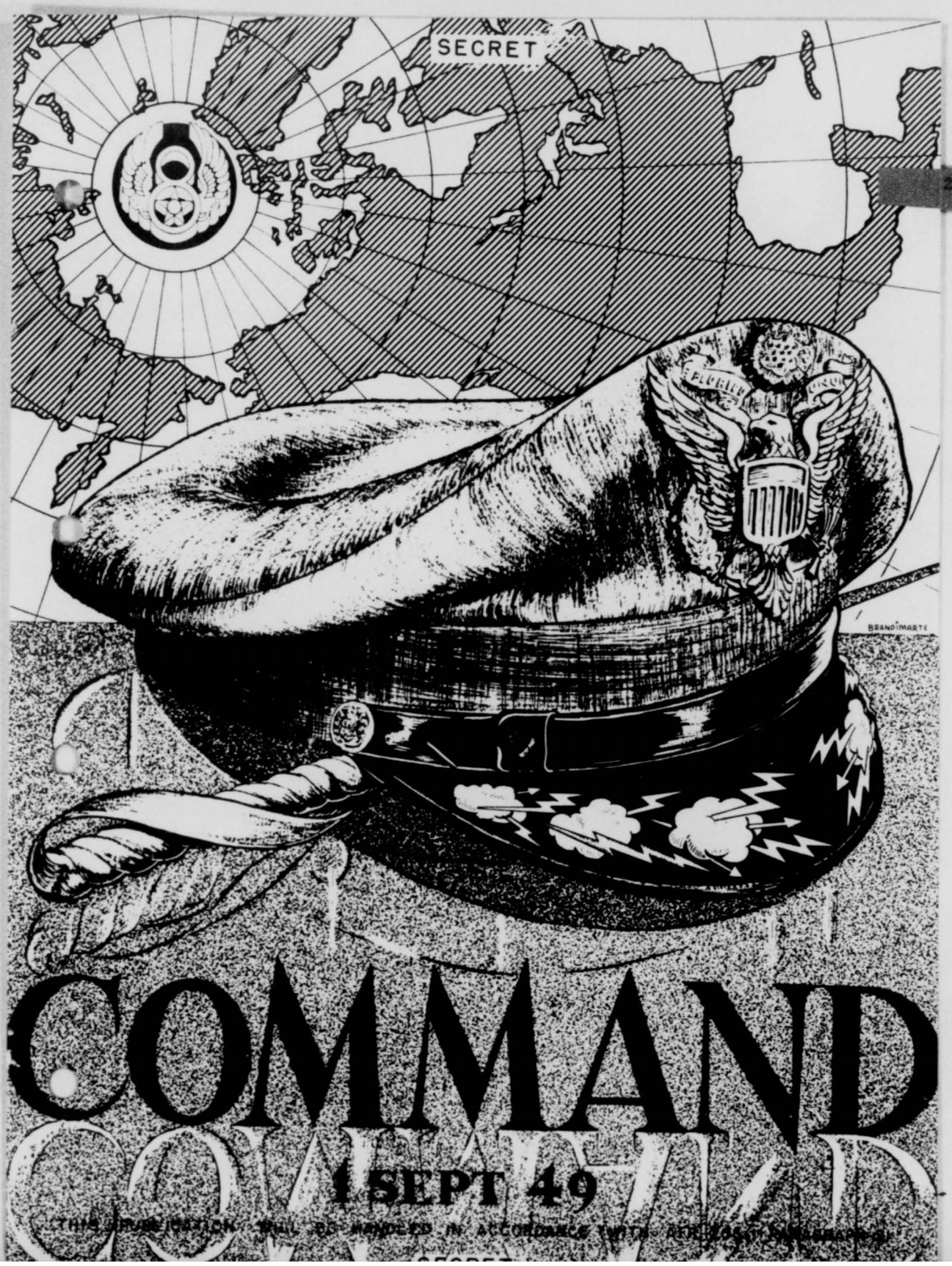

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EIGHTH AIR FORCE

1. Purpose. The mission of the Eighth Air Force as stated in letter, Hq SAC 322, subject: "Mission of the Eighth Air Force", dated 10 January, 1947.

2. General. The Commanding General, Eighth Air Force, will be responsible for exercising command jurisdiction over and operating the Eighth Air Force in accordance with policies established by the Commanding General, SAC.

3. Mission. The Eighth Air Force will:

a. Command and administer such units and installations as may be assigned thereto, including the administration of military justice to all personnel subject to military law.

b. Man, train and equip, in accordance with priorities established by Headquarters, Strategic Air Command, such tactical units and their associated services as are designated, maintain these units in a state of training and indoctrination with the latest available equipment necessary to permit immediate long range offensive bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort operations in any part of the world, either independently, or in cooperation with land and naval forces.

c. Train units, crews, and individuals for maintenance of the combat efficiency of strategic combat units assigned to separate theater commands to include long range bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol and long range fighter and fighter escort, based upon requirements furnished by the Commanding General.

d. Conduct such Universal Military Training as may be directed by the Commanding General, Strategic Air Command.

e. Support the Air Reserve and National Guard Programs in accordance with instructions issued by this headquarters.

f. Perform such special missions and assignments as the Commanding General, Strategic Air Command, may direct.

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Section 1

ORGANIZATION

COL. W.C. KINGSBURY

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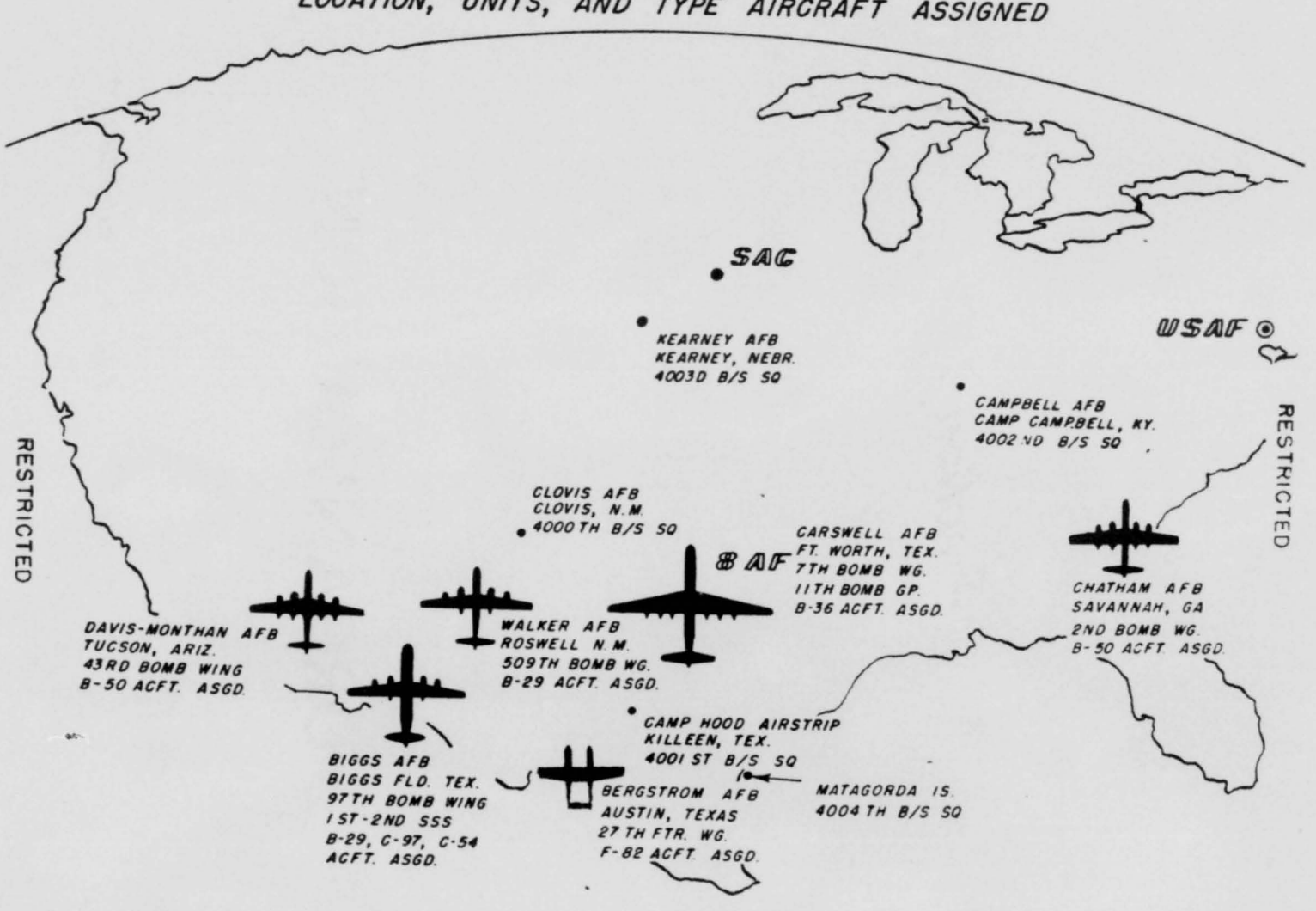
EIGHTH AIR FORCE BASES
LOCATION, UNITS, AND TYPE AIRCRAFT ASSIGNED



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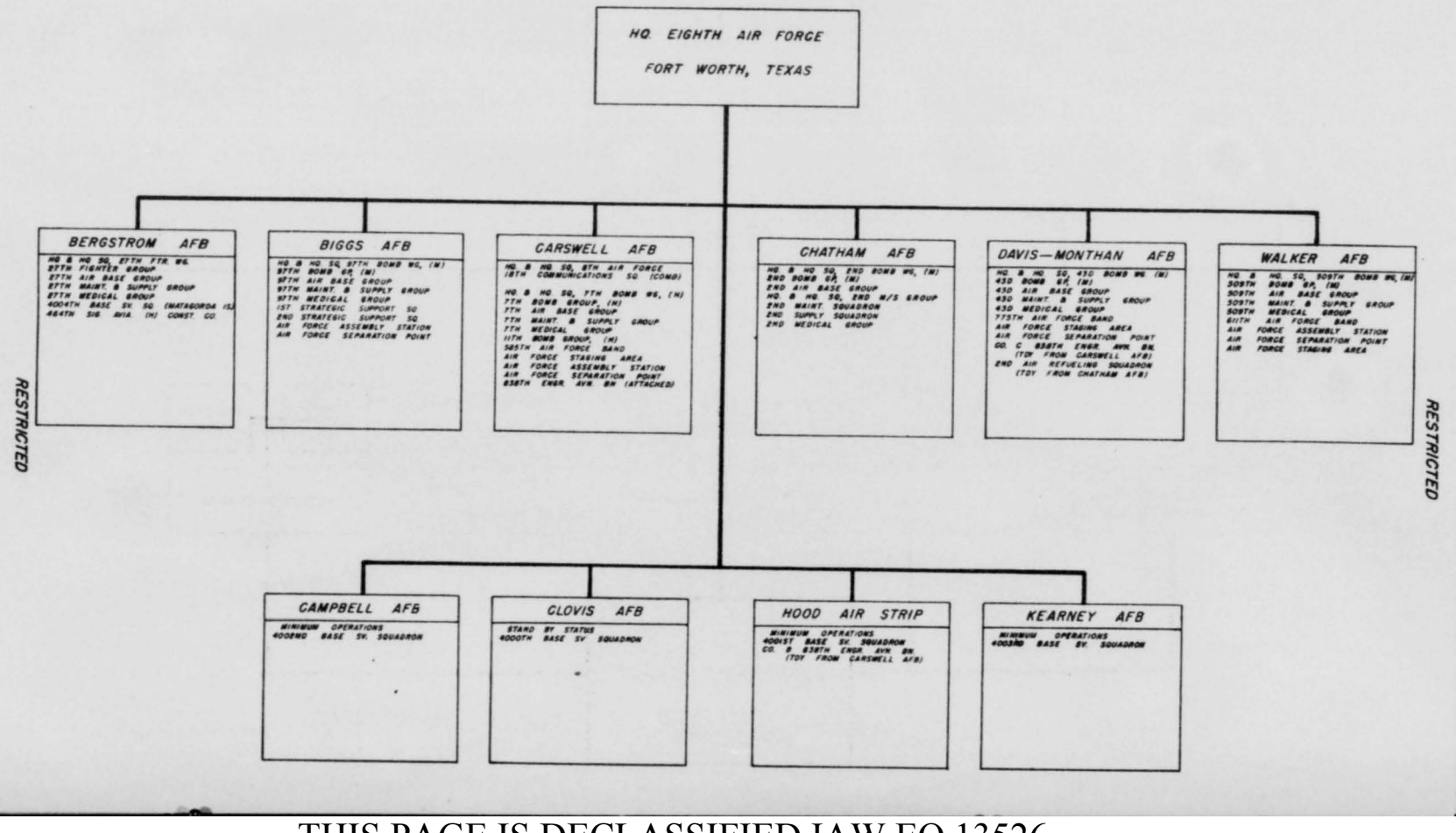
EIGHTH AIR FORCE BASES AND UNITS



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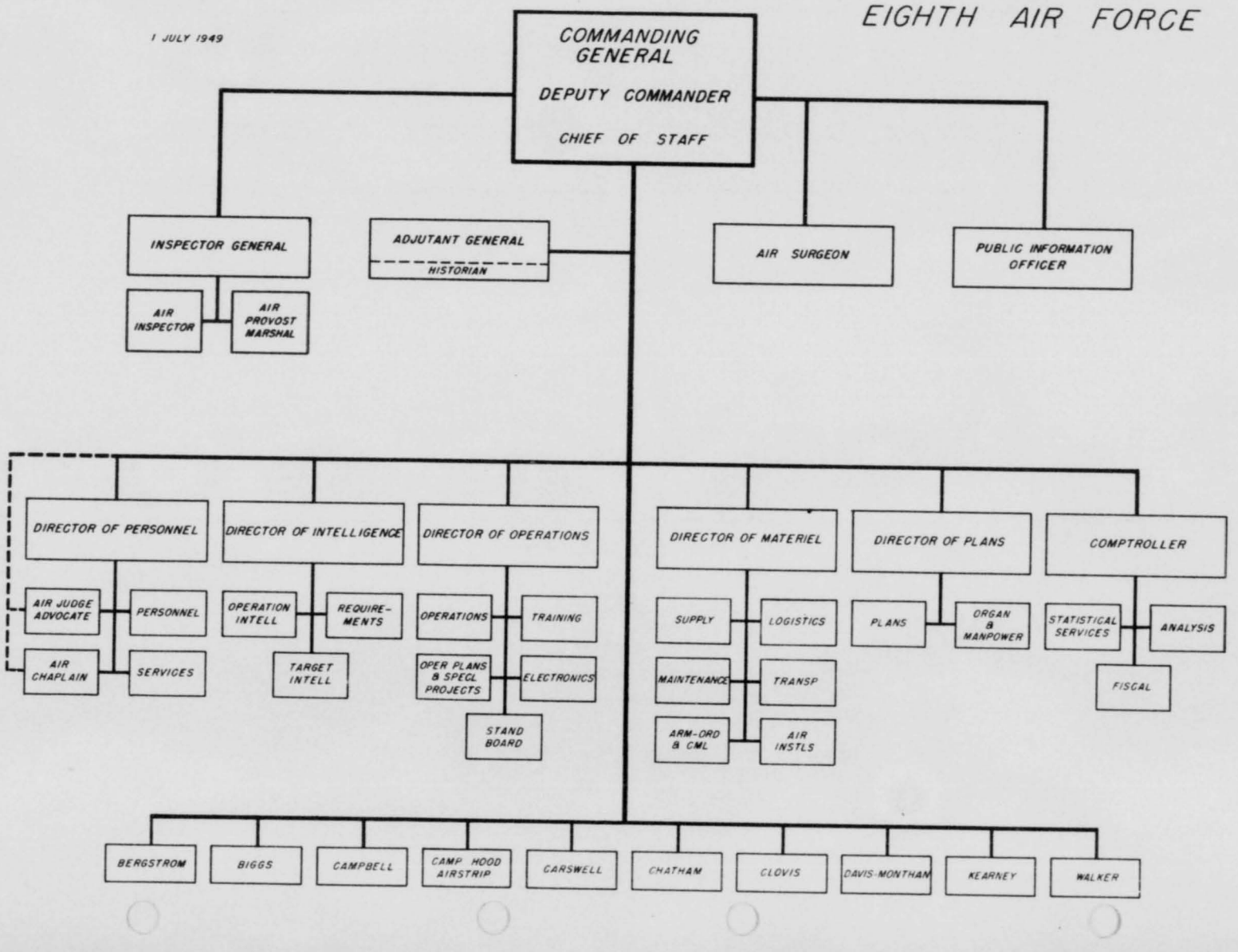
1 JULY 1949

HEADQUARTERS EIGHTH AIR FORCE



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KEY PERSONNEL

AS OF END OF MONTH

HEADQUARTERS EIGHTH AIR FORCE

COMMANDING GENERAL	-Maj Gen	R M Ramey	DIRECTOR OF OPERATIONS	-Colonel	W. H. Blanchard
DEPUTY COMMANDER	-Colonel	C E Combs	DIRECTOR OF MATERIEL	-Colonel	M D. Unruh
CHIEF OF STAFF			DIRECTOR OF PLANS	-Colonel	W. C. Kingsbury
DIRECTOR OF PERSONNEL	-Colonel	J B. M^{C}Pherson	COMPTROLLER	-Lt Col.	T. C. M^{C}Neal
DIRECTOR OF INTELLIGENCE	-Lt Col	E M Kirton	INSPECTOR GENERAL	-Colonel	W. B. Offutt

ACTIVE STATIONS

RESTRICTED

ORGANIZATION	COMMANDER		STATION	LOCATION
2D BOMB WING (M)	-Colonel	F E Glantzberg	CHATHAM AIR FORCE BASE	Savannah, Georgia
7TH BOMB WING (H)	-Colonel	W P. Fisher	CARSWELL AIR FORCE BASE	Ft. Worth, Texas
43D BOMB WING (M)	-Colonel	J C Selser Jr	DAVIS-MONTHAN AIR FORCE BASE	Tucson, Arizona
97TH BOMB WING (M)	-Brig Gen	D W. Hutchison	BIGGS AIR FORCE BASE	El Paso, Texas
509TH BOMB WING (M)	-Colonel	C S Irvine	WALKER AIR FORCE BASE	Roswell, New Mexico
27TH FIGHTER WING	-Colonel	A B Packard	BERGSTROM AIR FORCE BASE	Austin, Texas

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MINIMUM OPERATIONS

ORGANIZATION	COMMANDER		STATION	LOCATION
* 4000 TH BASE SV SQ	-Captain	C S Linville	CLOVIS AIR FORCE BASE	Clovis, New Mexico
4001 ST BASE SV SQ	-Major	A D Lucas	CAMP HOOD AIRSTRIP	Killeen, Texas
4002D BASE SV SQ	-Lt Col	C C Woolwine	CAMPBELL AIR FORCE BASE	Camp Campbell, Ky.
4003D BASE SV SQ	-Major	W M Thompson	KEARNEY AIR FORCE BASE	Kearney, Nebraska
4004TH BASE SV SQ	-Lt Col	C.E Schroeder	MATAGORDA ISLAND	Texas

SOURCE: RCS AF-SC-P4H

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* Standby

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Section 2

PERSONNEL

COL. J. B. Mc PHERSON

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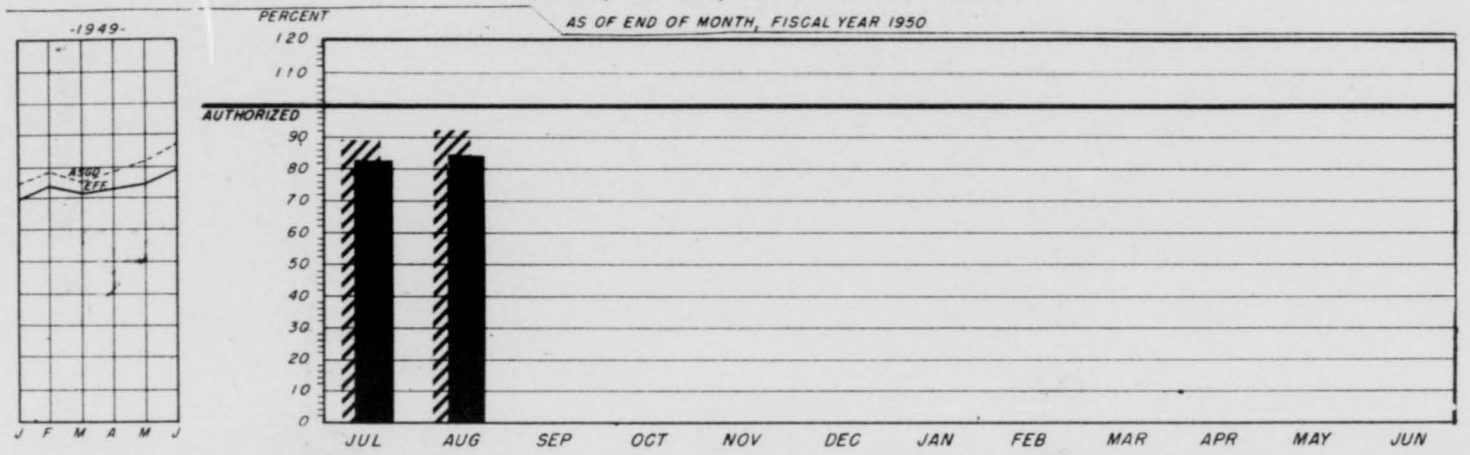
TOTAL 8 AF OFFICER PERSONNEL

AUTHORIZED, ASSIGNED, AND EFFECTIVE STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1950



TOTAL 8 AF	AUTH	3838	3838											
	ASGD	3432	3562											
	EFF	3168	3242											
HQ & HQ SQ 8 AF	AUTH	116	116											
	ASGD	127	124											
	EFF	113	113											
HQ 8 AF UNITS	AUTH	33	33											
	ASGD	27	32											
	EFF	26	31											
BERGSTROM	AUTH	303	303											
	ASGD	325	320											
	EFF	287	291											
BIGGS	AUTH	786	786											
	ASGD	585	621											
	EFF	541	565											
CARSWELL	AUTH	559	559											
	ASGD	572	593											
	EFF	510	514											
CHATHAM	AUTH	546	546											
	ASGD	517	535											
	EFF	458	476											
DAVIS-MONTHAN	AUTH	813	813											
	ASGD	633	677											
	EFF	614	636											
WALKER	AUTH	682	682											
	ASGD	646	660											
	EFF	619	616											

NOTE: Excludes pipeline

SOURCE: T/OE'S, T/DA'S RCS WDGPA-47

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8TH AF CRITICAL SSN SUMMARY

OFFICERS

AS OF 31 AUG. 1949

SSN	AUTH	ASGD BY DUTY	SHORTAGE UNDER SAC DEVEL. PROGRAM
0141	29	21	8
0142	*	94*	*
0224	12	8	4
0400	6	5	1
1028	97	65	32
1034	*	327*	*
1035	*	145*	*
1037	1016	245	205
2680	3	2	1
3100	43	17	26
3106	3	0	3
3139	5	0	5
3150	6	1	5
3170	17	13	4
3175	4	2	2
3420	3	0	3
3443	5	2	3
3449	40	15	25
3445	5	0	5
3500	10	7	3
4415	3	1	2
4593	42	26	16
4821	18	6	12
8502	13	11	2

SSN	AUTH	ASGD BY DUTY	SHORTAGE UNDER SAC DEVEL. PROGRAM

*See SSN 1037 for Auth and Shortage

SOURCE: RCS WDGPA-47

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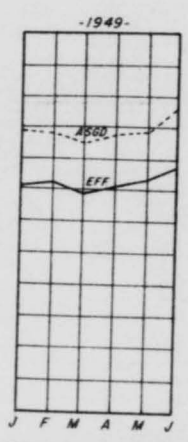
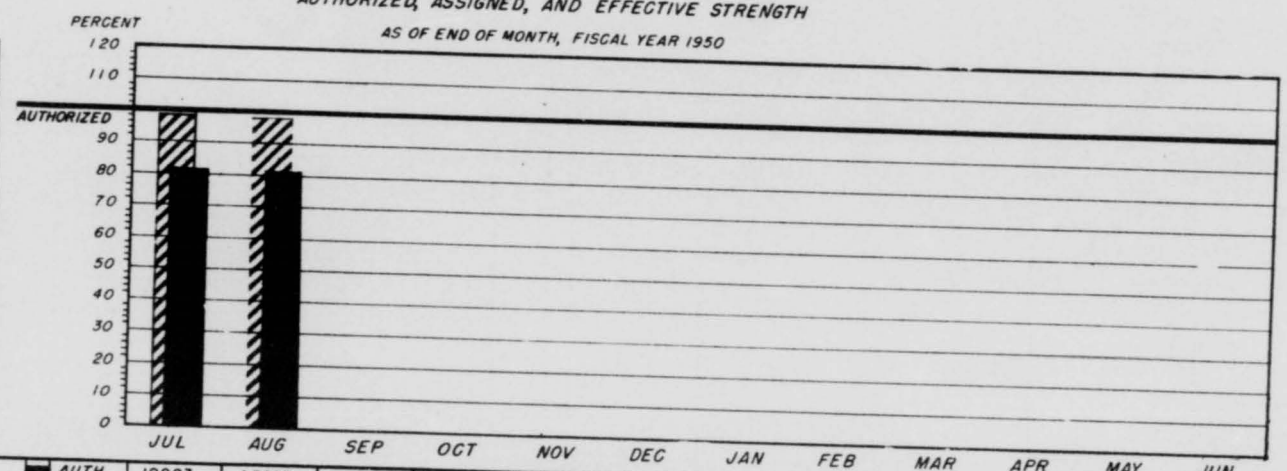
TOTAL 8 AF ENLISTED PERSONNEL

AUTHORIZED, ASSIGNED, AND EFFECTIVE STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1950





		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8 AF	AUTH	19993	19993										
	ASGD	19540	19642										
	EFF	16221	16363										
HQ 8 HQ SQ 8 AF	AUTH	281	281										
	ASGD	287	303										
	EFF	281	281										
HQ 8 AF UNITS	AUTH	517	517										
	ASGD	313	311										
	EFF	313	311										
BERGSTROM	AUTH	1815	1815										
	ASGD	2111	2066										
	EFF	1742	1635										
BIGGS	AUTH	3719	3719										
	ASGD	3053	3070										
	EFF	2592	2650										
CARSWELL	AUTH	3522	3522										
	ASGD	4110	4109										
	EFF	3304	3340										
CHATHAM	AUTH	3047	3047										
	ASGD	3151	3217										
	EFF	2544	2635										
DAVIS-MONTHAN	AUTH	3702	3702										
	ASGD	3327	3372										
	EFF	2788	2834										
WALKER	AUTH	3390	3390										
	ASGD	3188	3194										
	EFF	2657	2677										

NOTE Excludes pipeline

SOURCE T/OE'S, T/DA'S RCS WDGPA-47
RCS 8AF-AP-P14E

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8TH AF CRITICAL SSN SUMMARY

ENLISTED

AS OF 31 AUG 1949

SSN	AUTH	ASGD BY PRIMARY SSN	SHORTAGES
022	8	1	7
062	632	215	417
063	44	27	17
072	3	1	2
097	27	20	7
103	16	1	15
104	1	0	1
144	57	38	19
166	99	62	37
175	3	1	2
176	3	0	3
188	63	20	43
200	16	0	16
204	16	5	11
234	8	5	3
275	125	93	32
432	24	14	10
437	3	1	2
438	12	9	3
528	116	74	42
575	66	32	34
580	397	232	165
590	425	174	251
690	16	7	9
612	830	601	229

SSN	AUTH	ASGD BY PRIMARY SSN	SHORTAGES
648	76	56	20
677	645	522	123
684	1918	903	1015
747	1335	1058	277
766	107	54	53
792	20	6	14
801	7	3	4
805	83	45	38
809	10	6	4
848	16	5	11
852	28	2	26
853	27	6	21
867	325	134	191
869	1	0	1
901	517	145	372
941	124	55	69
955	92	73	19
957	83	27	56
958	46	19	27
960	136	120	16
1229	1	0	1
1274	11	4	7

SOURCE: RCS.8AF-AP-P14E

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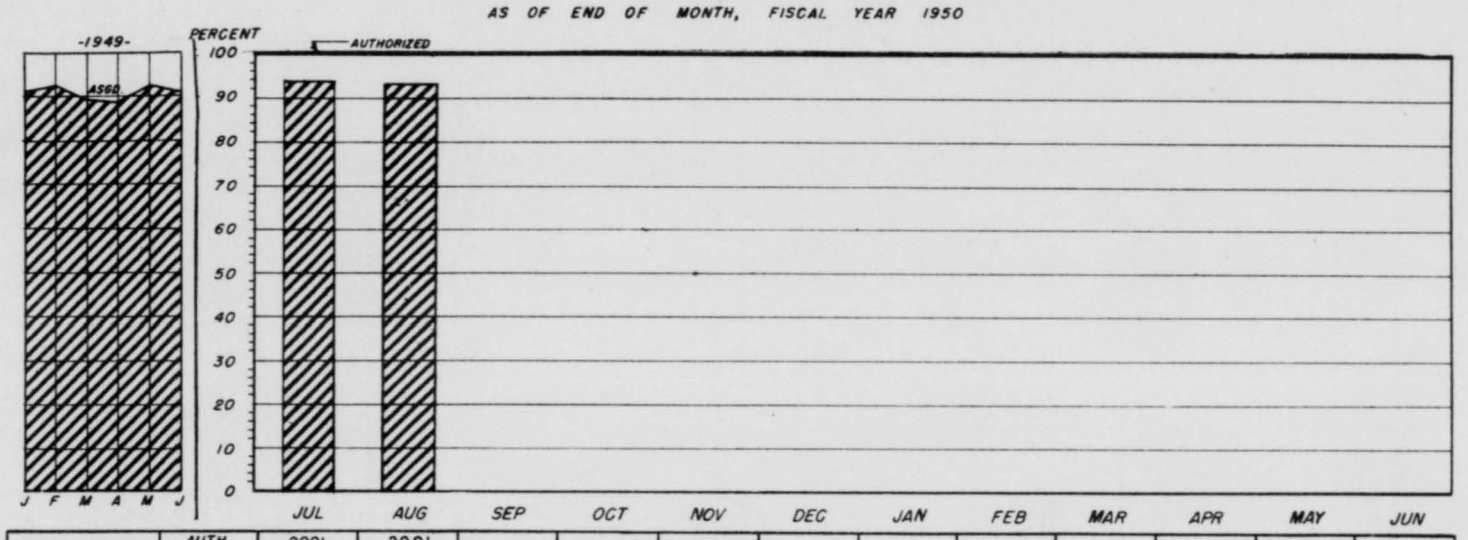
TOTAL 8AF CIVILIAN PERSONNEL

PERCENTAGE OF AUTHORIZED STRENGTH ASSIGNED

AS OF END OF MONTH, FISCAL YEAR 1950



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8AF	AUTH	2001	2001										
	ASGD	1871	1855										
HQ & HQ SQ 8AF	AUTH	75	75										
	ASGD	74	73										
BERGSTROM	AUTH	262	262										
	ASGD	236	234										
BIGGS	AUTH	300	300										
	ASGD	293	291										
CAMPBELL	AUTH	16	16										
	ASGD	16	16										
CARSWELL	AUTH	330	330										
	ASGD	316	312										
CHATHAM	AUTH	307	307										
	ASGD	233	231										
CLOVIS	AUTH	50	50										
	ASGD	50	48										
DAV-MON	AUTH	301	301										
	ASGD	298	297										
KEARNEY	AUTH	52	52										
	ASGD	52	52										
WALKER	AUTH	308	308										
	ASGD	303	301										

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SOURCE: RCS-8AF-SC-P3A

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MILITARY & CIVILIAN PERSONNEL STRENGTH BY UNIT

DESCRIPTION			OFFICERS & WO			ENLISTED PERSONNEL				CIVILIAN	
LOCATION	ASGMT	UNIT	AUTH	ASGD	PRES	AUTH	ASGD	PRES	P/L	AUTH	ASGD
CARSWELL	8AF	HQ & HQ. SQ. 8AF	116	124	107	281	303	284		75	73
		18TH COMM. SQ. (COMD)	9	9	6	149	119	106			
	*	585TH AF BAND	1	1	1	34	27	26			
BIGGS		1ST STRATEGIC SUPPORT SQ.	65	64	58	206	220	185			
BIGGS		2ND STRATEGIC SUPPORT SQ.	65	65	56	161	148	143			
WALKER		611TH AF BAND	1	1		34	27	26			
DAV-MONTHAN		775 TH AF BAND	1	1	1	34	32	29			
CARSWELL	8AF	TOTAL 7TH BOMB WING	357	443	335	2680	3813	3271	536	330	312
		HQ & HQ. SQ. 7TH BOMB WG. H	35	66	51	98	142	124		21	21
		HQ. 7TH BOMB GP, H	15	20	18	28	37	34			
		9TH BOMB SQ, H	62	63	50	260	290	283			
		436TH BOMB SQ, H	62	59	47	260	283	265			
		492ND BOMB SQ, H	62	59	48	260	278	256			
		7TH MAINT. & SUPPLY GP.	41	43	37	808	929	846		151	145
		7TH AIR BASE GP.	47	111	66	838	1693	1313	536	128	122
		7TH MEDICAL GP.	33	22	18	128	161	150		30	24
CARSWELL	8AF	TOTAL 11TH BOMB GP.	201	193	150	808	805	710			
		HQ. 11TH BOMB GP. H	15	16	16	28	37	35			
		26TH BOMB SQ. H	62	60	44	260	249	224			
		42ND BOMB SQ. H	62	58	44	260	258	225			
		98TH BOMB SQ. H	62	59	46	260	261	226			

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* UNIT TDY BERGSTROM AFB, TEXAS

SOURCE: TOE'S, TDA'S RCS WDGPA-47
RCS 8AF-SC-P3A

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MILITARY & CIVILIAN PERSONNEL STRENGTH BY UNIT

DESCRIPTION			OFFICERS & WO			ENLISTED PERSONNEL				CIVILIAN	
LOCATION	ASGMT	UNIT	AUTH	ASGD	PRES	AUTH	ASGD	PRES	P/L	AUTH	ASGD
DAV-MONTHAN	8AF	TOTAL 43RD BOMB WING	812	684	384	3668	3389	2324	49	301	297
		HQ & HQ. SQ. 43RD BOMB WG, M	38	48	32	96	106	95		21	21
		HQ. 43RD BOMB GP, M	23	34	10	49	50	30			
		63RD BOMB SQ, M	117	85	34	374	267	109			
		64TH BOMB SQ, M	117	94	40	374	260	105			
		65TH BOMB SQ, M	117	86	30	374	264	98			
		43RD AIR REFUELING SQ	132	108	63	315	280	158			
		2ND AIR REFUELING SQ.	132	79	51	315	165	143			
		43RD MAINT. & SUPPLY GP.	45	50	41	837	839	680		136	134
		43RD AIR BASE GP.	59	79	63	820	1024	801	49	107	106
		43RD MEDICAL GP.	32	21	20	114	134	105		37	36
CHATHAM	8AF	TOTAL 2ND BOMB WING	546	535	401	3047	3217	2747		307	231
		HQ & HQ. SQ 2ND BOMB WG, M	38	72	53	90	118	105		17	16
		HQ. 2ND BOMB GP, M	23	30	24	49	67	59			
		20TH BOMB SQ. M	117	101	77	374	363	280			
		49TH BOMB SQ. M	117	101	70	374	367	303			
		96TH BOMB SQ. M	117	104	72	374	361	285			
		2ND MAINT. & SUPPLY GP.	45	46	40	837	828	749		146	77
		2ND AIR BASE GP.	59	71	57	835	942	804		131	131
		2ND MEDICAL GP.	30	10	8	114	171	162		13	7
BIGGS	8AF	TOTAL 97TH BOMB WG, M	656	494	415	3352	2735	2449	33	300	291
		HQ. & HQ. SQ. 97TH BOMB WG, M	38	79	54	84	87	75		15	16
		HQ. 97TH BOMB GP, M	23	31	27	49	52	51			
		340TH BOMB SQ, M	117	95	82	374	297	269			
		341ST BOMB SQ, M	117	83	70	374	291	271			
		342ND BOMB SQ, M	117	89	83	374	301	280			
		97TH AIR REFUELING SQ.	132	1	1	315	1	1			
		97TH MAINT. & SUPPLY GP.	45	42	36	821	738	666		157	150
		97TH AIR BASE GP.	59	67	55	922	897	768	33	125	121
		97TH MEDICAL GP.	8	7	7	39	71	68		3	4

SOURCE: TOE'S, TDA'S RCS WDGPA-47
RCS 8AF-30-R1A

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MILITARY & CIVILIAN PERSONNEL STRENGTH BY UNIT

DESCRIPTION			OFFICERS & WO			ENLISTED PERSONNEL				CIVILIAN	
LOCATION	ASGMT	UNIT	AUTH	ASGD	PRES	AUTH	ASGD	PRES	P/L	AUTH	ASGD
WALKER	8AF	TOTAL 509TH BOMB WING	681	659	507	3356	3213	2598	46	308	301
		HQ & HQ SQ 509TH BOMB WG.	40	76	72	86	132	112		19	20
		HQ 509TH BOMB GP.	23	41	30	49	60	39			
		393D BOMB SQ. M	117	92	76	374	280	237			
		715TH BOMB SQ. M	117	89	40	374	272	157			
		830TH BOMB SQ. M	117	86	71	374	280	239			
		509TH AIR REFUELING SQ.	132	133	94	315	309	237			
		509TH MAINT. & SUPPLY GP.	45	48	44	839	813	719		162	159
		509TH AIR BASE GP.	59	76	66	831	919	737	46	100	97
		509TH MEDICAL GP.	31	18	14	114	148	121		27	25
BERGSTROM	8AF	TOTAL 27TH FIGHTER WING	293	308	261	1590	1797	1582		261	234
		HQ & HQ SQ 27TH FIGHTER WG.	31	42	34	69	89	79		16	15
		HQ 27TH FIGHTER GP.	11	15	13	25	36	32			
		522D FIGHTER SQ.	55	54	43	135	140	131			
		523D FIGHTER SQ.	55	50	43	135	144	126			
		524TH FIGHTER SQ.	55	55	51	135	141	128			
		27TH MAINT. & SUPPLY GP.	29	32	25	451	492	445		96	94
		27TH AIR BASE GP.	37	47	39	573	676	565		124	105
		27TH MEDICAL GP.	20	13	13	67	79	76		25	20

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SOURCE: DOE'S, DDA'S RCS WDGPA-47
RCS 8AF-SC-P3A

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MILITARY & CIVILIAN PERSONNEL STRENGTH BY UNIT

DESCRIPTION			OFFICERS & W O			ENLISTED PERSONNEL				CIVILIAN	
LOCATION	ASGMT	UNIT	AUTH	ASGD	PRES	AUTH	ASGD	PRES	P/L	AUTH	ASGD
CLOVIS	8 AF	4000TH BASE SV. SQ.	4	3	1					50	48
CAMP HOOD		4001ST BASE SV. SQ.	8	7	8	184	72	82			
CAMPBELL		4002D BASE SV. SQ.	8	8	8	184	120	121		16	16
KEARNEY		4003D BASE SV. SQ.	4	5	5					52	52
MATAGORDA	ATCHD	4004TH BASE SV. SQ.	3	7	8	76	84	118		1	
	27 WG										
BERGSTROM		464TH SIG AVN HV CONS CO	7	5	3	149	185	162			

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SOURCE: TOE'S, TDA'S RCS WDGPA-47
RCS 8AF-[illegible]3A

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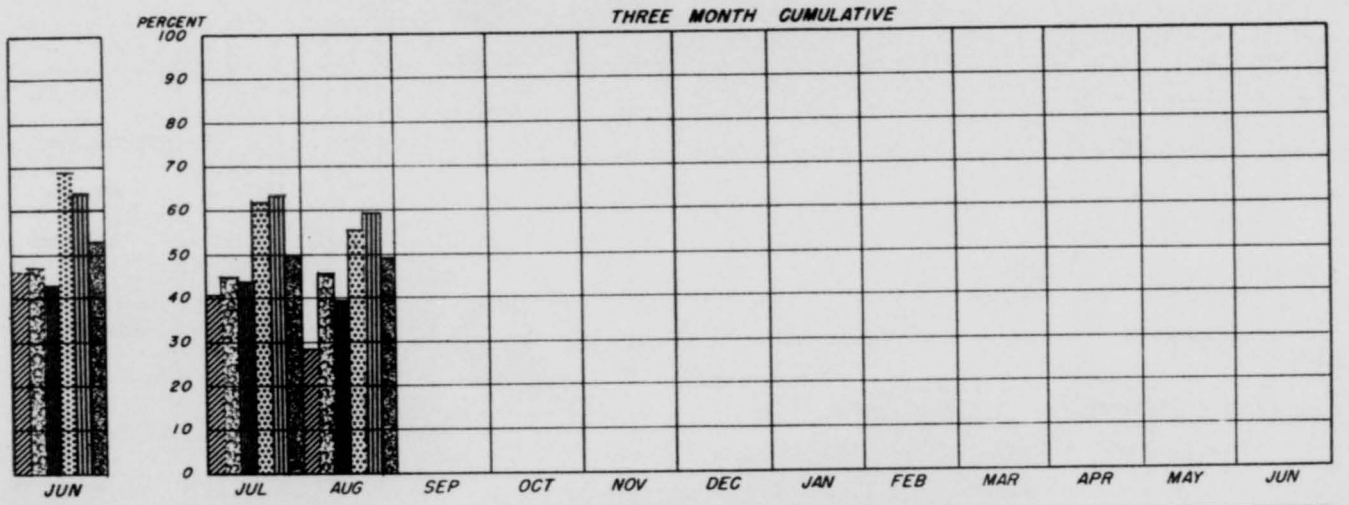
REENLISTMENT RATE

AS OF END OF MONTH, FISCAL YEAR 1950

PERCENTAGE OF DISCHARGEES REENLISTING FOR STATION OF DISCHARGE

THREE MONTH CUMULATIVE



		JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
BERGSTROM	DISCH.	39	51											
	REENL.	11	6											
BIGGS	DISCH.	62	92											
	REENL.	26	36											
CARSWELL	DISCH.	155	146											
	REENL.	63	47											
CHATHAM	DISCH.	59	81											
	REENL.	34	43											
DAVIS-MONTHAN	DISCH.	93	72											
	REENL.	56	39											
WALKER	DISCH.	92	84											
	REENL.	48	30											

NOTE: Discharges include only personnel eligible for reenlistment
Percentages computed on a three month cumulative basis
Tabular information monthly only

SOURCE: RGS-SAC-PA-P15 (8AF-1)

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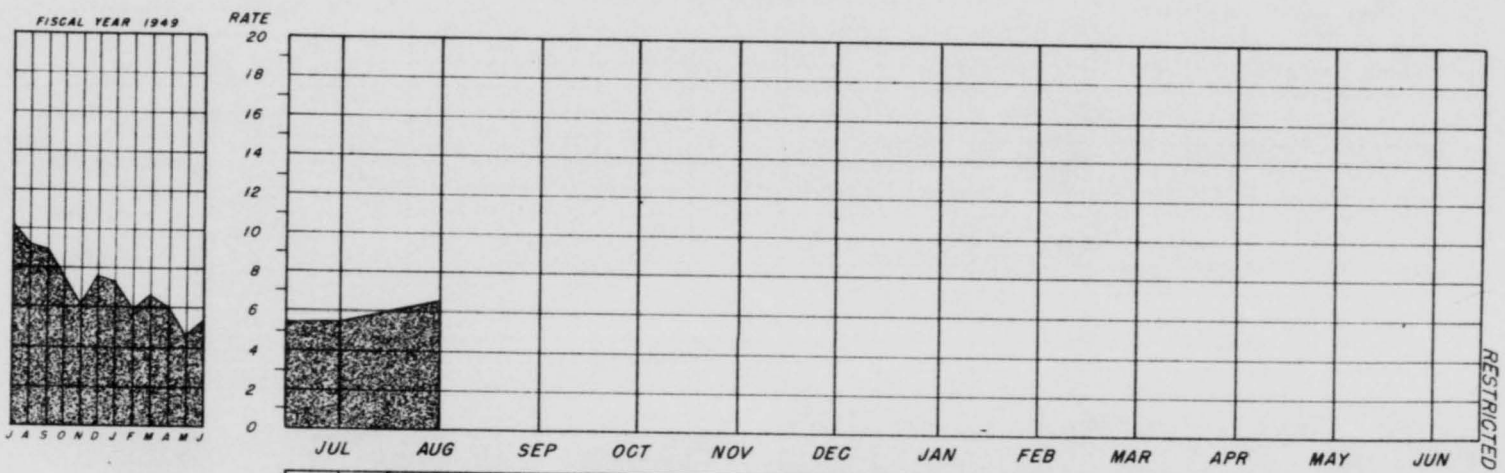
PERSONNEL AWOL RATE

AS OF END OF MONTH, FISCAL YEAR 1950

RATE PER 1000 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 8 AF	130	5.5	161	6.5																				
BERGSTROM	15	6.1	16	6.6																				
BIGGS	12	3.3	29	7.8																				
CARSWELL	33	5.5	44	6.5																				
CHATHAM	27	7.5	19	5.1																				
DAVIS-MONTHAN	21	5.2	23	5.5																				
WALKER	22	5.7	30	7.7																				

NOTE: Excludes 4000th, 4001st, 4002nd, 4003d B/S Sqs.

SOURCE: RCS AF-DP-U1 (8AF-2)

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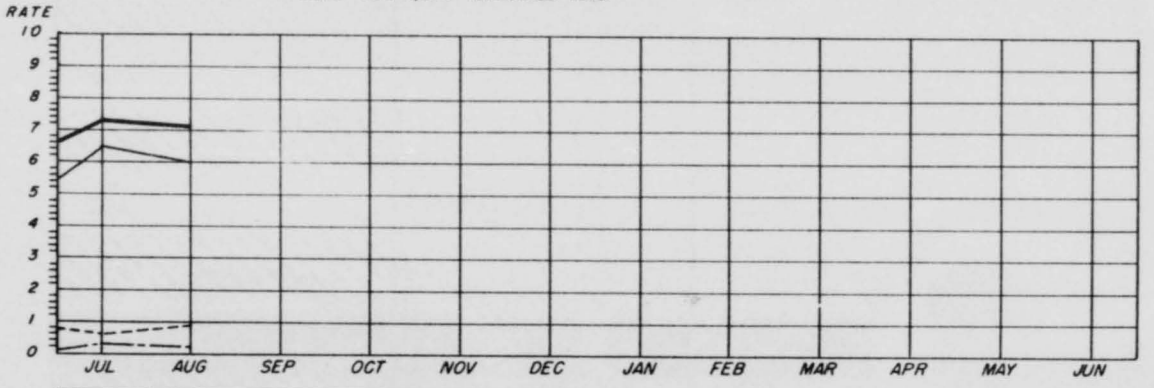
TOTAL 8TH AF COURTS-MARTIAL RATES

AS OF END OF MONTH, FISCAL YEAR 1950

RATE PER 1,000 PERSONNEL ASGD.



		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 8AF	SUMMARY ——	153	6.5	150	6.0																				
	SPECIAL ----	13	.6	23	.9																				
	GENERAL -·-·	7	.3	4	.2																				
	TOTAL ——	173	7.4	177	7.1																				
BERGSTROM	SUMMARY	7	2.9	3	1.2																				
	SPECIAL	4	1.6	4	1.6																				
	GENERAL	2	.8	0	0																				
BIGGS	SUMMARY	32	8.8	29	7.8																				
	SPECIAL	3	.8	6	1.6																				
	GENERAL	0	0	0	0																				
CARSWELL	SUMMARY	20	3.3	29	4.4																				
	SPECIAL	2	.3	4	.6																				
	GENERAL	3	.5	3	.4																				
CHATHAM	SUMMARY	15	4.2	22	5.9																				
	SPECIAL	2	.6	4	1.1																				
	GENERAL	0	0	0	0																				
DAVIS-MONTHAN	SUMMARY	16	3.9	6	1.4																				
	SPECIAL	2	.5	4	1.0																				
	GENERAL	2	.5	1	.23																				
WALKER	SUMMARY	63	16.4	61	15.6																				
	SPECIAL	0	0	1	.26																				
	GENERAL	0	0	0	0																				

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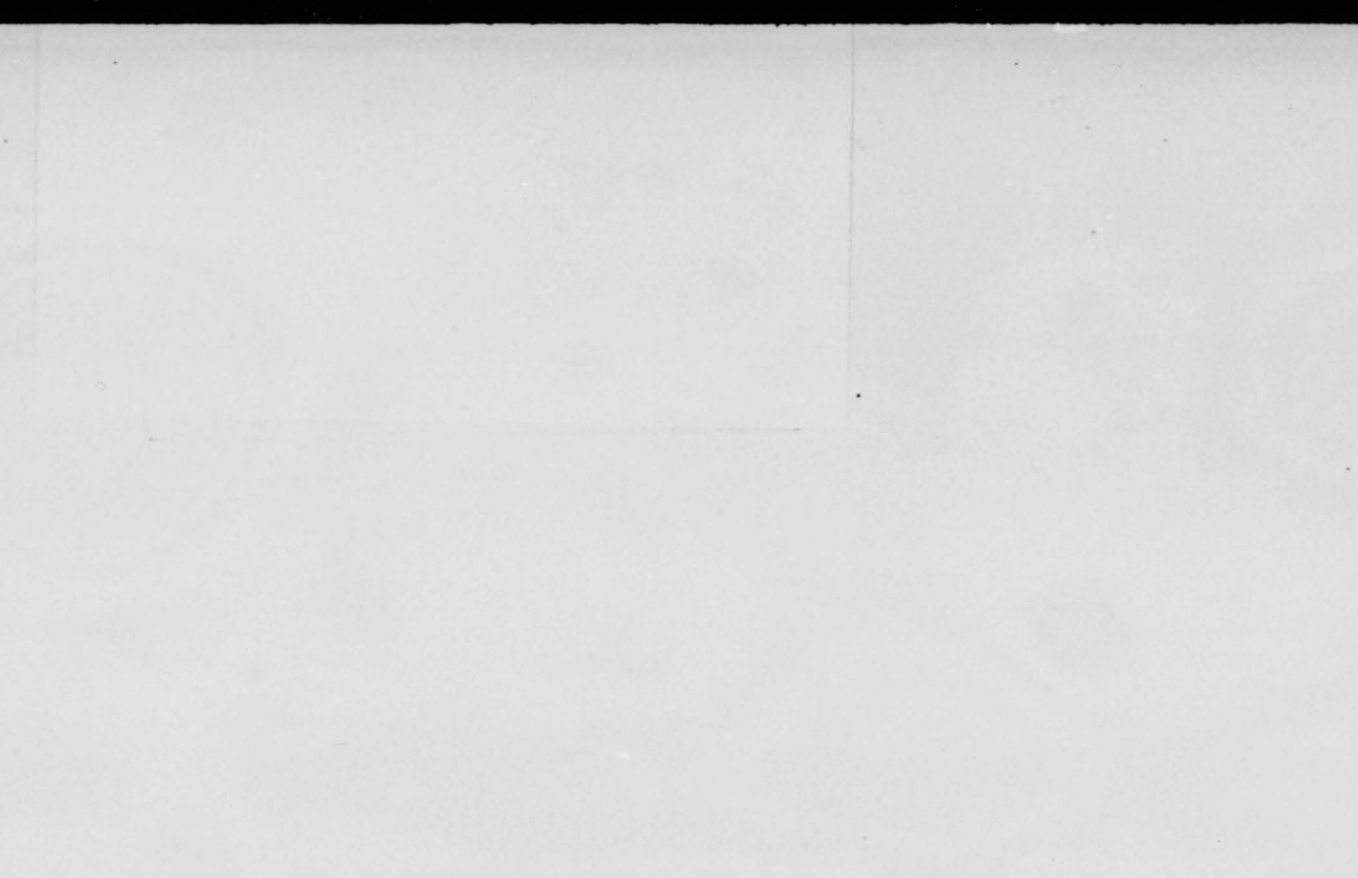
VENEREAL DISEASE RATE

RATE PER 1000 PER ANNUM

AUG. 1949



SOURCE: RCS-MED-11 (AF-2)

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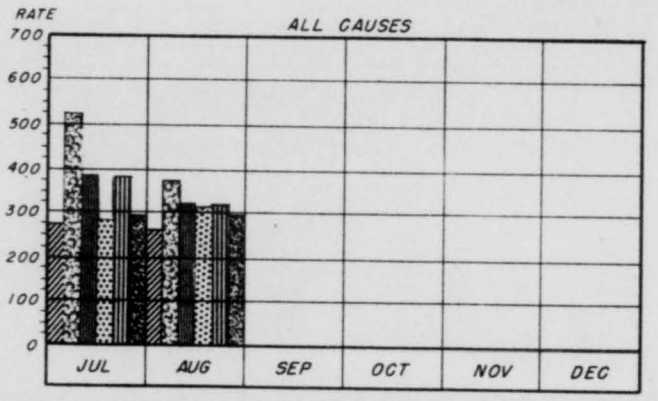
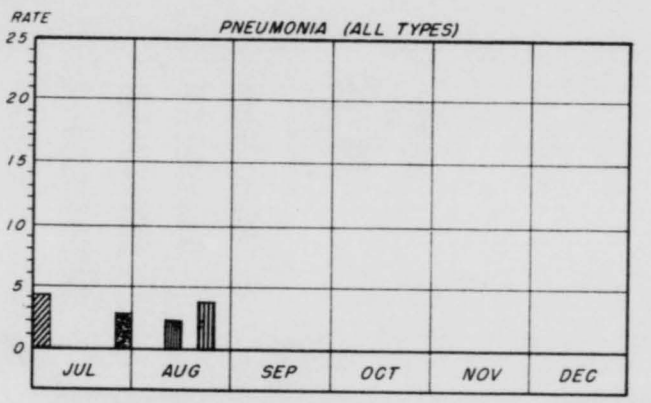
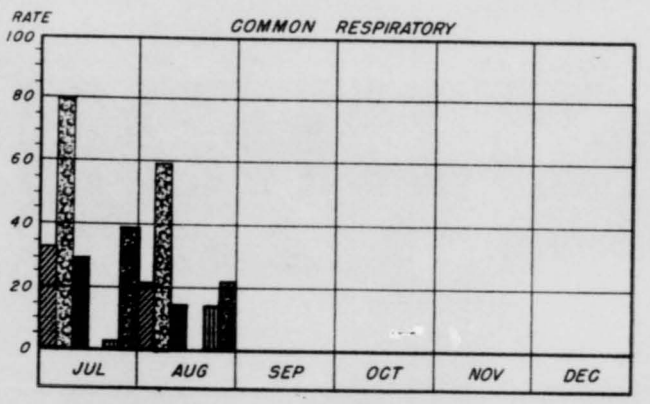
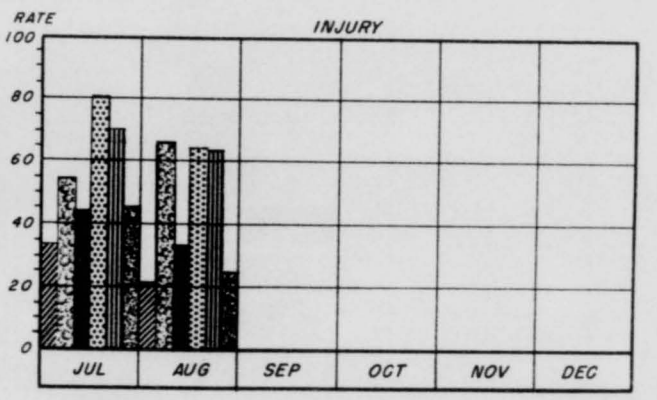
HOSPITAL ADMISSION RATE

AS OF END OF MONTH
RATE PER 1,000 PER ANNUM









BERGSTROM
BIGGS
CARSWELL
CHATHAM
DAV-MON
WALKER

SOURCE: RCS MED-11 (AF-2)

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MOTOR VEHICLE ACCIDENT RATE

AS OF END OF MONTH, 1949

CUMULATIVE

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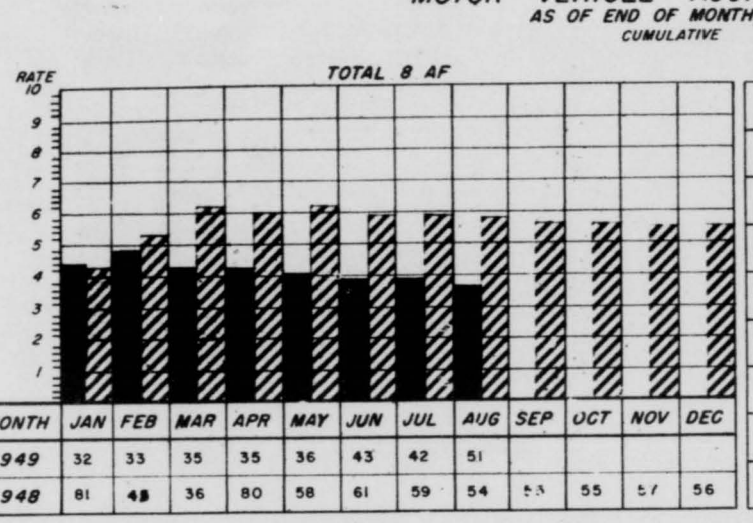
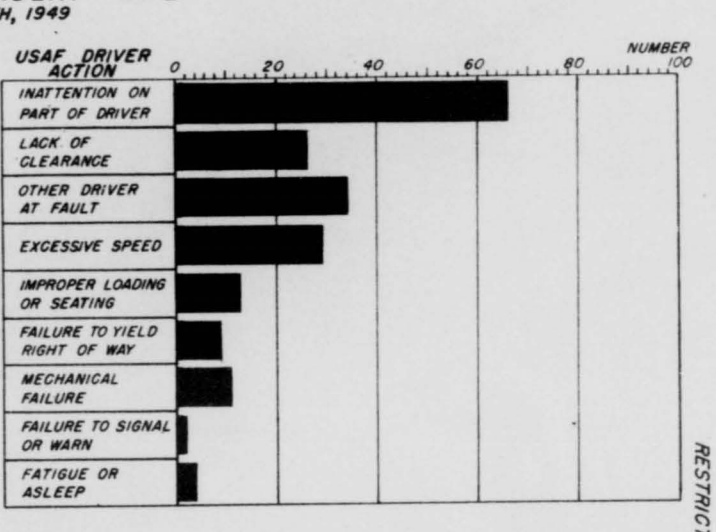


	MONTH	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
COST	1949	32	33	35	35	36	43	42	51				
	1948	81	45	36	80	58	61	59	54	53	55	57	56



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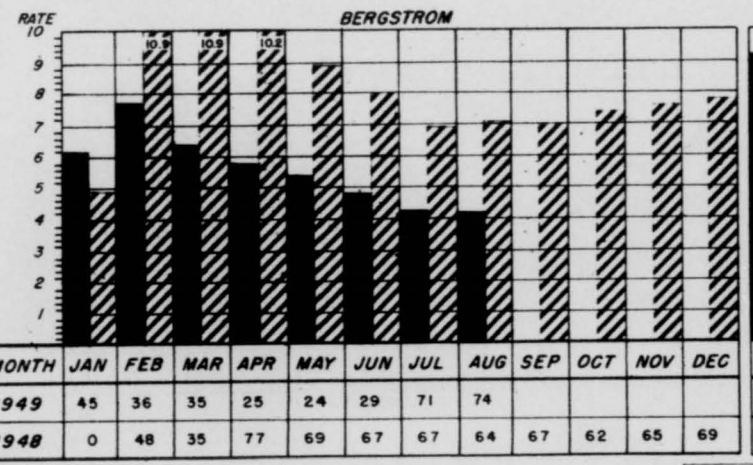
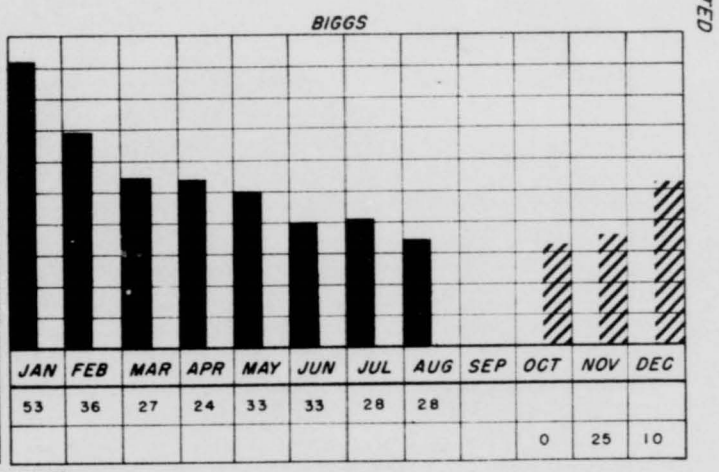


	MONTH	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
COST	1949	45	36	35	25	24	29	71	74				
	1948	0	48	35	77	69	67	67	64	67	62	65	69



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	53	36	27	24	33	33	28	28				
										0	25	10

No. government vehicle accidents X 100,000 = Vehicle accident rate
Total miles driven

Cost = Average vehicle repair per accident

LEGEND
1949
1948

SOURCE: RCS AF-AP-U8A

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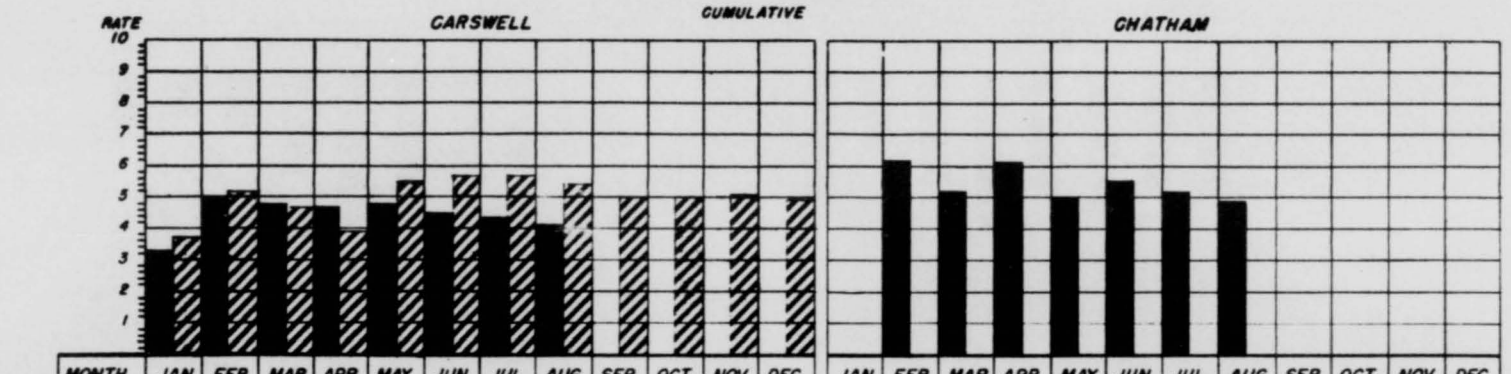
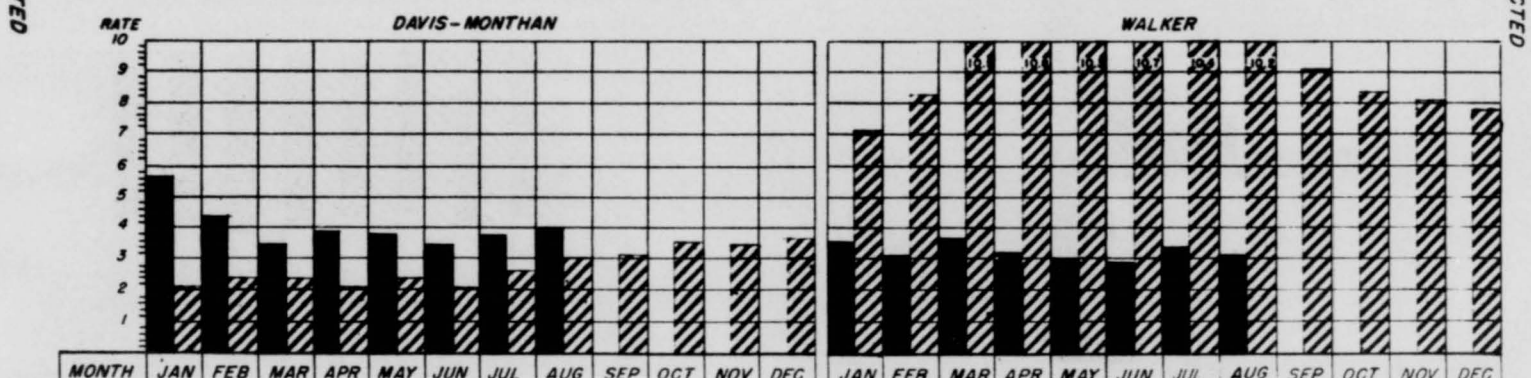
MOTOR VEHICLE ACCIDENT RATE

AS OF END OF MONTH, 1949



	MONTH	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
COST	1949	79	71	51	42	49	70	65	65				
	1948	76	36	40	37	29	24	23	21	27	30	27	26

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1949	0	12	17	11	15	12	12	48				



	MONTH	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
COST	1949	2	16	15	42	34	35	31	30				
	1948	37	19	19	23	22	22	44	38	36	45	56	56

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1949	18	14	50	48	44	56	43	60				
1948	133	45	37	93	79	90	80	76	73	74	74	73

No. government vehicle accidents X 100,000 / Total miles driven = Vehicle accident rate

LEGEND
1949

SOURCE: RCS AF-AP-U8A

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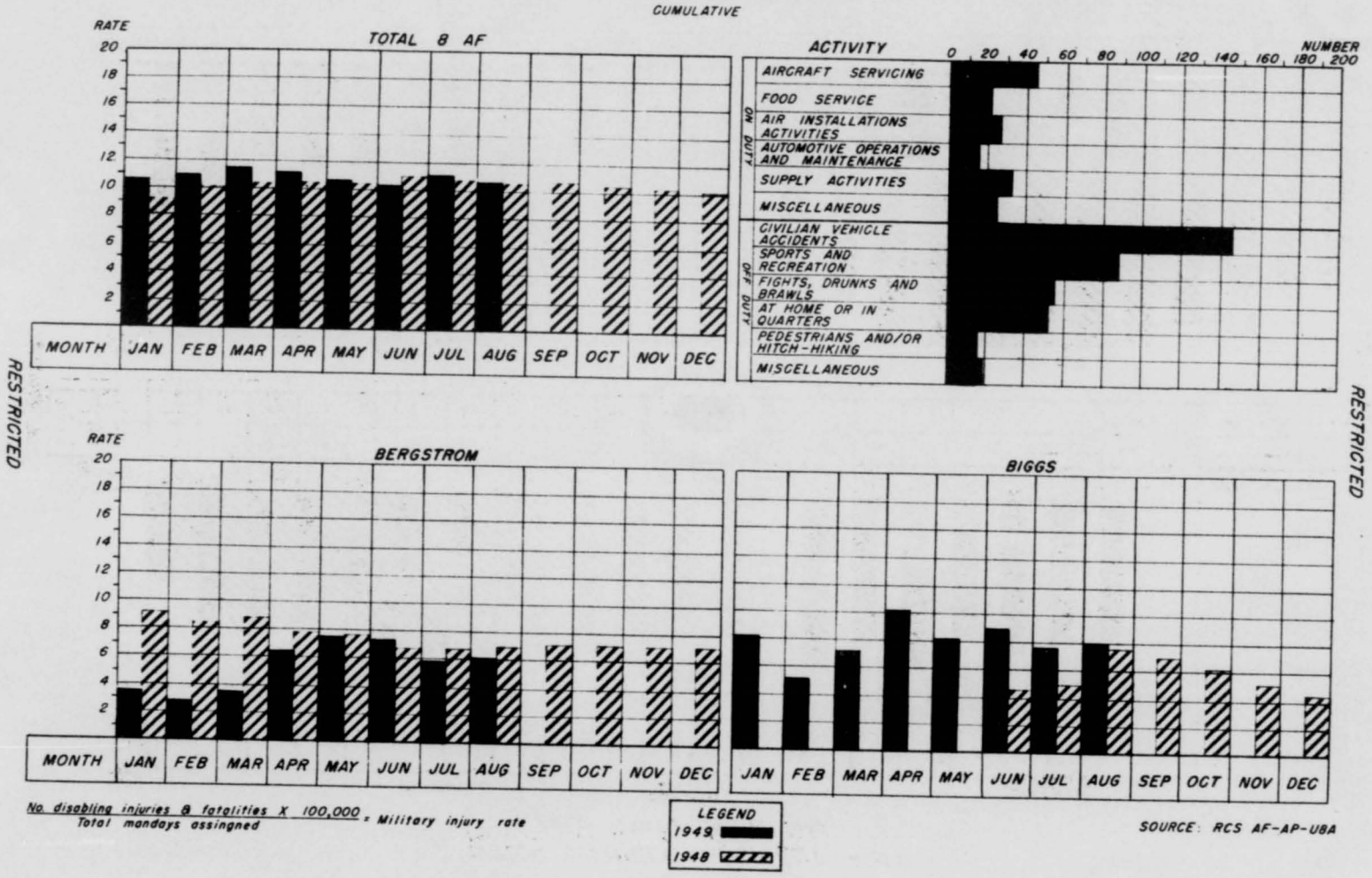
MILITARY PERSONAL INJURY RATE

AS OF END OF MONTH, 1949

CUMULATIVE



No. disabling injuries & fatalities X 100,000 = Military injury rate
Total mandays assigned

SOURCE: RCS AF-AP-U8A

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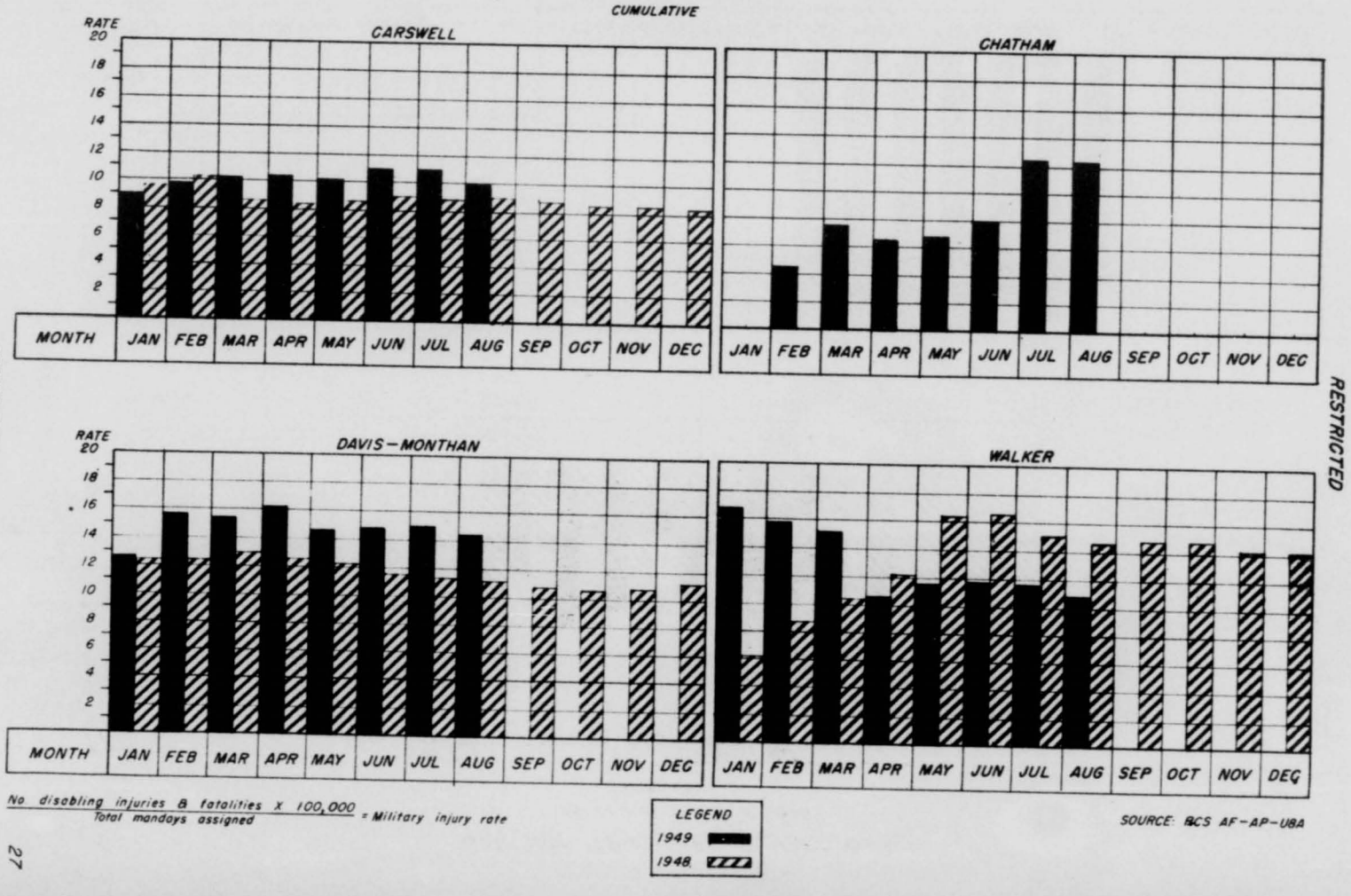
MILITARY PERSONAL INJURY RATE

AS OF END OF MONTH, 1949

CUMULATIVE



RESTRICTED

RESTRICTED

$$\frac{\text{No. disabling injuries \& fatalities} \times 100{,}000}{\text{Total mandays assigned}} = \text{Military injury rate}$$

SOURCE: ACS AF-AP-U8A

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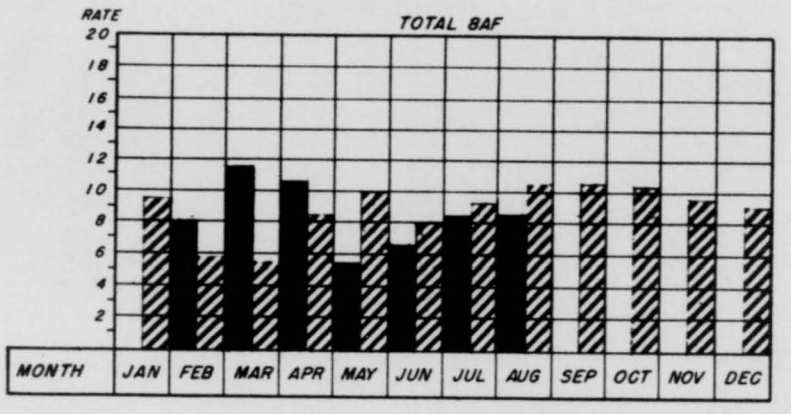
CIVILIAN PERSONAL INJURY RATE

AS OF END OF MONTH, 1949

CUMULATIVE



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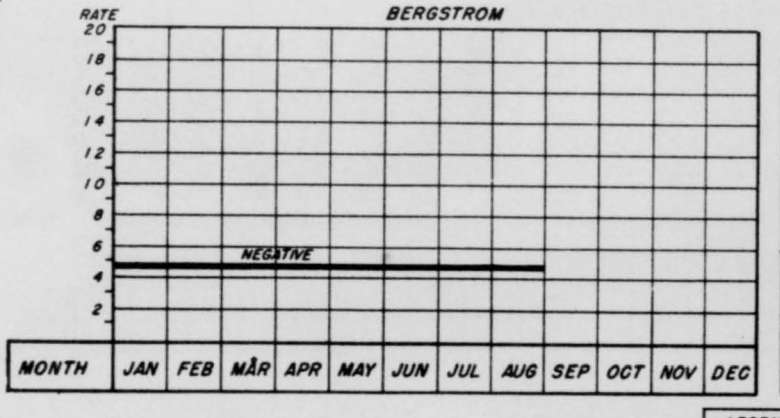

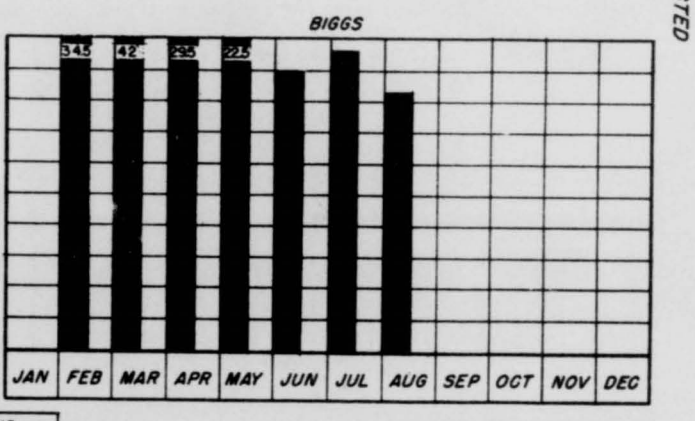

RESTRICTED

$$\frac{\text{No. of disabling injuries \& fatalities} \times 1{,}000{,}000}{\text{Man hours of exposure}} = \text{Civilian injury rate}$$

LEGEND
1949
1948

SOURCE: RCS AF-AP-UBA

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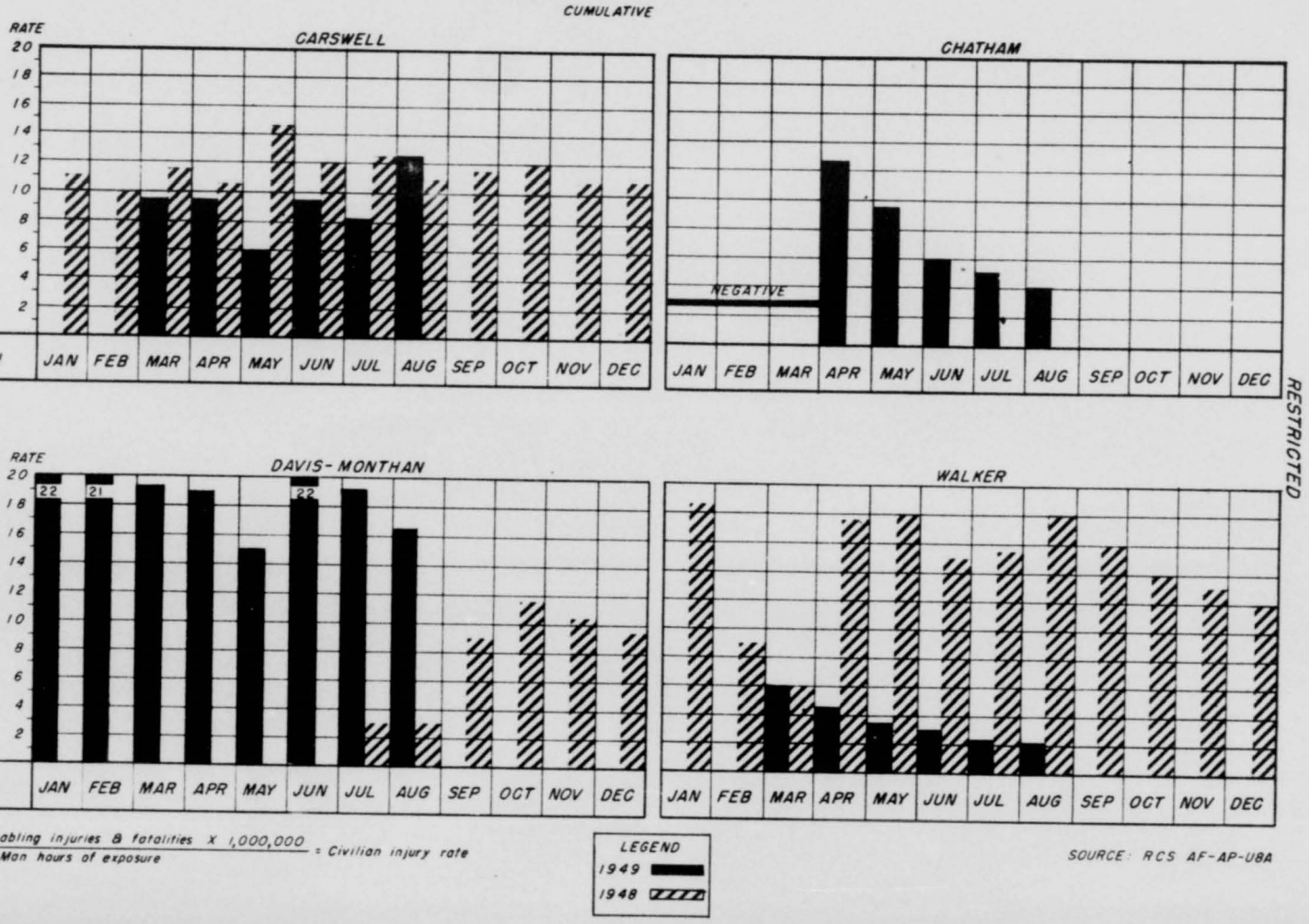
CIVILIAN PERSONAL INJURY RATE

AS OF END OF MONTH, 1949

CUMULATIVE



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RESTRICTED

No. of disabling injuries & fatalities X 1,000,000 / Man hours of exposure = Civilian injury rate

SOURCE: RCS AF-AP-U8A

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Section 3

OPERATIONS

and

TRAINING

COL. W. H. BLANCHARD

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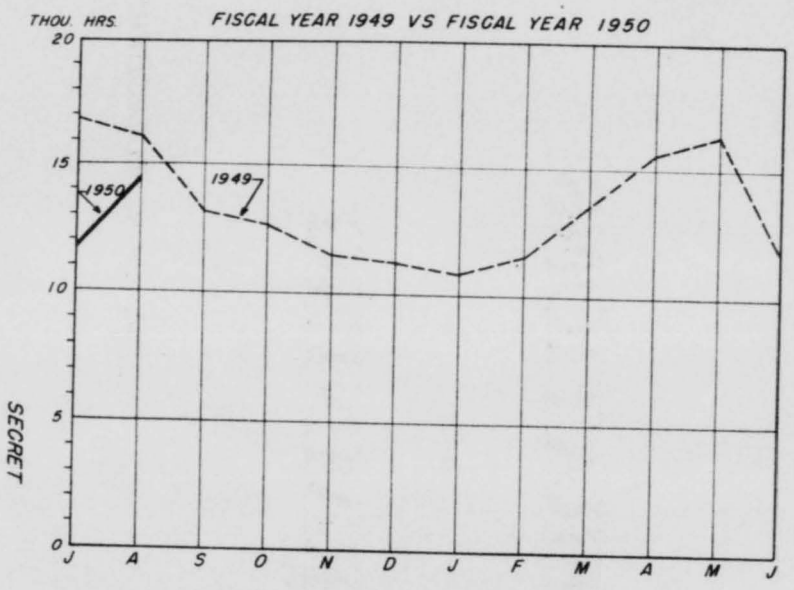
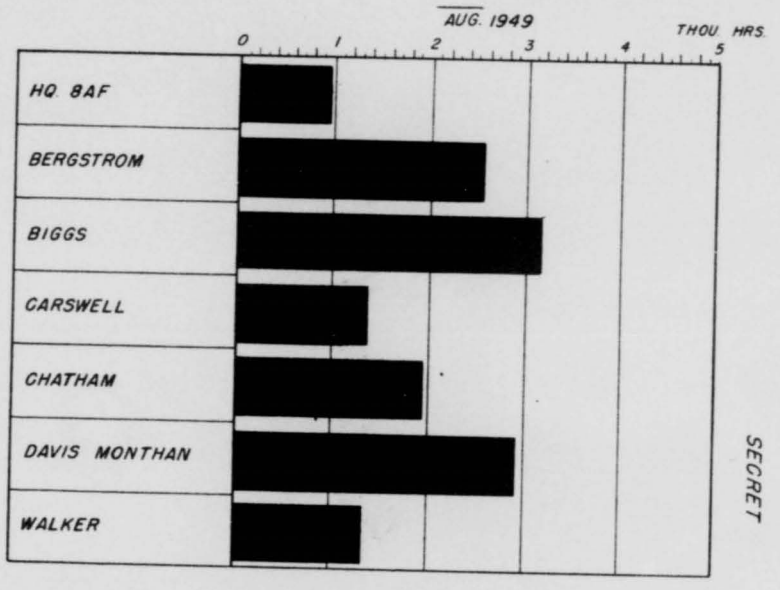
TOTAL 8TH AF AIRCRAFT HOURS FLOWN

AS OF END OF MONTH, FISCAL YEAR 1950





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FISCAL YEAR 1950

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL 8AF	11840	14382										
HQ 8AF	668	991										
BERGSTROM	1493	2551										
BIGGS	2896	3199										
CARSWELL	1206	1380										
CHATHAM	1500	1993										
DAVIS MONTHAN	2946	2914										
WALKER	1131	1354										

NOTE: Hq. 8th AF includes 4001st, 4002nd, 4003rd B/S Sq.

SOURCE: RCS AF-SC-A1

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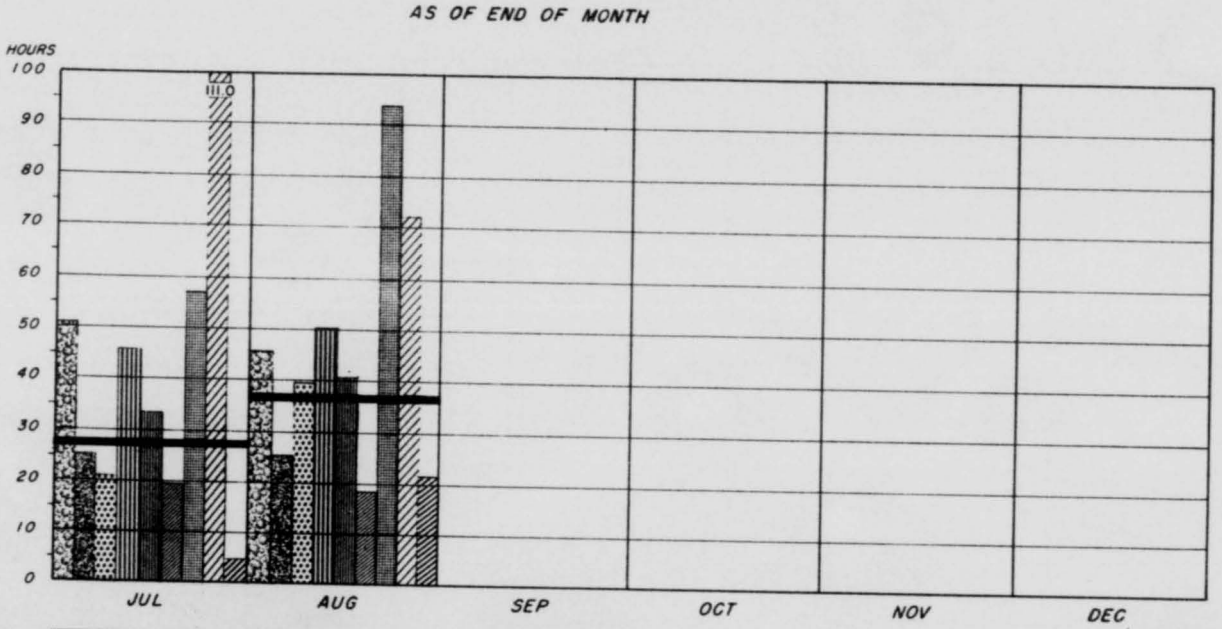
AVERAGE HOURS FLOWN PER PRIMARY MISSION AIRCRAFT

AS OF END OF MONTH



	AV. ACFT.	TOT. HRS.	AV. ACFT.	TOT. HRS.	AV. ACFT.	TOT. HRS.	AV. ACFT.	TOT. HRS.	AV. ACFT.	TOT. HRS.	AV. ACFT.	TOT. HRS.
8AF AVERAGE	242.1	6726	234.9	8795								
97TH BOMB GP.	25.5	1303	30.0	1390								
509TH BOMB GP.	27.3	693	24.8	636								
2D BOMB GP.	31.5	673	29.7	1177								
43D BOMB GP.	48.3	2241	44.4	2226								
7TH BOMB GP.	15.5	515	13.5	553								
11TH BOMB GP.	5.8	112	5.3	100								
1ST SSS	8.2	471	9.0	853								
2D SSS	3.0	333	3.0	217								
27TH FTR GP	76.9	383	75.2	1643								

SOURCE: RCS AF-SC-A1

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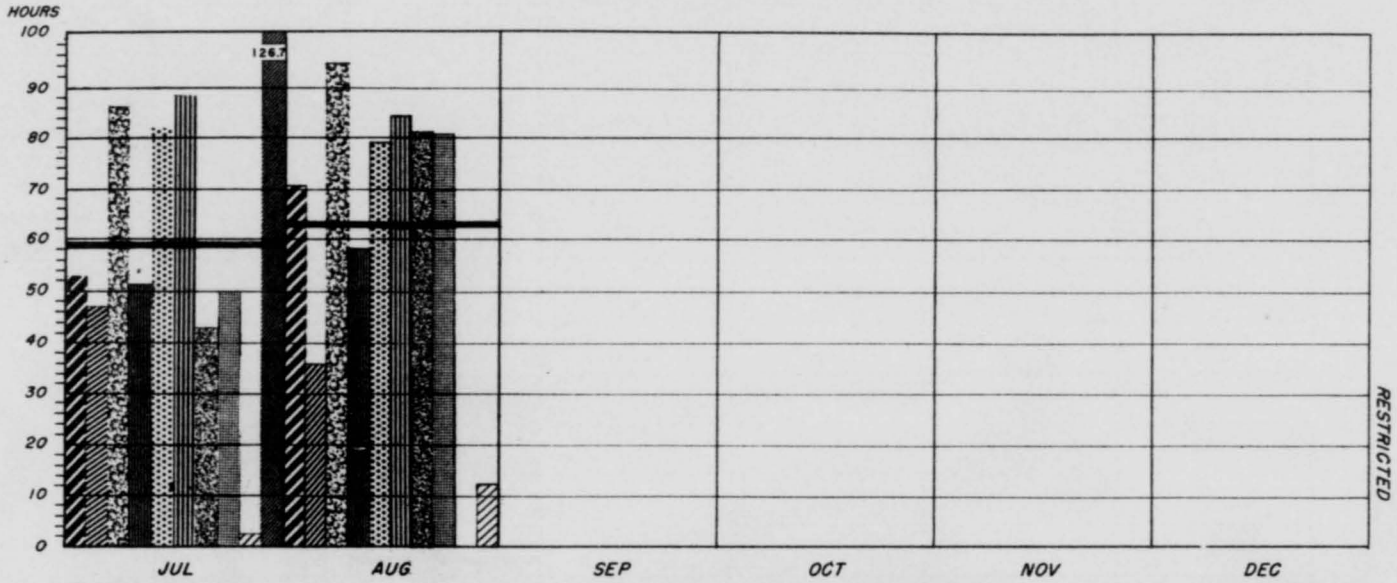
AVERAGE HOURS FLOWN PER NON-PRIMARY MISSION AIRCRAFT

AS OF END OF MONTH



	JUL AVG. A/C	JUL TOT. HRS.	AUG AVG. A/C	AUG TOT. HRS.	SEP AVG. A/C	SEP TOT. HRS.	OCT AVG. A/C	OCT TOT. HRS.	NOV AVG. A/C	NOV TOT. HRS.	DEC AVG. A/C	DEC TOT. HRS.
8AF AVERAGE	81.0	4827	83.8	5232								
HQ 8 AF	10.8	569	12.3	872								
BERGSTROM	23.6	1110	25.2	908								
BIGGS	9.0	777	7.8	738								
CARSWELL	10.9	579	12.4	724								
CHATHAM	6.7	550	5.9	468								
DAVIS-MONTHAN	8.0	705	8.1	688								
WALKER	10.1	438	9.8	715								
CAMPBELL	1.2	60	1.3	105								
HOOD	.4	1	0	0								
KEARNEY	.3	38	1.1	14								

SOURCE: RCS AF-SC-A1

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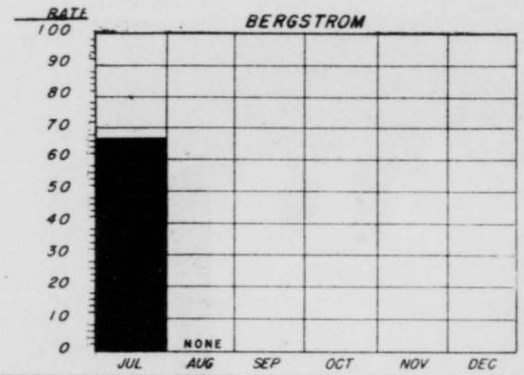
AIRCRAFT ACCIDENTS

AS OF END OF MONTH

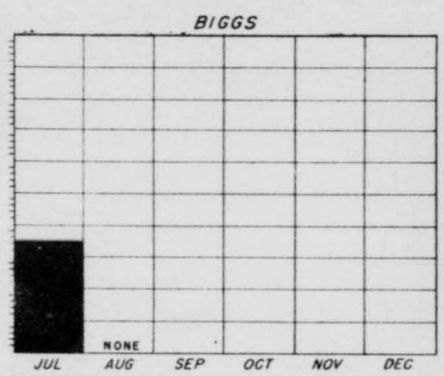
RATE PER 100,000 HOURS FLOWN

BERGSTROM



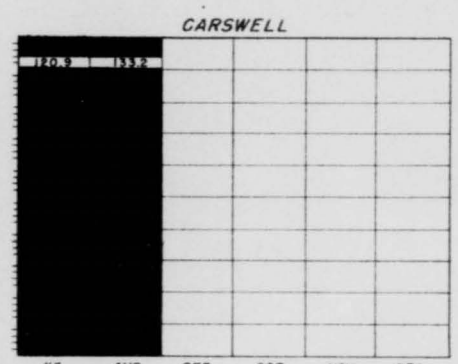
TYPE	JUL	AUG	SEP	OCT	NOV	DEC
FATAL	0	0				
NON-FAT	1	0				
TOTAL	1	0				
HRS FLOWN	1493	2551				
RATE	66.97	0				

BIGGS



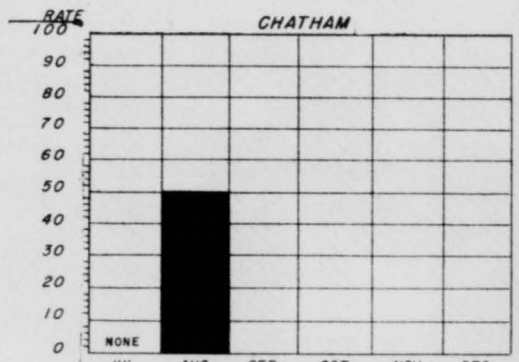
JUL	AUG	SEP	OCT	NOV	DEC
0	0				
1	0				
1	0				
2896	3199				
34.5	0				

CARSWELL



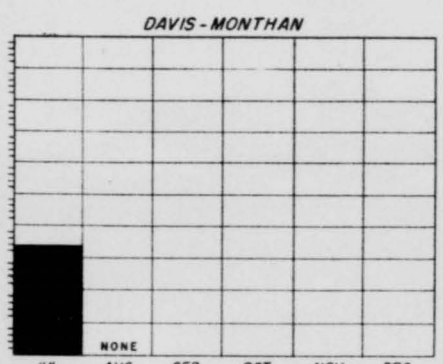
JUL	AUG	SEP	OCT	NOV	DEC
0	0				
2	3				
2	3				
1654	2252				
120.9	133.2				

CHATHAM



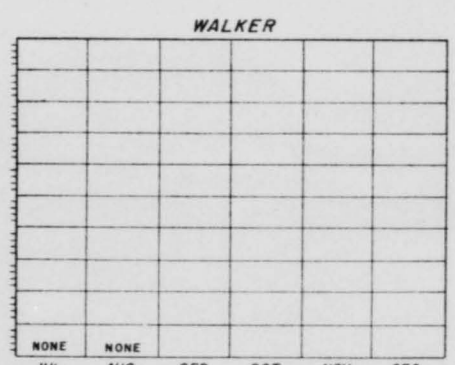
TYPE	JUL	AUG	SEP	OCT	NOV	DEC
FATAL	0	0				
NON-FAT	0	1				
TOTAL	0	1				
HRS FLOWN	1500	1993				
RATE	0	50.2				

DAVIS-MONTHAN



JUL	AUG	SEP	OCT	NOV	DEC
0	0				
1	0				
1	0				
2946	2914				
33.94	0				

WALKER



JUL	AUG	SEP	OCT	NOV	DEC
0	0				
0	0				
0	0				
1131	1354				
0	0				

SOURCE: RCS AF-FS-P3

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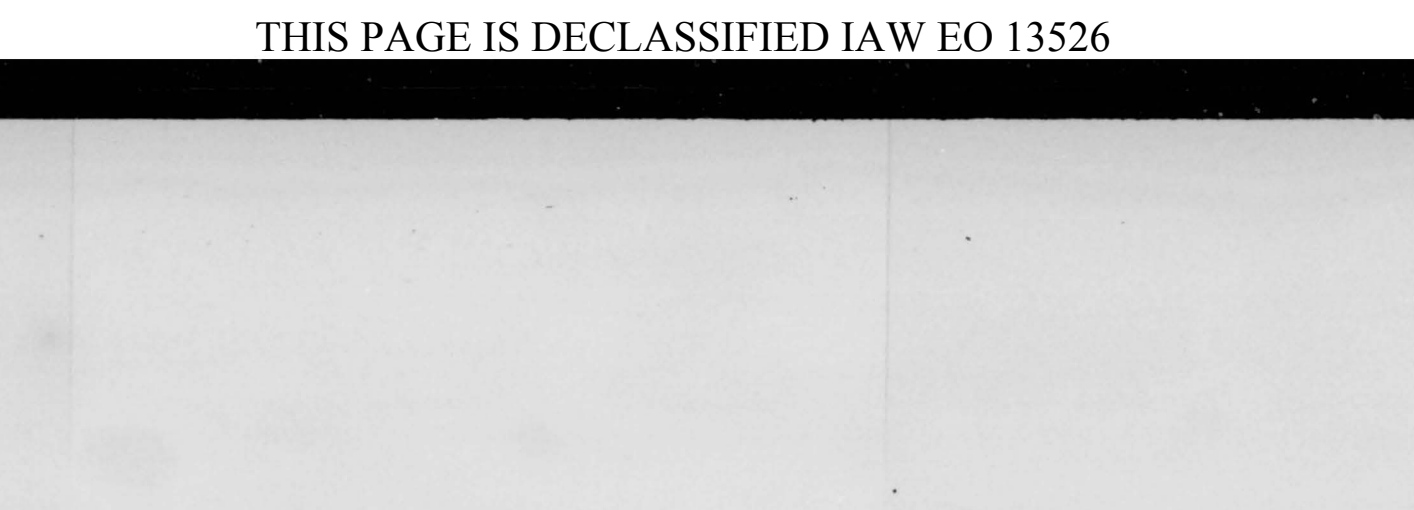
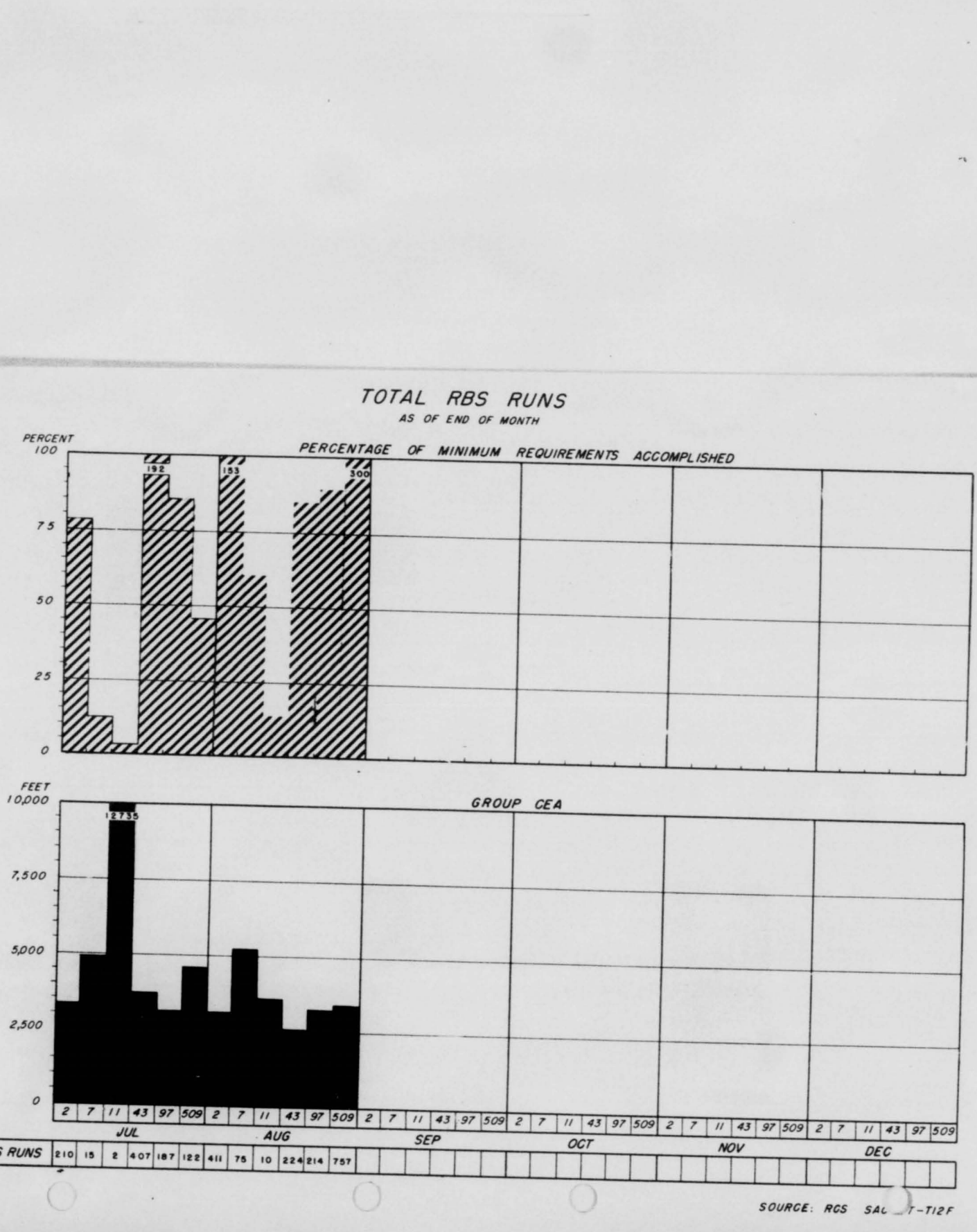
TOTAL RBS RUNS

AS OF END OF MONTH





SOURCE: RGS SAC T-T12F

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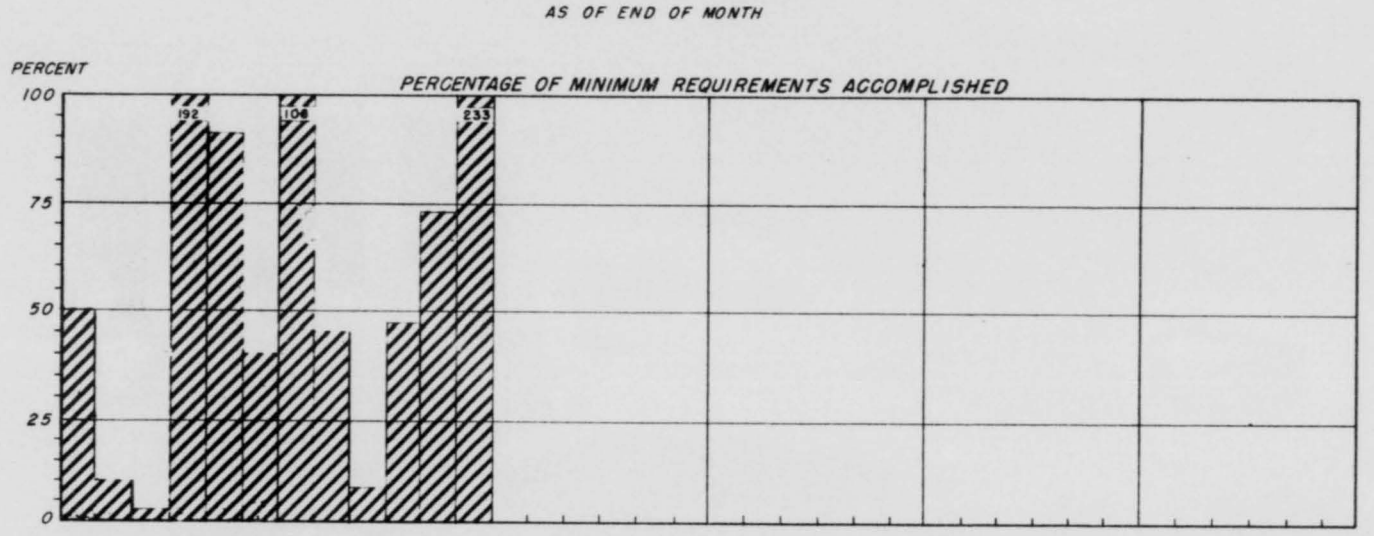
RBS FIRST RUNS

AS OF END OF MONTH



TOT. RBS 1st RUNS	67	6	1	203	100	54	145	28	3	63	89	293

SOURCE: RCS SAC-OT-T12F

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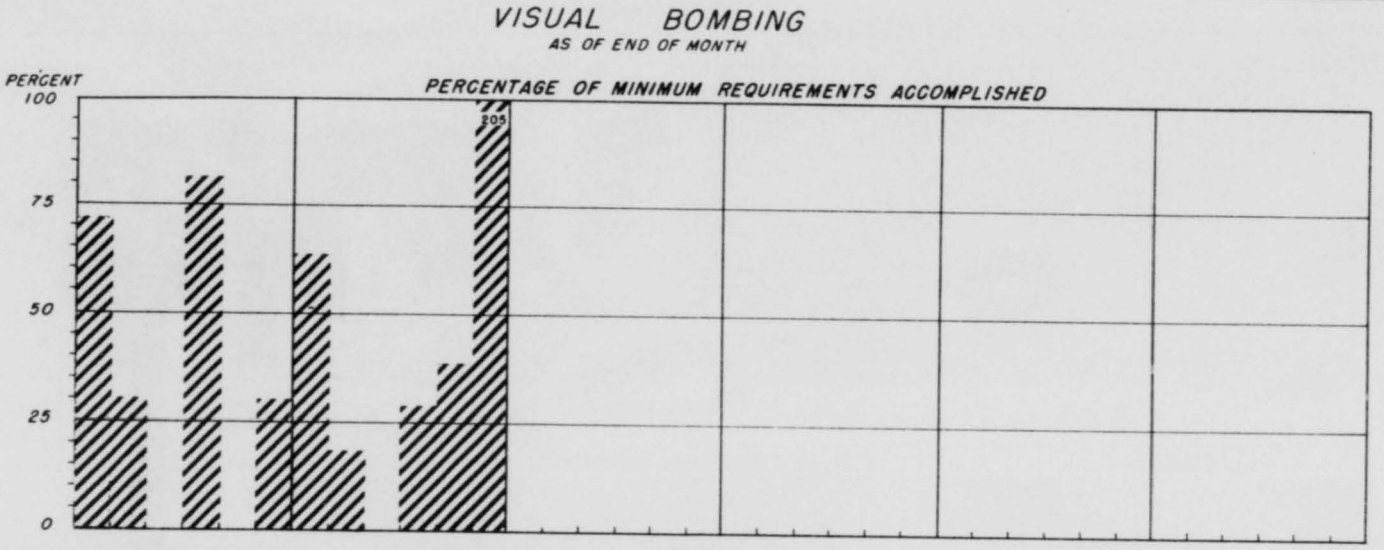
VISUAL BOMBING

AS OF END OF MONTH



TOT VISUAL RELEASES	187	100	10	422	6	296	140	19	0	62	77	430

NOTE: CEA's Computed on scored bombs only

SOURCE: RCS SAC-OT-T12F

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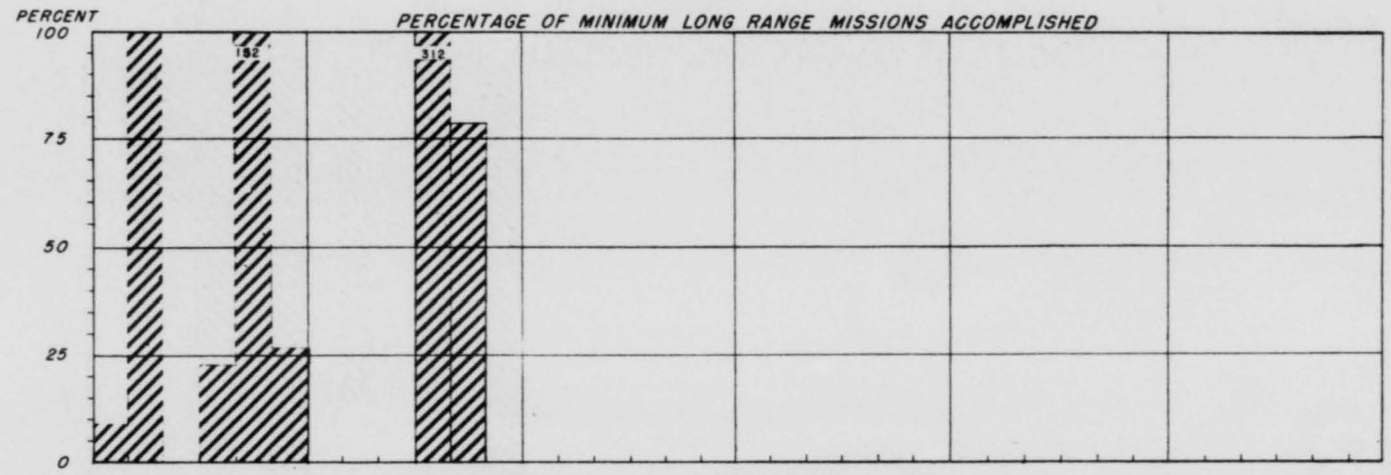
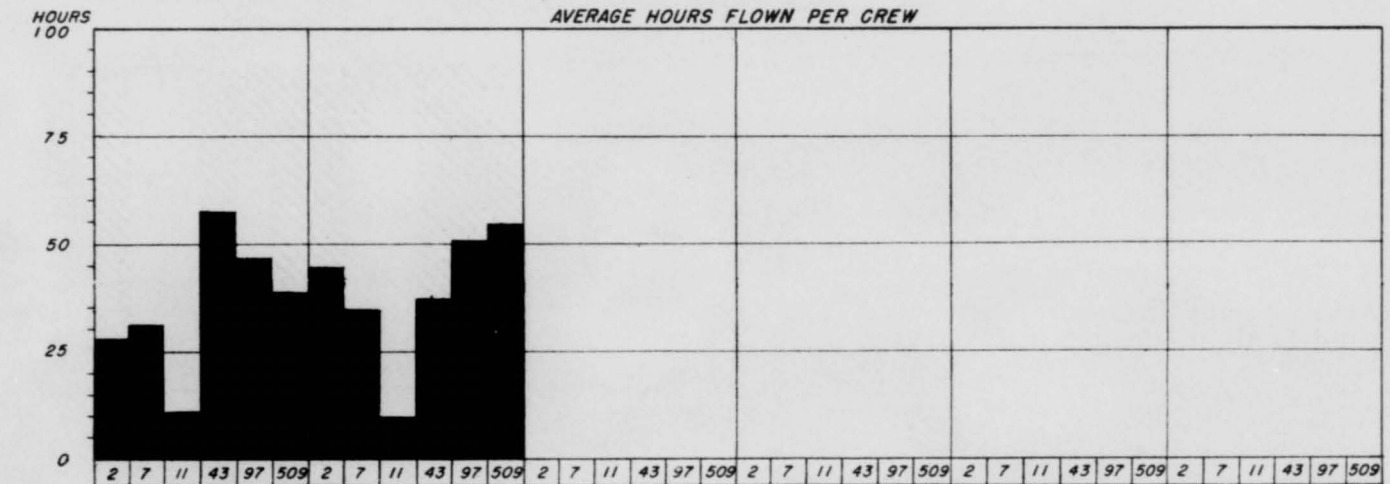
CREW TRAINING
AS OF END OF MONTH





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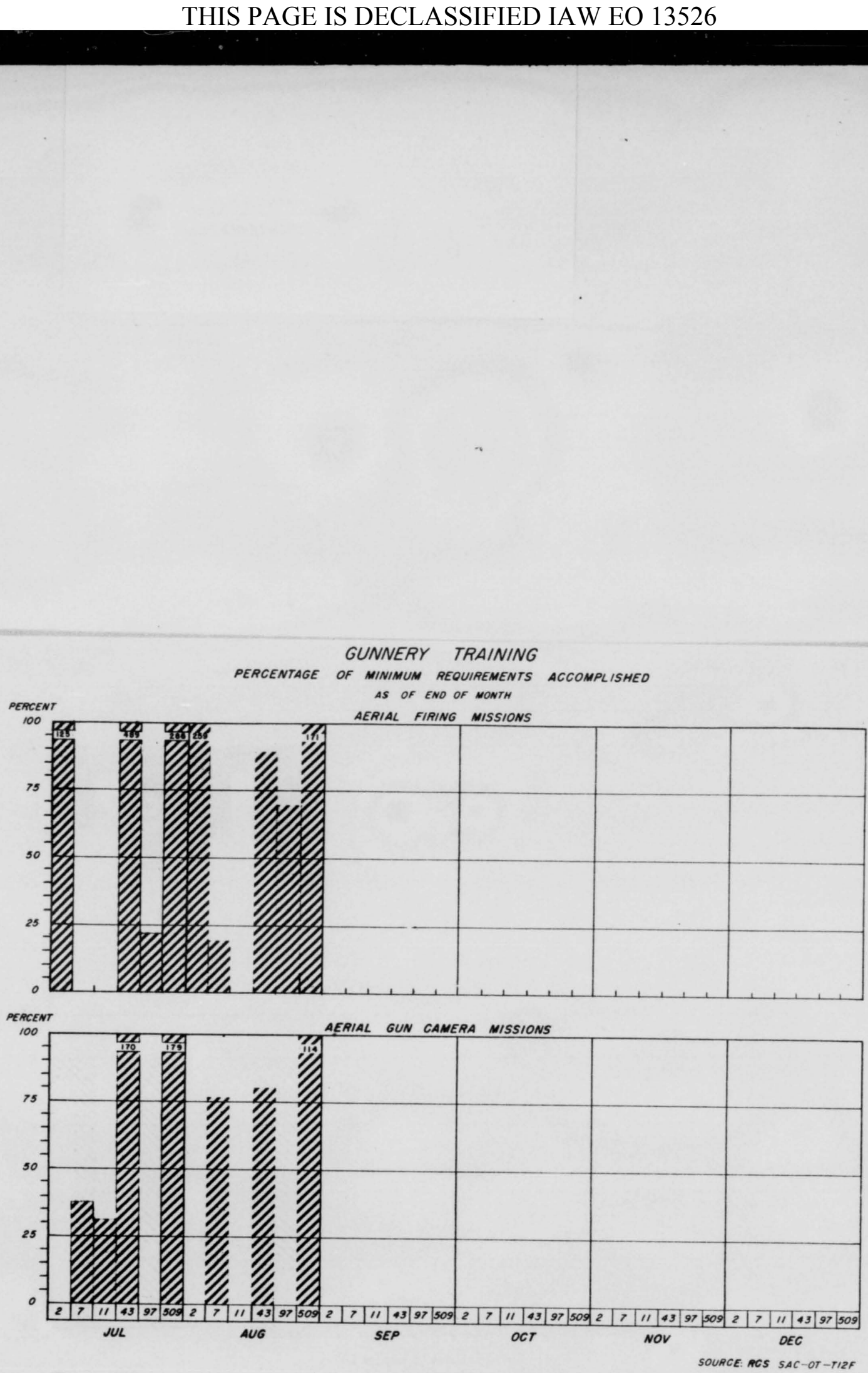
GUNNERY TRAINING

PERCENTAGE OF MINIMUM REQUIREMENTS ACCOMPLISHED

AS OF END OF MONTH



SOURCE: RCS SAC-OT-T12F

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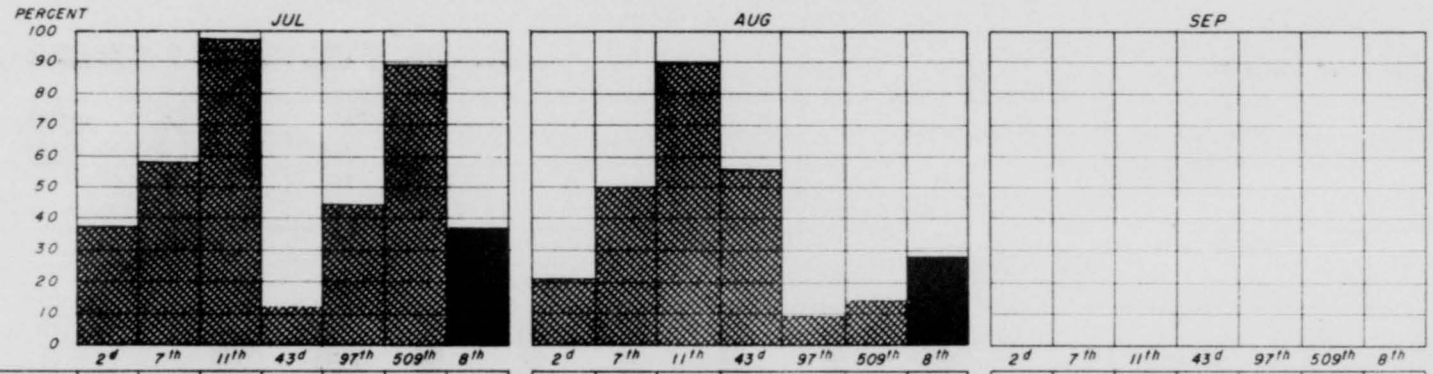
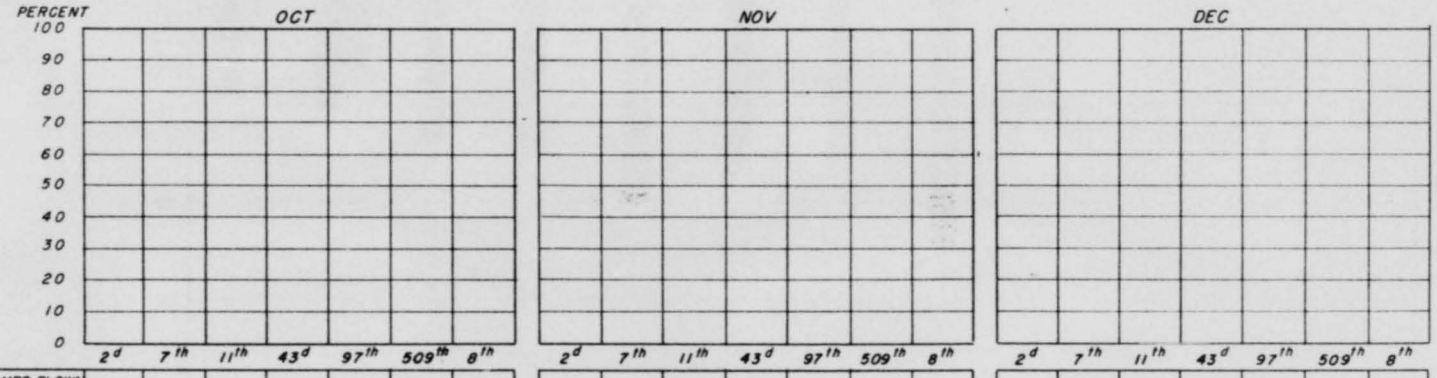
FLYING TIME OF PRIMARY MISSION AIRCRAFT ACCOMPLISHED ON OTHER THAN MINIMUM TRAINING REQUIREMENTS

AS OF END OF MONTH



	2d	7th	11th	43d	97th	509th	8th
TOT. HRS. FLOWN	673	515	112	2241	1187	693	5421
TRANSITION	42	8	52	67	32	23	224
AIR DEMONSTR.	0	29	19	0	355	46	448
ORDERED MISS.	217	266	39	179	113	552	1365

	2d	7th	11th	43d	97th	509th	8th
TOT. HRS. FLOWN	1499	550	100	1985	1536	2410	8083
TRANSITION	71	12	59	45	16	125	329
AIR DEMONSTR.	67	89	30		58	53	298
ORDERED MISS.	175	174		1062	58	167	1637



	2d	7th	11th	43d	97th	509th	8th
TOT. HRS. FLOWN							
TRANSITION							
AIR DEMONSTR.							
ORDERED MISS.							

RESTRICTED

SOURCE: RCS SAC-OT-T12F

4

Missions ordered by Hq. 8AF or Hq. SAC

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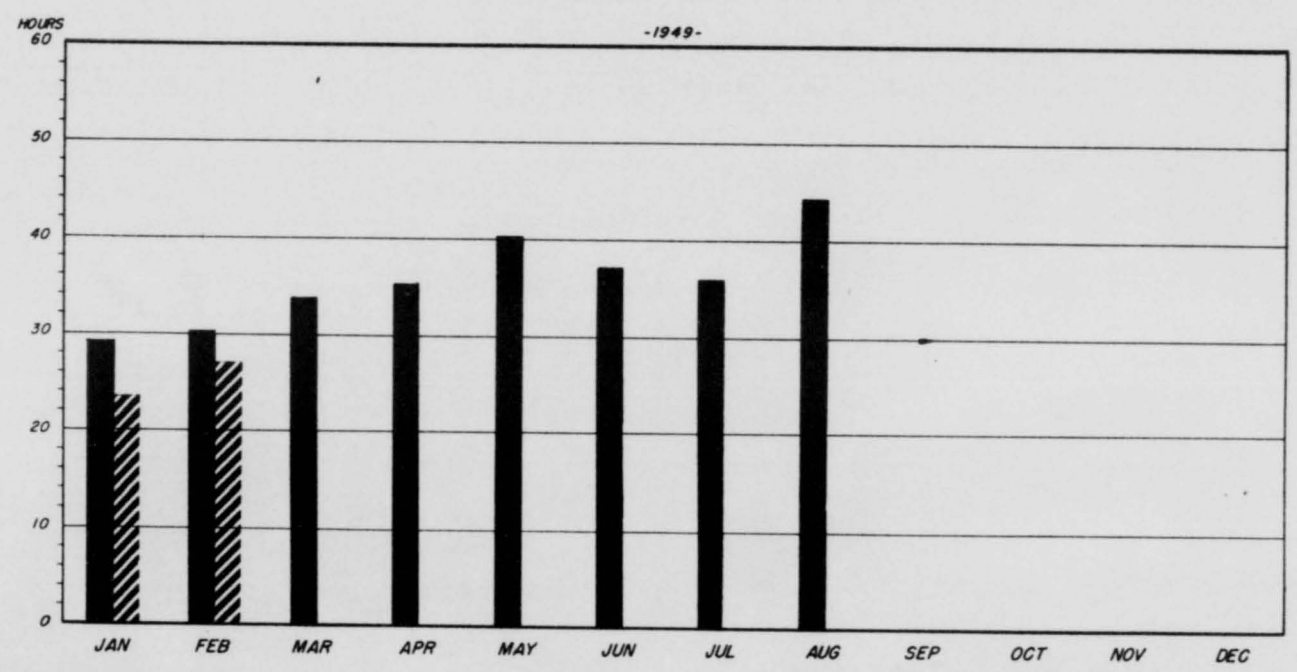
AVERAGE HOURS FLOWN PER AIRCRAFT ASSIGNED

8AF VS SAC



		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
8AF	AVE. NO. A/C ASGD.	369	386	407.8	376.2	384.4	317.4	323.2	317.4				
	AVE. HRS. FLOWN	29.2	30.1	32.7	35.2	41.0	36.9	35.7	44.2				
SAC	AVE. NO. A/C ASGD.	960	1007										
	AVE. HRS. FLOWN	23.3	27.0										

NOTE: Excludes storage, excess, grounded pending transfer & transient acft. Current figures for SAC not available

SOURCE: RCS-AF-SC-A1

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Section 4

AIRCRAFT

and

MAINTENANCE

COL. M. D. UNRUH

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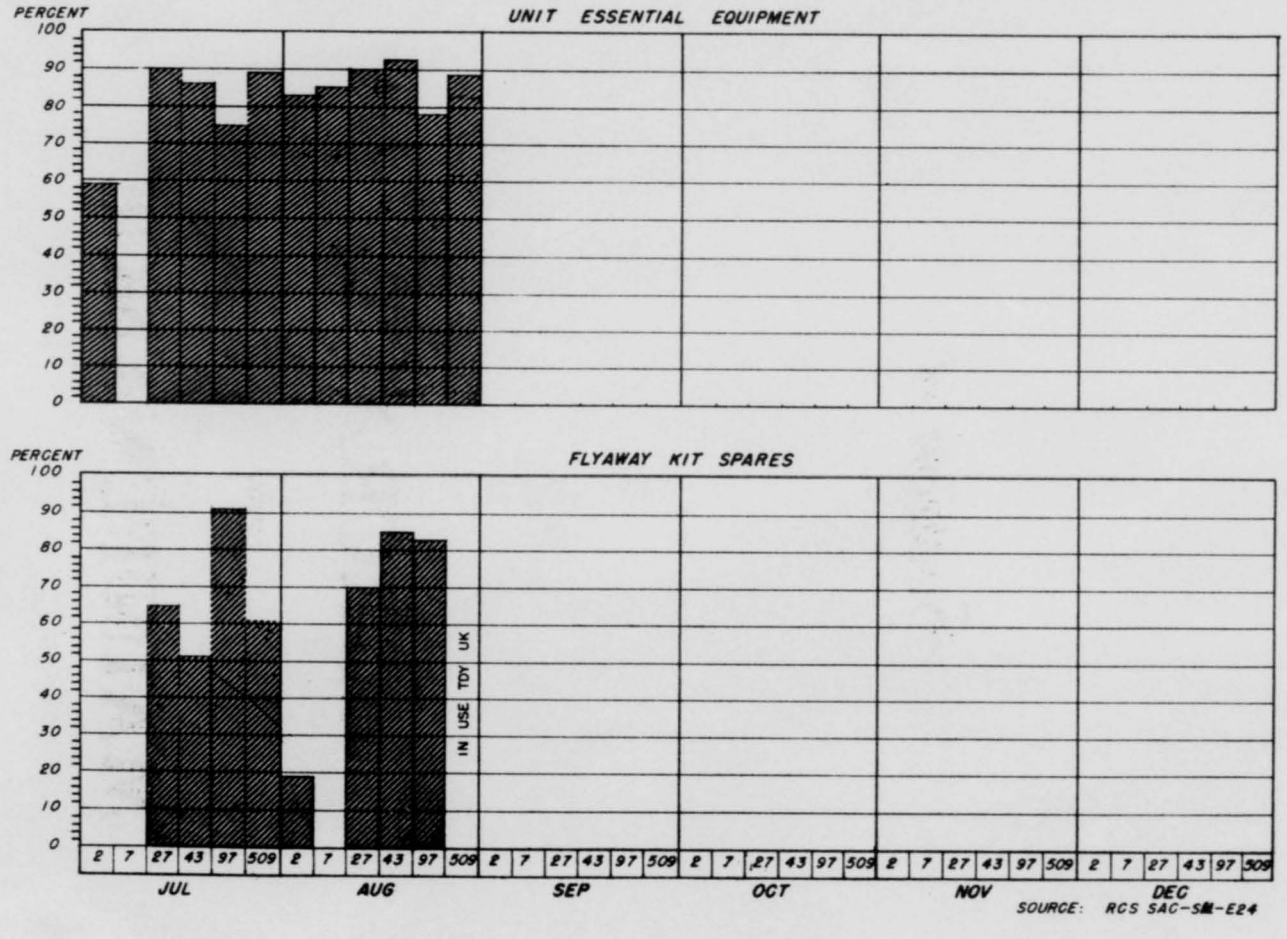
MOBILITY EQUIPMENT ON HAND

AS OF END OF MONTH

BY WING



SOURCE: RCS SAC-SM-E24

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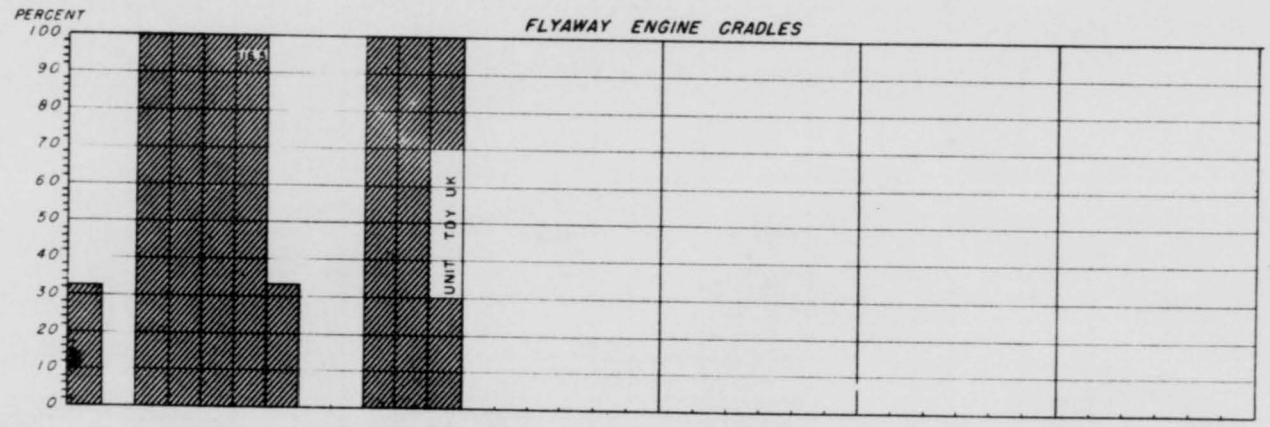
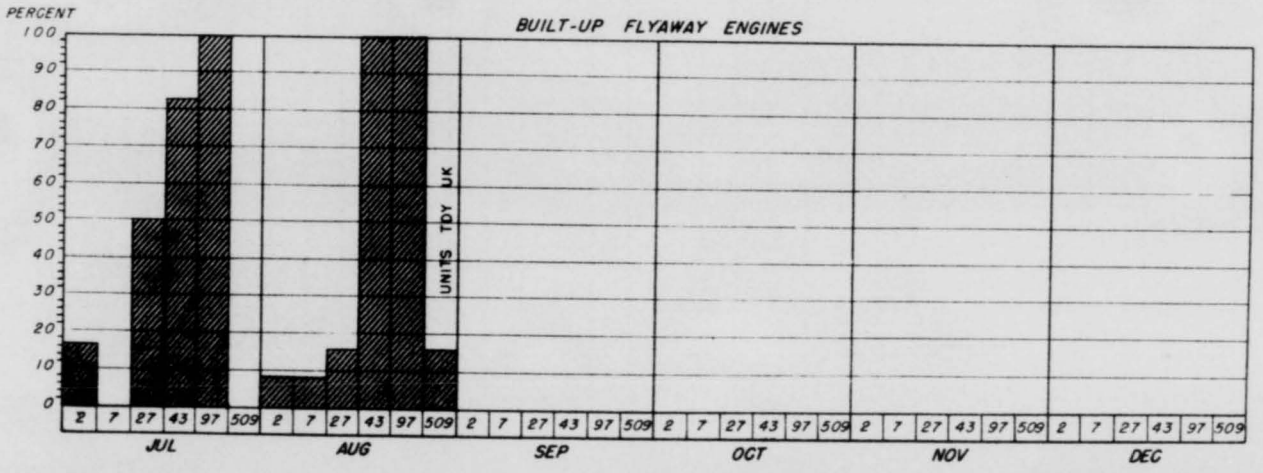
MOBILITY EQUIPMENT ON HAND

AS OF END OF MONTH

BY WING





SOURCE: RCS SAC-SM-E24

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AIRCRAFT INVENTORY

STATION AND UNIT	TOTAL			BOMBER								FIGHTER				RCN & LIAISON					TRANSPORT							TRAINER				EXCESS
	GRAND	OTHER	8 AF	B-36	B-50	B29 TB-29 XB-29	B-25 TB-25 VB-25	B-26 TB-26		OTHER	TOTAL	F-51	F-82		OTHER	TOTAL	F-2	L-5	L-13		OTHER	TOTAL	C-45	C-47	C-54	XC-97	XC-99		OTHER	TOTAL	T-6	T-11	OTHER	TOTAL	B-29 B-36
BERGSTROM	99	0	99																														
27TH FTR. GP.	77	0	77									6	71			77																	
27TH A/B GP.	12	0	12																				6						6	6			6	
27TH M&S GP.	10	0	10										9			9														1			1	
BIGGS	121	57	64																														
97TH BOMB GP.	84	54	30			30				22	52				6	6					21	21							5	5				
97TH A/B GP.	8	0	8				2				2													3						3	3			3	
97TH M&S GP.	19	3	16			16				1	17										1	1							1	1				
1ST SSS	7	0	7																						4	3				7				
2ND SSS	3	0	3																						3					3				
CARSWELL	57	0	57																														
7TH BOMB GP.	27	0	27	17		1					18																							* 9
11TH BOMB GP.	5	0	5	5							5																							
7TH A/B GP.	8	0	8				1	1			2													6						6				
7TH M&S GP.	4	0	4	2				1			3													1						1				
HQ & HQ SQ. 8AF	13	0	13		1	2	5	1			9													4						4				
CHATHAM	47	0	47																														
2D BOMB GP.	40	0	40		22	18					40																							
2D A/B GP.	6	0	6				1				1								2			2		3						3				-
2D M&S GP.	1	0	1				1				1																							
DAVIS-MONTHAN	61	2	59																														
43D BOMB GP.	50	0	50		32	18					50																							
43D A/B GP.	7	0	7				2				2													5						5				
43D M&S GP.	4	2	2		1	1					2				1	1					1	1												
2D AIR REF. SQ.	0	0	0																														
WALKER	66	1	65																														
509TH BOMB GP.	35	0	35		1	34					35																							
509TH A/B GP.	5	0	5				2				2													3						3				
509TH M&S GP.	26	1	25		1	23					24	1				1																1	1	
CAMP CAMPBELL	2	0	2																														
4002D BASE SV. SQ.	2	0	2			1					1												1							1				
KEARNEY																																	
4003D BASE SV. SQ.	1	0	1																				1							1				
TOTAL ALL STATIONS	454	60	394	24	58	144	14	3		23	266	7	80		7	94			2		23	25	2	31	7	3			6	49	10		1	11	9

* Special project acft.

SOURCE: RCS AF-SC-A1

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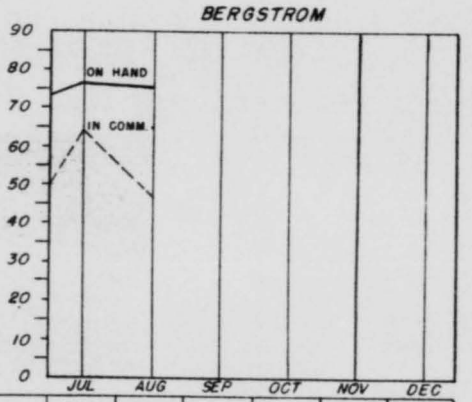
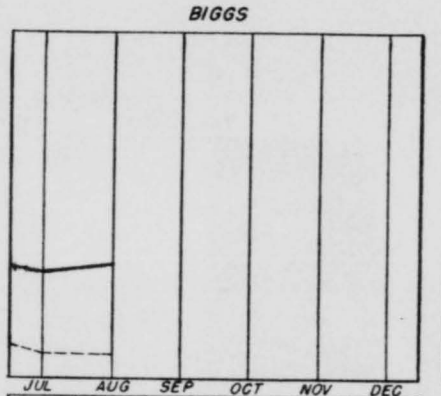
AVERAGE PRIMARY MISSION AIRCRAFT ON HAND AND IN COMMISSION

BERGSTROM



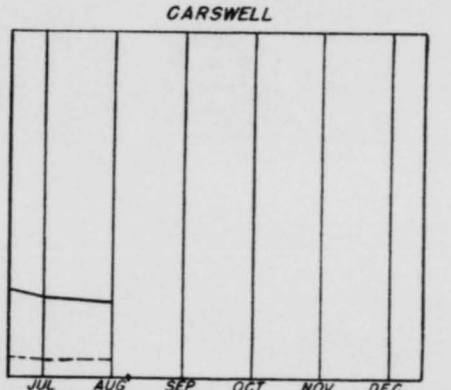
	JUL	AUG	SEP	OCT	NOV	DEC
AV NO ON HAND	76.9	75.2				
AV. NO IN COMM.	68.0	46.9				
PERCENT IN COMM.	83	62				

BIGGS



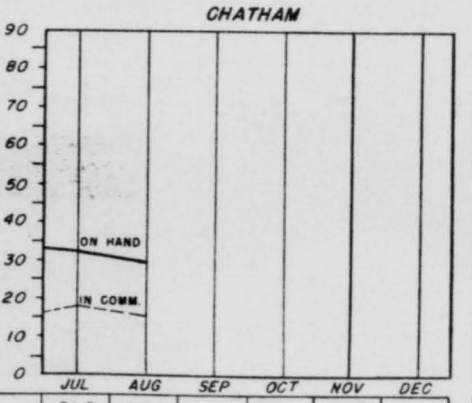
JUL	AUG	SEP	OCT	NOV	DEC
25.5	30.0				
6.9	6.8				
27	23				

CARSWELL



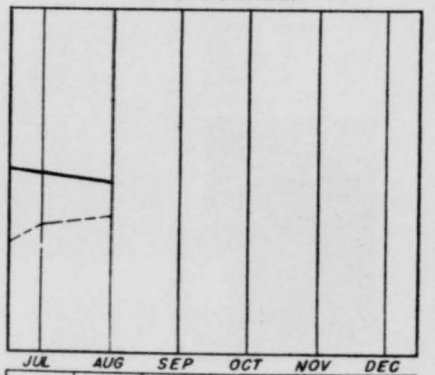
JUL	AUG	SEP	OCT	NOV	DEC
21.4	18.8				
44	3.9				
20	21				

CHATHAM



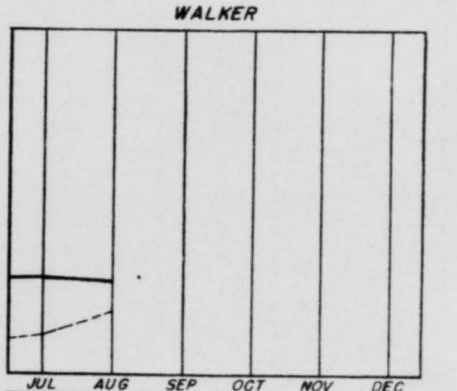
	JUL	AUG	SEP	OCT	NOV	DEC
AV NO ON HAND	31.5	29.7				
AV NO IN COMM	13.5	15.3				
PERCENT IN COMM	43	52				

DAVIS-MONTHAN



JUL	AUG	SEP	OCT	NOV	DEC
48.3	44.4				
34.2	36.1				
71	81				

WALKER



JUL	AUG	SEP	OCT	NOV	DEC
27.3	24.8				
11.1	16.8				
41	68				

NOTE Excludes Acft in Flyable Storage
Biggs Excludes 1st & 2nd SSS

SOURCE RCS-AF-SC-A18

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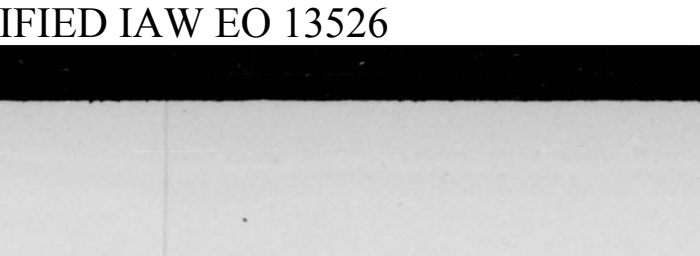
AIRCRAFT MAINTENANCE STATUS

AS OF END OF MONTH

97TH BOMB GROUP (B-29)

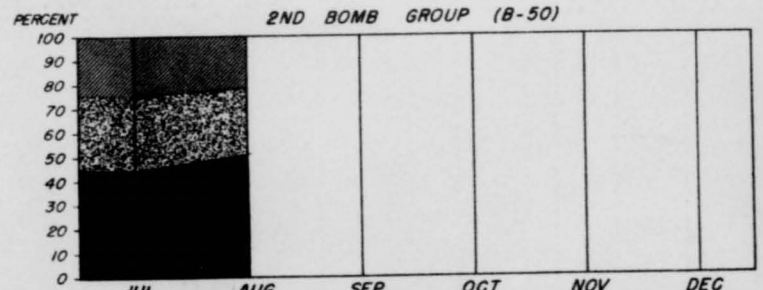
		JUL HRS	JUL %	AUG HRS	AUG %	SEP HRS	SEP %	OCT HRS	OCT %	NOV HRS	NOV %	DEC HRS	DEC %
ON HAND		19000	100	22326	100								
IN COMM		5145	27	5040	23								
OUT OF COMM.	MAINT.	12902	68	17056	76								
	PARTS	953	5	230	1								
	OTHER	0	0	0	0								

509TH BOMB GROUP (B-29)



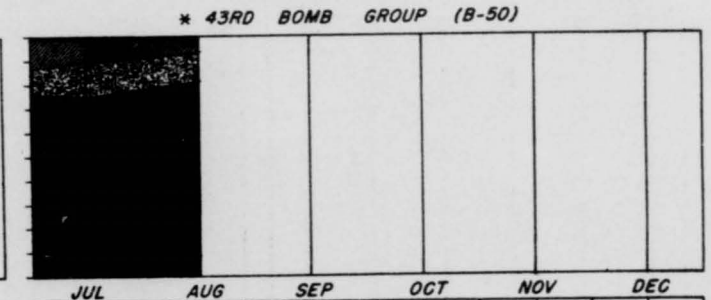
JUL HRS	JUL %	AUG HRS	AUG %	SEP HRS	SEP %	OCT HRS	OCT %	NOV HRS	NOV %	DEC HRS	DEC %
20280	100	18432	100								
8246	40	12515	69								
11914	59	5253	28								
120	1	240	1								
0	0	424	2								

2ND BOMB GROUP (B-50)



		JUL HRS	JUL %	AUG HRS	AUG %	SEP HRS	SEP %	OCT HRS	OCT %	NOV HRS	NOV %	DEC HRS	DEC %
ON HAND		23424	100	22080	100								
IN COMM		10061	43	11368	51								
OUT OF COMM.	MAINT.	7424	32	5871	27								
	PARTS	5795	24	4841	22								
	OTHER	144	1	0	0								

* 43RD BOMB GROUP (B-50)



JUL HRS	JUL %	AUG HRS	AUG %	SEP HRS	SEP %	OCT HRS	OCT %	NOV HRS	NOV %	DEC HRS	DEC %
23136	100	20784	100								
17444	75	16923	81								
3257	14	2461	12								
2309	10	1287	6								
126	1	113	1								

* Excludes B-29 Tankers

SOURCE: RCS AF SC-AI

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AIRCRAFT MAINTENANCE STATUS

AS OF END OF MONTH

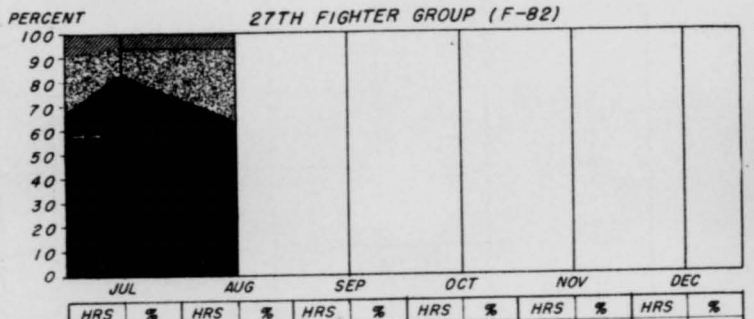
7TH BOMB GROUP (B-36)

		JUL HRS	JUL %	AUG HRS	AUG %	SEP HRS	SEP %	OCT HRS	OCT %	NOV HRS	NOV %	DEC HRS	DEC %
ON HAND		11555	100	10045	100								
IN COMM		2565	22	2497	25								
OUT OF COMM.	MAINT	6327	55	5032	50								
	PARTS	1504	13	1845	18								
	OTHER	1159	10	671	7								

11TH BOMB GROUP (B-36)

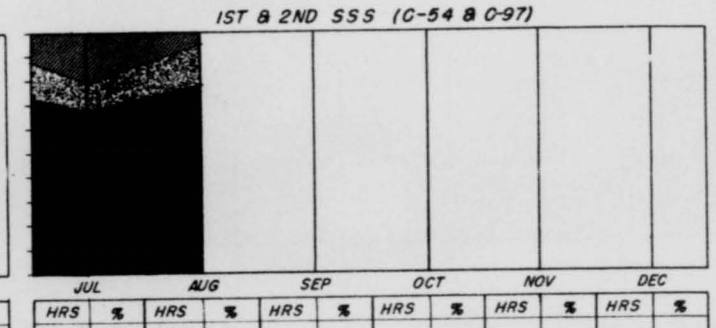
JUL HRS	JUL %	AUG HRS	AUG %	SEP HRS	SEP %	OCT HRS	OCT %	NOV HRS	NOV %	DEC HRS	DEC %
4344	100	3936	100								
693	16	384	10								
2746	63	2186	56								
905	21	1366	34								
0	0	0	0								

27TH FIGHTER GROUP (F-82)



		JUL HRS	JUL %	AUG HRS	AUG %	SEP HRS	SEP %	OCT HRS	OCT %	NOV HRS	NOV %	DEC HRS	DEC %
ON HAND		57240	100	55968	100								
IN COMM		47604	83	34870	62								
OUT OF COMM.	MAINT.	6569	11	17574	31								
	PARTS	3067	6	3136	6								
	OTHER	0	0	388	1								

1ST & 2ND SSS (C-54 & C-97)



JUL HRS	JUL %	AUG HRS	AUG %	SEP HRS	SEP %	OCT HRS	OCT %	NOV HRS	NOV %	DEC HRS	DEC %
8328	100	8952	100								
5544	67	6912	77								
936	11	1584	18								
1848	22	456	5								
0	0	0	0								

SOURCE: RCS AF-SC-A1

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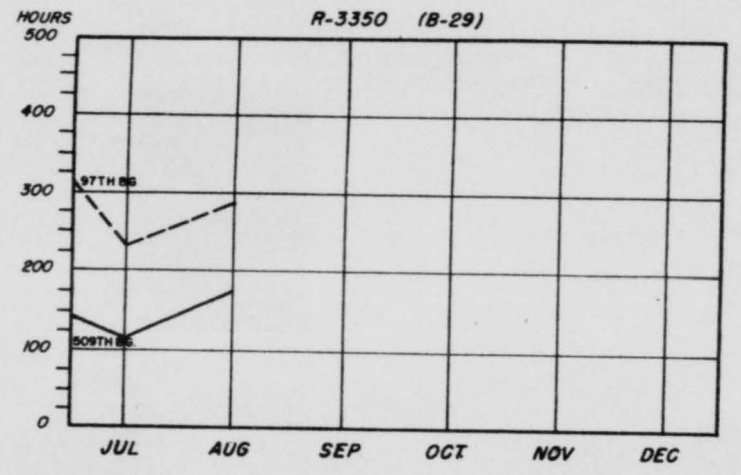
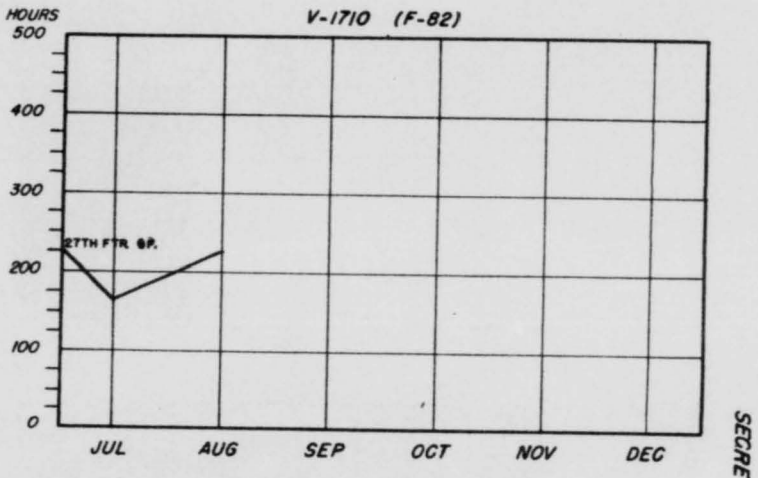
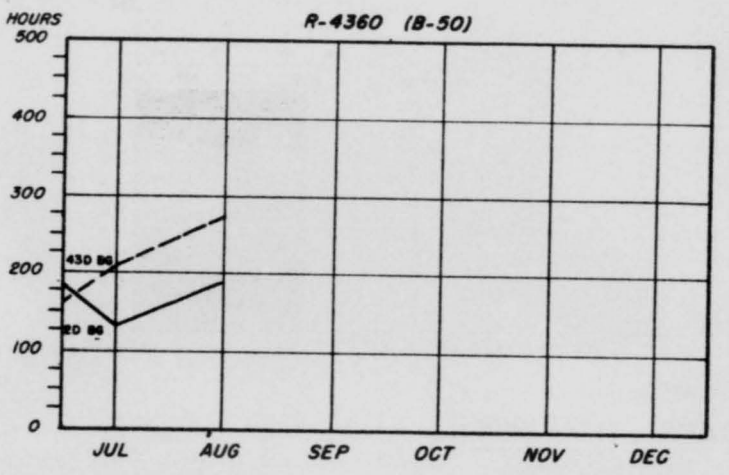
AIRCRAFT ENGINES

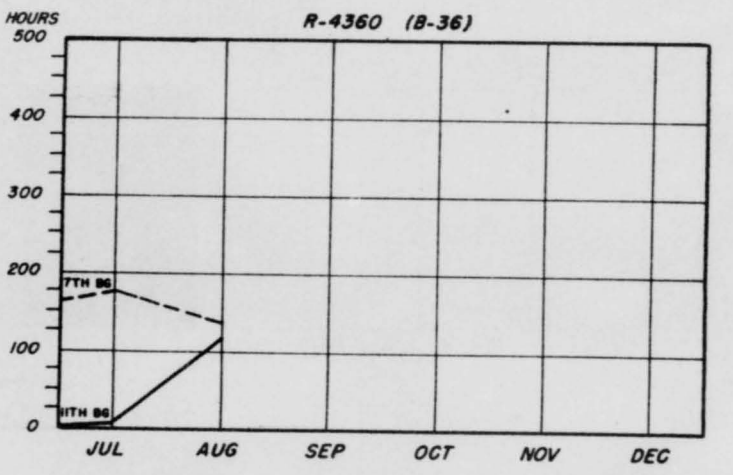
AVERAGE OPERATION TIME BEFORE REMOVAL

AS OF END OF MONTH









SOURCE: RCS SAC-SM-E9A

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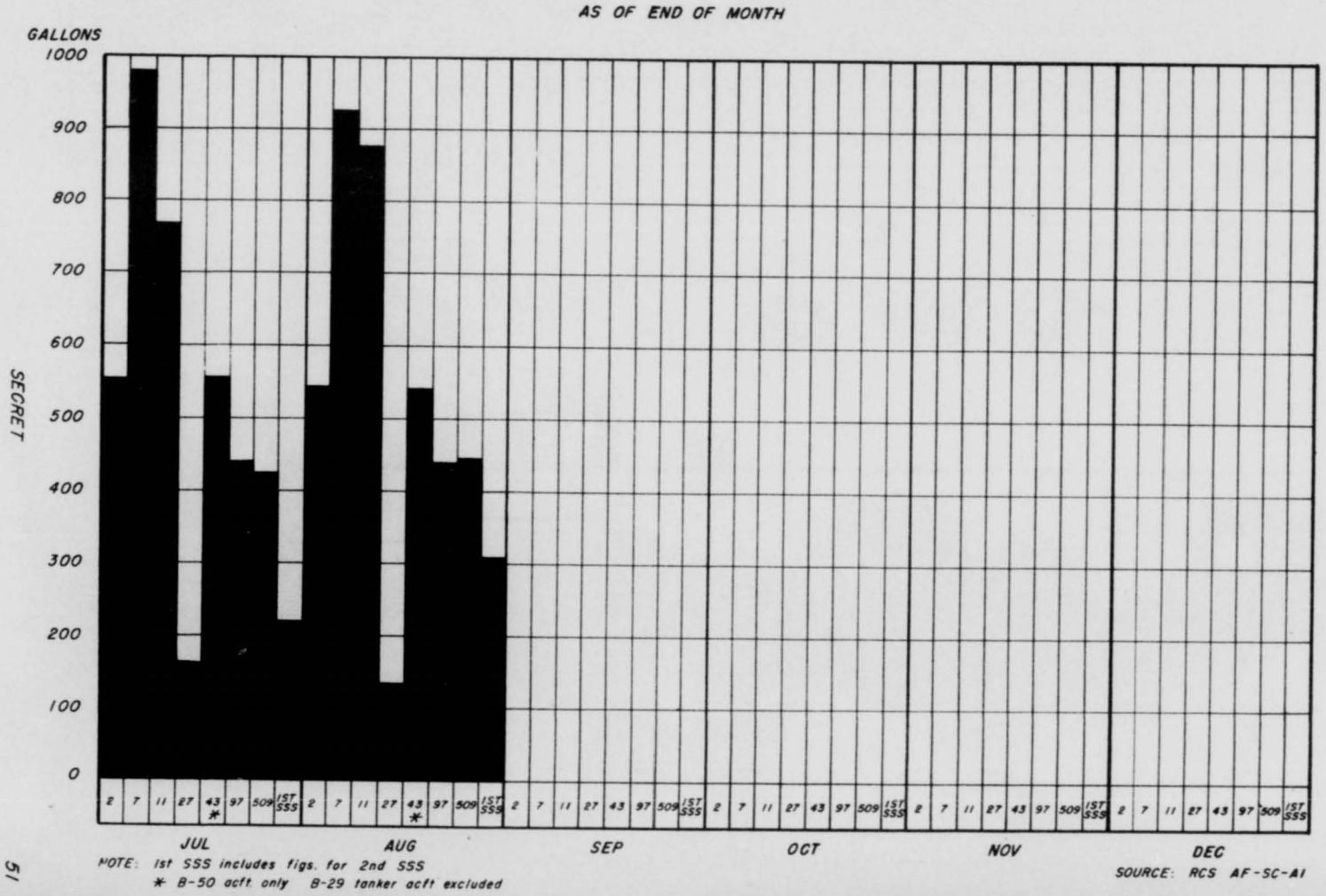
AVERAGE FUEL CONSUMPTION PER FLYING HOUR FOR PRIMARY MISSION AIRCRAFT

AS OF END OF MONTH



NOTE: 1st SSS includes figs. for 2nd SSS

SOURCE: RCS AF-SC-A1

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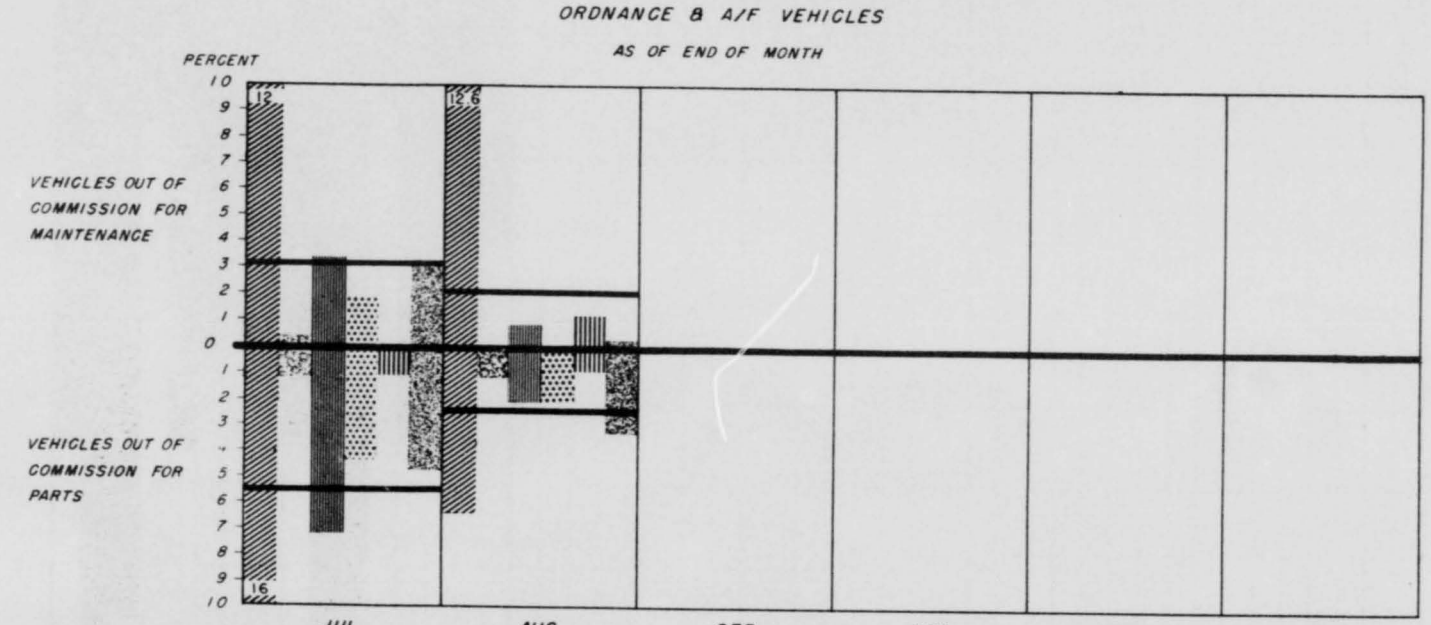
MOTOR VEHICLE "DEADLINE" STATUS

ORDNANCE & A/F VEHICLES

AS OF END OF MONTH



	JUL AUTH	JUL ON HAND	JUL DEAD LINE	AUG AUTH	AUG ON HAND	AUG DEAD LINE	SEP AUTH	SEP ON HAND	SEP DEAD LINE	OCT AUTH	OCT ON HAND	OCT DEAD LINE	NOV AUTH	NOV ON HAND	NOV DEAD LINE	DEC AUTH	DEC ON HAND	DEC DEAD LINE
BAF AVERAGE	1652	3387	228	1688	3728	129												
BERGSTROM	213	460	101	218	477	68												
BIGGS	117	661	5	214	716	6												
CARSWELL	582	696	70	610	780	21												
CHATHAM	280	251	17	216	280	6												
DAVIS-MONTHAN	256	744	7	217	805	13												
WALKER	204	575	28	213	652	15												

SOURCE: RCS AF-SC-E61A
RCS SAC-SM-E16

NOTE: V & VOCP percentages exclude vehicles in storag

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AIR BASE DATA

AVAILABLE HOUSING AND RUNWAYS

AS OF 15 AUGUST - 1949

		HOUSING AVAILABLE					RUNWAYS		
	TYPE PERSONNEL	NORMAL CAPACITY AVAILABLE	BEDS OCCUPIED	NO. OF SEPARATE RATIONS	SPACE USED FOR OTHER PURPOSES	FAMILY QUARTERS OCCUPIED	NO.	LONGEST (FT.)	ELEVATION (FT.)
BERGSTROM	OFFICERS	195	61	268	0	0			
	NURSES	17	3	0	0	0			
	AIRMEN	1564	1575	549	0	0	6	7074	515
	TOTAL	1776	1639	817	0	0			
BIGGS	OFFICERS	223	92	514	0	25			
	NURSES	13	13	0	0	0			
	AIRMEN	3595	2650	996	53	36	3	9500	3909
	TOTAL	3831	2755	1510	53	61			
CARSWELL	OFFICERS	207	121	664	0	48			
	NURSES	24	9	0	0	0			
	AIRMEN	2273	3085	2626	658	91	5	8200	631
	TOTAL	2504	3215	3290	658	139			
CHATHAM	OFFICER	15	20	506	0	0			
	NURSES	0	0	0	0	0			
	AIRMEN	2353	2329	978	955	0	4	7000	50
	TOTAL	2368	2349	1484	955	0			
DAVIS-MONTHAN	OFFICERS	458	164	520	0	■ 73			
	NURSES	35	6	0	0	0			
	AIRMEN	* 2438	2184	1400	0	■ 183	5	8000	2692
	TOTAL	2931	2354	1920	0	256			
WALKER	OFFICERS	127	93	336	0	105			
	NURSES	31	5	1	0	0			
	AIRMEN	3339	1522	1015	756	85	7	8500	3645
	TOTAL	3497	1620	1352	756	190			
	OFFICERS								
	NURSES								
	AIRMEN								
	TOTAL								
	OFFICERS								
	NURSES								
	AIRMEN								
	TOTAL								

■ FIGS. INCLUDE RINCON VISTA HOUSING AREA

* FIGS. INCLUDE WILCOX & SAHUARITA RANGES

Source: RCS AF-SC-H3

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26

AIR FORCE LETTER)
NO. 35-3)

DEPARTMENT OF THE AIR FORCE
WASHINGTON, 11 MAY 1949

MILITARY PERSONNEL

Air Force Personnel Policies

(Effective until 11 November 1950 unless sooner rescinded or superseded.)

	Paragraph
Policy	1
Supplemental Policies	2
Responsibility	3
Army Units and Individuals	4
Previous Policy	5

26

1. Policy. It is the policy of the United States Air Force that there shall be equality of treatment and opportunity for all persons in the Air Force without regard to race, color, religion, or national origin.

2. Supplemental Policies. To insure uniform application of this policy, the following supplemental policies are announced:

a. There will be no strength quotas of minority groups in the Air Force troop basis.

b. Some units will continue to be manned with Negro personnel; however, all Negroes will not necessarily be assigned to Negro units. Qualified Negro personnel may be assigned to fill any position vacancy in any Air Force organization or overhead installation without regard to race.

c. To meet the requirements of the Air Force for qualified individuals, all Air Force personnel will be considered on the basis of individual merit and ability and must qualify according to the prescribed standards for enlistment, attendance at schools, promotion, assignment to specific duties, etc.

d. All individuals, regardless of race, will be accorded equal opportunity for appointment, advancement, professional improvement, promotion, and retention in all components of the Air Force of the United States.

e. Officers will be accepted into the Regular Air Force through the operation of existing programs and in accordance with their qualifications without regard to race.

f. All enlisted personnel will be accorded identical processing through appropriate installations to insure proper classification and assignment of individuals.

g. Directives pertaining to the release of personnel from the services shall be applied equally without reference to race.

3. Responsibility:

a. The planning, promulgation, and revision of this policy will be coordinated by the Director of Personnel Planning, Office of the Deputy Chief of Staff, Personnel, Headquarters USAF.

b. Commanding officers are hereby directly charged with the responsibility for implementation of the above policy.

c. Commanders of all echelons of the Air Force will insure that all personnel in their command are indoctrinated thoroughly with the necessity for the unreserved acceptance of the provisions of this policy.

4. Army Units and Individuals. Army units and individuals with the Air Force will continue to be governed by the policies promulgated by the Army.

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5. Previous Policy. All prior policy statements with regard to Negro personnel which are contrary to the above are hereby rescinded and superseded by the policy enunciated herewith.

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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FM JWKC 236/COMGEN SAC OFFUTT AFB OMAHA NEBR 021630Z
TO JWFAO/COMGEN EIGHT CARSWELL AFB TEX
JWDC/COMGEN FIFTEEN COLO SPRINGS COLO
JWXAT/COMGEN AIR DIV THREE ONE ONE TOPEKA AFB KANS

DP2C 112. SUBJ IS INTEGRATION OF AF NEGRO PERS INTO AF WHITE UNITS. DIR YOU IMMEDIATELY EFFECT THE INTEGRATION OF NEGRO AF PERS INTO AF WHITE UNITS IN ACCORDANCE WITH THE POLICIES ENUNCIATED AT THE PERS CONFERENCE HELD AT THIS HQ ON 24 MAY AND IN ACCORDANCE WITH THE POLICIES CONTAINED IN AF LTR 35-3, DD 11 MAY 49. PENDING ISSUANCE OF SAC REG OUTLINING IMPLEMENTATION POLICIES THIS HQ DIR FOLLOWING ACTION BE TAKEN WITHOUT DELAY: A. COMD HQ WILL READJUST AF NEGRO PERS STRENGTH BETWEEN STATIONS IF NECESSARY. B. ESTABLISH A BOARD OF OFFICERS TO STUDY AND RECOMMEND WAYS AND MEANS OF IMPLEMENTING THE POLICIES WITHIN THE COMD. C. STA COMDRS WILL IMMEDIATELY ESTABLISH A BOARD OF OFFICERS TO SCREEN ALL AF NEGRO PERS ASGD TO THEIR RESPECTIVE STA WITH THE VIEW TO: (1) SELECTING THOSE WHO HAVE THE DESIRED QUALITIES FOR THE IMMEDIATE ASGMT TO A WHITE UNIT, (2), SELECTING THOSE WHO WILL BECOME QUALIFIED AFTER ATTAINING A TECH SKILL THROUGH FORMAL TNG AT A TECH SCHOOL, (3) SELECTING THOSE WHO ARE USABLE IN THE SV BUT SHOULD REMAIN ASGD TO A NEGRO UNIT, AND (4) SELECTING THOSE WHO SHOULD BE DISH UNDER CURRENT REGULATIONS. INDIVIDUALS WHO ARE FOUND QUALIFIED FOR ASGMT TO A WHITE UNIT MAY BE RETAINED IN AN ALL NEGRO ORGN IF THEY SO DESIRE, BUT WILL ACTUALLY PERFORM DUTY WITH THE WHITE UNIT IN THE SSN IN WHICH QUALIFIED. NEGRO PERS DETERMINED TO BE USABLE BUT NOT QUALIFIED FOR ASGMT TO A WHITE UNIT WILL BE ASGD TO THE BASE SV SQ. IF NEGRO PERS WILL NOT BE ASGD TO DEPT OF ARMY ENGR UNITS.

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2 JUN 49

A TRUE COPY
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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C
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P
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FROM: EG 8AF

TO: CO ea Wing

DATE: 7 JUN 49

PDP2B 1899 PD SUBJ IS INTEGRATION OF AF NEGRO PERS INTO AF WHITE UNITS PD DIR YOUR STA EFFECT THE INTEGRATION OF NEGRO AF PERS INTO AF WHITE UNITS IN ACCORDANCE WITH POLICIES ENUNCIATED AT THE PERS CONF HELD AT HQ SAC ON 24 MAY 49 AND IN ACCORD WITH POLICIES CONTAINED IN AFL 35-3 CMA 11 MAY 49 PD PENDING ISSUANCE OF FURTHER REGS OUTLINING IMPLEMENTATION POLICIES CMA DIR STA COMDRS IMMEDIATELY ESTABLISH A BD OF OFFS TO SCREEN ALL AF NEGRO PERS ASGD TO THEIR RESPECTIVE STA WITH A VIEW TO EFFECTING FOL ACTION CLN 1. SELECT THOSE WHO HAVE THE DESIRED QUALITIES FOR IMMEDIATE ASGMT TO A WHITE UNIT PD 2. SELECT THOSE WHO WILL BECOME QUAL AFTER ATTAINING A TECH SKILL THRU FORMAL TNG AT A TECH SCH PD 3. SELECT THOSE WHO ARE USABLE IN THE SV BUT SHOULD REMAIN ASGD TO A NEGRO UNIT PD 4. SELECT THOSE WHO SHOULD BE DISCH UNDER CURRENT REGS PD INDIV WHO ARE FOUND QUAL FOR ASGMT TO A WHITE UNIT MAY BE RETAINED IN AN ALL NEGRO UNIT IT THEY SO DESIRE CMA BUT WILL ACTUALLY PERFORM DY WITH THE WHITE UNIT IN THE SSN IN WHICH QUAL PD NEGRO PERS DETERMINED TO BE USABLE BUT NOT QUAL FOR ASGMT TO A WHITE UNIT WILL BE ASGD TO THE BASE SV SQ PD AF NEGRO PERS WILL NOT BE ASGD TO DEPT OF ARMY ENGR UNIT PD THIS HQ WILL ESTABLISH A BD OF OFFS TO STUDY AND RECOMMEND WAYS AND MEANS OF IMPLEMENTING THE POLICIES WITHIN THE COMD PD IN ORDER THAT THIS HQ MAY BE COGNIZANT OF THE INDIV PROBLEMS THAT MAY BE ENCOUNTERED BY EACH RESPECTIVE STA IN THE IMPLEMENTATION OF THIS

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PROGRAM CMA IT IS DESIRED THAT INITIAL MINUTES OF BD OF OFFS MEETING CONDUCTED AT SEA LEVEL BE FWD TO THIS HQ NLT 29 JUN 49 PD IT IS FURTHER DESIRED THAT EACH SUCCEEDING MINUTES OF BD OF OFFS MEETING BE FWD TO THIS HQ FOR REVIEW PD END

RAMEY CG SAF

PDP2B CWO Bell 245 071500 CST JUN 49

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John E. Hall.

JOHN E. HALL
Major, USAF
Adjutant General

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REPORT OF PROCEEDINGS OF NEGRO INTEGRATION BOARD

Proceedings of the Negro Integration Board, which convened at Headquarters Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas, pursuant to verbal order of the Commanding General and subsequently confirmed by paragraph 7, Special Order No. 73, Headquarters Eighth Air Force, 12 July 1949 (Exhibit A),

The Negro Integration Board met pursuant to the foregoing order at Office of the Director of Personnel, Carswell Air Force Base, Fort Worth, Texas, at 1530 hours, 11 July 1949.

Members Present:

Colonel	John B. McPherson	2068A	USAF (President)
Lt Colonel	Calvin W. Fite, Jr	5106A	USAF -
CWO	Robert G. Bell	AW951364	USAF

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Members Absent:

None

PURPOSE:

To make recommendations for the integration of negro Air Force personnel into Air Force white units, in accordance with policies enunciated at the Personnel Conference held at Headquarters Strategic Air Command on 24 May 1949, in accordance with policies contained in AF Letter 35-3, 11 May 1949 (Exhibit B), and as directed by teletype message DP2C 112, Strategic Air Command, 2 June 1949 (Exhibit C).

DISCUSSION:

In order to familiarize the board members with all existing directives concerning integration of negro Air Force personnel into Air Force white units, Air Force Letter 35-3, 11 May 1949, and excerpt of "Major Personnel Problems Presented to United States Air Force Commanders' Conference, Headquarters United States Air Force," by Lt General I. H. Edwards, Deputy Chief of Staff, Personnel, Headquarters United States Air Force, 12 April 1949 (Exhibit D), were read and discussed in detail.

To determine whether or not an equitable distribution of negro personnel exists throughout stations of the Eighth Air Force, the board reviewed the authorized and assigned strength. The following table was presented to the board indicating the status of negro airmen, as of 31 May 1949, by stations:

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Orgn	Auth	Asgd	Retainable 31 Aug 49	Retainable 31 Dec 49	Retainable 30 Jun 50
509BW	93	106	87	86	76
43BW	93	135	123	121	106
2BW	93	97	97	97	78
97BW	93	130	121	120	112
27FW	64	72	59	59	48
7BW	64	113	93	93	93
Total	500	653	580	576	513

It was the consensus of opinion of the board members that while the distribution of negro airmen throughout stations of this command is not equal, the number assigned to each respective station is commensurate with the experienced needs of each station concerned. A further review of personnel assigned by SSN revealed that all negro personnel can either be assigned duties in their primary SSN or be retrained in an analogous field of skill in which their services may be effectively utilized.

In view of the foregoing, it is not considered necessary to transfer negro airmen between stations of the Eighth Air Force in the accomplishment of the integration program.

A review of the board proceedings conducted at stations of this command indicated that all stations had implemented the first phase of the Integration Program, ie, assigned all negro airmen for duty in the MOS in which they are qualified.

Although the employment of negro airmen in the MOS in which qualified presented no particular problem to the station concerned, it was evident that there was considerable apprehension on the part of all stations with respect to quartering negro airmen in the same barracks with white airmen, and the joint use of Non-commissioned Officers' Club.

The President of the board pointed out that the primary aim of the program is to give equal career opportunities to negro airmen. However, if this phase of the integration is to be carried out properly, it is believed that it would be hindered more than helped by simultaneous social absorption, as the full implementation effects a change in the heretofore recognized social customs of the many peoples of this nation. It is, therefore, only logical that such action should be carried out carefully and by phases which will not detract from the new personnel utilization concepts.

It was further pointed out that until all military personnel have been fully educated with the fundamental principles and policies of this program, it is believed that negro personnel should be furnished housing and messing accommodations within the negro unit. Further, two NCO Clubs and/or Service Clubs should continue to be provided for both negro and white airmen.

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It is apparent that the geographical location of a station will necessitate the observance of certain local accepted customs as adhered to by the civilian population. Because of this fact, it is believed that the local commander should be given wide latitude in his responsibilities for the implementation of this program. It is believed that the publication of directives, specific in nature, will cause local commanders considerable difficulty in carrying out such instructions.

FINDINGS:

1. That station commanders, under jurisdiction of this command having negro personnel assigned, have complied with the initial phase of the Integration Program in that all negro personnel found qualified have been assigned for duty to white units in their current MOS.

2. That an equitable distribution of negro airmen exists among all stations of this command insofar as the total number of negro airmen assigned to each station is concerned. Therefore no readjustment between stations is required in the accomplishment of the Integration Program.

RECOMMENDATIONS:

1. It is recommended that negro personnel be billeted together in the Base Service Squadron, Air Base Group. It is further recommended that separate NCO Clubs and/or Service Clubs be maintained.

2. It is recommended that this command make no attempt to publish directives concerning the implementation of this program which would be so specific in nature as to usurp the prerogative of the base commander and hinder the accomplishment of this program.

JOHN B. McPHERSON
Colonel, USAF
President

APPROVED:

R. M. RAMEY
Major General, USAF
Commanding

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John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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SAC 334 (21 Jul 49) 1st Ind DP2C

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Omaha, Nebraska, 8 Sep 49

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

1. The recommendations of the Board are concurred in by this headquarters except that part of paragraph 1 which recommends that separate NCO clubs and/or Service Clubs be maintained.

2. The implementation of the negro integration policies within your command will not be restrictive nor discriminatory. Personnel integrated will be afforded the same opportunities as white personnel.

3. A Strategic Air Command regulation on this subject is being prepared which will conform to previous stated policies issued by this headquarters.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

EDWARD T. LIFFORD
2d Lt, USAF
Asst Adj Gen

1 Incl
1 cy incl w/d

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John E. Hall
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

ODT-2F 15 Jul 1949

SUBJECT: Suitability of F-82E Aircraft

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

1. After a year's experience with the F-82E in this command and the published project reports from Eglin Air Force Base, it is concluded by this headquarters that the F-82E is not operationally suitable for the accomplishment of our fighter mission. The F-82E is incapable of escorting our bombers, particularly at altitudes at which we fly. At best it can only run fighter sweeps ahead of our formations, causing the enemy fighters to be drawn up and destroying defense positions or protecting our home bases during loading, takeoff and landing operations.

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2. Your attention is invited to Project Reports Nos. 6775-4-5, 6475-1-5 and 6475----1, from the Air Proving Ground Command. In view of our experience with this airplane and the findings of these tests, it is suggested that consideration be given to early replacement of the F-82 with higher performance aircraft, even at the cost of reduced range.

3. In the absence of any jet type already developed capable of completing our mission, it is requested that some type jet fighter be assigned to this command for transition work and for development of escort tactics involving high speed jet aircraft, while more suitable fighters are being tested and produced.

FOR THE COMMANDING GENERAL:

/s/t/ Cecil E. Combs
CECIL E. COMBS
Colonel, USAF
Deputy Commander

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LEXIE FRYE
Capt, USAF

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HEADQUARTERS EIGHTH AIR FORCE Date: 26 Aug 49

Tally No. _____

File No. _____

Date 26 August 1949

SUBJECT: Report of Supervisory Staff Visit: Wright Patterson Air Force Base Dayton, Ohio, 23 - 24 August 1949

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

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Subjects Covered	Persons Contacted
1. F-82E Wing Tank Installation (Fletcher 300-gal. type)	Captain Robertson - Fighter Branch AMC F-82 Project Officer
2. Re-equip. 27th Fighter Group with F-84E	Col Humphries - Chief Eng Data Div Lt Robertson AMC -F-84E Project Off.
3. Operational Capabilities of F-84E	Major Wierdt - Accelerated Service Test, Patterson AFB. Mr. Jackson - (Civ.) F-84E Service Test
4. Table II and T0/E for P-84E	Mr. Henry (Civ AMC) Supply Branch T/O AMC Patterson AFB
5. In flight refueling Jet-Fighters	Mr. Dillion (AMC) Project Eng. Ftrs.
6. Factory Familiarization Courses	Mr. Ralph Foulger - Dayton Representative (Republic)

1. Wing Tanks F-82

The 27th Fighter Group received the 300-gal. Fletcher type Wing Tanks without proper information on installation. Capt. Robertson, Project Officer on F-82E, stated (Contd)

/s/ W. H. BLANCHARD, Colonel USAF — J. R. LANE

Countersigner, Director of Operations — Visiting Staff Officer, Major USAF

Incl #1
8AF Form 11-13M

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that Mr. Green would draw up Tech Order on how to install the tanks. At present, tank can be installed without sway brace or paddings but is not suitable for operations. Padding and other equipment is on order and should be available to 27th FW in near future.

2. Re-Equipment 27th Fighter Group with F-84E

The project officer for the F-84-E aircraft at AMC stated that the 27th Fighter Group was scheduled to receive the second group of (83) F-84E's. According to the production schedule obtained from Col Humphries and Lt Robertson, the group should start receiving F-84E's the latter part of November.

3. Operational Capabilities at F-84E.

The accelerated service test section of Patterson AFB was contacted and the results of the initial service test on 2F-84E's appeared favorable. In (17) days - 150 hours of test was accomplished on the aircraft without any major maintenance difficulties. The brakes on the "E" appear to be of better design than on earlier model and no brake trouble was experienced. The tailpipe temp continue to run high but are lower than those on the "D" model. Access doors provide for better maintenance inspection which is a very important factor to tactical operation. The added thrust supposedly 4900 lbs total, but determined to be 4400 lbs. does provide for better take off and performance. During the initial testing of the service phase, the F-84E was flown at 48000 feet. The project officer on the F-84E accelerated test section was of the opinion that this model would give better maintenance to tactical units, and should be capable of operating from Bergstrom AFB. It was recommended that tip tanks not be filled for initial training, however, the F-84E with its better performance should be able to take off with nearly gross weight from the existing runways. To insure a safety factor for operational use -- extension of runways was recommended - and as a temporary means, steel plank for a distance of 1000 feet on either end should provide for an economic, satisfactory runway.

4. Table II and TO/E for F-84E

Mr. Henry of the Supply Division AMC was contacted and stated that his section had been instructed to prepare Table II and TO/E equipment for 27th Fighter Group for F-84E aircraft. Shipment would be held up until storage facilities were available at Bergstrom.

5. In-flight Refueling for Jet Fighters

Considerable thought has been given the subject of in-flight refueling of jet fighter by means of the conventional boom or a pneumatic ring bimper and adapter. The F-86 has completed several dry successful hook-ups and wet hook-ups are planned in the near future. The F-84E configuration is of slightly different design

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Staff Visit - Wright-Patterson AFB - Major J. R. Lane (Cont'd)

and employs entrance through the left leading edge. This design appears to be more suitable in view of the greater safety factor and non-interference with armament, radio, etc. This design is planned for a dry hook-up in early September.

6. Factor Familiarization.

Mr. Foulger and George Wheat (Dayton Representative) stated that quotas to the school are available and would furnish this headquarters the nature, length and duration of the course.

A TRUE COPY

Elmer M. Swallow

ELMER M. SWALLOW
WOJG, USAF

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HEADQUARTERS STRATEGIC AIR COMMAND DM3A1
Offutt Air Force Base
Omaha, Nebraska

SAC 452 (3 May 49) 3 May 1949

SUBJECT: Policy Relative to Support of Production Type Aircraft in the Field

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

1. Headquarters United States Air Force has authorized stations assigned aircraft currently in production (B-36 and B-50) priority over production line aircraft on AOCP requests. Inclosed for your information are:

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a. Copy of United States Air Force letter to Headquarters Air Materiel Command, which authorizes aircraft in the field priority over production line aircraft. (Inclosure 1)

b. Copy of Headquarters Air Materiel Command teletype notifying this headquarters of United States Air Force's decision. (Inclosure 2)

Your attention is invited to paragraph 3 of Inclosure 1 which states: "In the event aircraft in the field of the type currently in production are grounded due to lack of maintenance parts, these parts will be supplied even though it affects the production of new aircraft. Production aircraft will not be delayed to establish stock levels, however, every effort should be made to maintain the stock levels at an adequate point."

2. In order to eliminate any misunderstanding that may arise concerning items critical to both aircraft in the field and the production line, it must be understood that items in this category cannot be stocked at base level, but will be requisitioned under first three supply priorities as immediate or firm anticipated requirement is established. Under no circumstances will this authorization be used to establish stock levels on the operating stations.

3. Stations assigned B-50 and B-36 type aircraft will furnish their supporting Air Materiel Area and any additional area servicing them under the bi-zonal system copies of Inclosures 1 and 2 marked for the Priority Control Unit. All future priority

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DM3A1
Subj: Policy Relative to Support of Production Type Aircraft in the Field

requisitions for B-50 or B-36 aircraft will refer to this authorization to eliminate any unnecessary time delay. Sufficient copies of Inclosures 1 and 2 are inclosed to accomplish this procedure.

4. In the event difficulties are encountered due to misinterpretation by the various Air Materiel Areas on items which have been reported as critical to both aircraft in the field and the production line, this headquarters should be advised with complete factual information as to difficulties encountered.

BY COMMAND OF LEITUENANT GENERAL LeMAY:

2 Incls
1. Ltr fr USAF to AMC (30 copies)
2. AMC msg (30 copies)

EDWARD T. LIFFORD
2d Lt, USAF
Asst Adj Gen

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John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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AGREEMENTS REACHED DURING THE B-36 CONFERENCE CARSWELL AFB 6 AND 7 JUNE 1949

1. It was agreed that Hq AMC would arrange through MATS to have daily courier planes operate between Carswell AFB and OCAMA and SAAMA to airlift serviceable items in to Carswell and to return reparable items to the depot.

2. All AMC Supply activities are to be notified of the correct address of Carswell AFB for supply matters pertaining to requisitioning.

3. Carswell AFB is to expedite receipt of material shipped by commercial truck or parcel post. All USAF activities are to be informed of the importance of the B-36 program and to expedite shipping instructions for material required by Carswell for these aircraft.

4. Hq AMC, and bi-zonal depots involved (OCAMA, SAAMA, SMAMA presently) are to maintain a chart reflecting the daily status of each Carswell AFB B-36 aircraft using the A-51 report as the source of information. Continuous and consistent follow-up is to be maintained by Hq AMC, OCAMA, SAAMA, and SMAMA on items required by Carswell AFB to Support B-36 aircraft.

5. It was agreed that representatives of OCAMA, SAAMA, and other AMC depots (when necessary) should meet bi-weekly with Carswell AFB representatives to discuss problems on supply support of B-36 aircraft. The first bi-weekly meeting will be held on 6 July 1949.

6. Classes 04-A and 29 will be reviewed by AMC (SAAMA action) and effort made to increase supply og these classes to Carswell AFB for ACR and AOCP B-36 aircraft. Hq AMC is to initiate procurement for a special six (6) months supply of required Class 04-A and 29 items.

7. Carswell AFB requisitions all AOCP and ACR (Class 01B) items for B-36 aircraft on the Oklahoma City Depot by telephone or courier. Telephone requests will be confirmed by routine message form. Deliveries to be made as mutually agreed upon by the Director of Supply of ACAMA and Hq SAC. The Director of Supply at OCAMA will obtain shipment of required stock level (30 days) for CAFB upon receipt of AOCP or ACR requisitions. Confirming requisition must be sent by CAFB to OCAMA.

8. It will be necessary to establish a further emergency procedure to expedite the delivery of sufficient quantities of other classes of material used for the B-36 aircraft at CAFB.

9. Carswell AFB requisitions for B-36 aircraft should definitely be marked, "For Support of B-36 Aircraft."

10. Carswell AFB will requisition material for B-36

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Agreements on B-36 Conference, Cont'd)

aircraft as follows:

OCAMA	SAAMA	SMAMA	SBAD
01-B	All Classes	05-C	05-G
*02-B	except those		
*03-E	listed for OCAMA		
*03-I	and SMAMA, and		
05-A	SBAD		
05-E			

*Arrangements should be made by Hq AMC for Carswell AFB to requisition 02-B 03-E and 03-I items direct on OCAMA immediately instead of waiting until 1 August 1949 when bi-zonal depot action is established.

11. It was agreed that representatives in attendance at the 6 and 7 June conference would meet at Carswell AFB 22 June 1949 to review progress made as a result of the above agreements.

The following representatives were in attendance at the conference of 6 and 7 June 1949:

NAME	RANK	STATION
Ramey	Maj Gen	Hq, SAF
Forthing	Brig Gen	Hq USAF
Barly	Brig Gen	Hq AMC
Wise	Col	HQ USAF
Finn	Col	HQ AMC
Johnson	Col	Hq AMC
McMahan	Lt Col	Hq AMC
Bell	Major	Hq AMC
Trezisc	Lt	Hq AMC
Long	Mr.	Hq AMC
Carroll	Mr.	Hq AMC
Tibbets	Col	Hq SAC
Gray	W/O	Hq SAC
Unruh	Col	Hq, SAF
Robertson	Col	Carswell AFB
Williams	Lt Col	Hq SAF
Delahay	Lt Col	Carswell AFB
Moore	Lt Col	Carswell AFB
Sogaard	Major	Hq SAF
Stansbury	Major	Carswell AFB
Lynn	Capt	Carswell AFB
Wilder	W/O	Carswell AFB
Youells	W/O	Carswell AFB

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JOHN E. HALL
Major, USAF
Adjutant General

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MDS1A 452 17 JUN 1949

SUBJECT: B-36 Program

TO: Commanding Officer
7th Bombardment Wing, Heavy
Carswell Air Force Base
Fort Worth, Texas

1. The following Air Materiel Command teletype dated 14 June 1949 is quoted for compliance:

"MCMS-6-56 SUPPLEMENTING HQ AMC TT MCMS-6-34 DATED 9 JUNE 1949 CMA S-1 PRIORITY OF SUPPLY IS AUTHORIZED UNTIL FURTHER NOTICE PD IN ORDER TO INSURE COMPLETE SUPPLY ACTION AND PREVENT DELAYS ON THIS PROGRAM CMA EACH EXTRACTION OR OTHER SUPPLY ACTION WILL CONTAIN A STATEMENT THAT ITEMS ARE REQUIRED FOR "B-36 PROGRAM" AND S-1 PRIORITY IS AUTHORIZED PER MCMS-6-56 PD REQUEST AIR MATERIEL AREAS DISSEMINATE ABOVE INFORMATION TO ALL AIR MATERIEL COMMAND ACTIVITIES GEOGRAPHICALLY WITHIN THEIR AREAS INCLUDING SPECIALIZED AND ZONAL DEPOTS AND EXEMPTED STATIONS PD SIGNED SUPPLY DIVISION PD END"

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2. The following Air Materiel Command teletype dated 9 June was forwarded Carswell Air Force Base by 8th Air Force teletype MDS1A 2153 dated 10 June 1949 for compliance, which is quoted again below for your convenience:

"MCMS-6-34 THE HANDLING OF REQUISITIONS AND ENTIRE ACTION ON SUPPLY INCLUDING NECESSARY LOCAL MANUFACTURE AND REPAIR FOR REQUISITIONS FOR B-36 AIRCRAFT FROM CARSWELL AIR FORCE BASE WILL BE GIVEN TOP PRIORITY UNTIL FURTHER NOTICE PD THIS ACTION WILL INCLUDE A FOLLOW UP BY EACH DEPOT TO INSURE THAT ITEMS PLACED IN TRANSPORTATION ARE ACTUALLY MOVED FROM THE DEPOTS AND DO NOT REMAIN IN SHIPPING TERMINALS AT THE BASE PD EXCEPT FOR OKLAHOMA CITY AND SAN ANTONIO ALL CORRESPONDENCE AND EXTRACTIONS IN CONNECTION WITH DELIVERY OF ITEMS TO CARSWELL AIR FORCE BASE WILL BE FORWARDED BY AIR MAIL PD IT WILL BE THE RESPONSIBILITY OF EACH DEPOT TO INSURE THAT TWENTY-FOUR-HOUR ACTION IS TAKEN ON REQUISITIONS THROUGH THEIR DEPOTS ON ALL AOCP ACR ANG ASSOCIATED EQUIPMENT SPECIAL REQUISITIONS PD ALL REQUISITIONS AND CORRESPONDENCE IN CONNECTION WITH SUPPLY

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MDS1A
SUBJECT: B-36 Program

ACTION ON B-36 AIRCRAFT AT CARSWELL AIR FORCE BASE WILL BE CLEARLY MARKED QUOTE FOR SUPPORT OF B-36 AIRCRAFT PD UNQUOTE EXAMINATION WILL BE MADE OF ALL REQUISITIONS AND PAPER WORK NOW IN DEPOTS FOR B-36 AIRCRAFT TO INSURE EXPEDITED ACTION PD AUTHORITY IS HEREBY GRANTED TO EXPEND UP TO 500 DOLLARS FOR EMERGENCY LOCAL PROCUREMENT PD FURTHER DETAILED INFORMATION ON SPECIAL REPORTING AND HANDLING ACTION OF NORMAL REQUISITIONS WILL FOLLOW PD SGD SUP DIV PD END"

3. It is recommended that all supply personnel that are in any way connected with the support of the B-36 Program be familiarized with the high priority of this Program. Transportation personnel are directly responsible for insuring premium transportation arrangements. All third echelon shop personnel are required to give first priority to repair of all items which directly or indirectly involve the furtherance of the B-36 Program.

4. Reparables to be shipped to depots for repair and overhaul in accordance with T.O. 00-11-25 will be afforded the same high priority for out shipments as is being given by depots for shipments of serviceable items to Carswell Air Force Base.

5. It is further recommended that all AF Forms 446 and 447 that support the B-36 Program directly or indirectly, initiated by Unit Supply Officers bear the statement, "B-36 Program".

6. The Base Accountable Supply Officer will insure that all types of requisitions submitted to the appropriate depot bear the following notation:

B-36 Program

S-1 Priority is Authorized per MCMS-6-56.

7. The S-1 supply priority is interpreted by this headquarters to mean that all phases of supply are affected to include AOCP, ACR, Associated, Special and Stock Replenishment Requisitions.

8. Request acknowledgement of receipt and understanding of this letter by teletype.

BY COMMAND OF MAJOR GENERAL RAMEY:

JOHN A. ROBERTS
Colonel, USAF
Chief of Staff

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John A. Hall
John A. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

452 14 July 1949

SUBJECT: Maintenance and Supply Activities at Carswell Air Force Base

TO: Commanding General
Eighth Air Force
Fort Worth, Texas
ATTN: Director of Materiel

1. Since submission of my first report, dated 5 July 1949, subject, "Report of Supply and Maintenance Activities Observed at Carswell Air Force Base, Texas," I have observed the following conditions which I wish to pass on to you for your information and any action you deem necessary.

a. Supply. There has been a definite improvement in the supply situation at Carswell AF Base as pertains to the B-36 program. This improvement has been brought about by the concerted effort of each command concerned to speed up and follow through on supply action. However, there is still much to be desired, especially in the matter of contractor furnished parts, and continued effort is necessary from the user right on through to Headquarters AMC in order that this situation may be cleared up. Contractor furnished materiel is still being delayed due to delays in delivery of Government furnished parts to them. One outstanding example is the dash 100 quick change engine build-up kits. Carswell AF Base needs these kits badly, but CVAC can't deliver due to shortage of GFP. This and similar difficulties have been brought to the attention of OCAMA for any action they can take with the contractor to alleviate the difficulty.

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(1) Warehousing. There is a critical shortage of suitable warehousing space available to the Base Supply at Carswell AF Base. Materiel is presently being kept in outside storage which should be under cover. In addition, there is presently on order and being ordered a considerable amount of authorized materiel for which warehousing space is not available, either in Base Supply or in the Squadrons using the materiel. Base Supply is in need of additional space equivalent to the size of one warehouse of the type now occupied. I would consider this as minimum requirements.

(2) Property Accounting. This phase of the Supply activity has improved greatly in the past two

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weeks. The large backlog of vouchers has been cleaned up by considerable use of overtime in the posting units and is, for the most part, current at the present time. However, this will require close observation to prevent a relapse due to the large quantity of material which will be arriving here in the near future.

(3) AOCP Procedures. The reporting of Aircraft in AOCP status has shown considerable improvement in accurancy. However, most aircraft carried AOCP are not actually AOCP, but are out for maintenance. (This is not a fault of the AOCP Unit of Base Supply as they are merely following the directions passed down to them.) For example, airplanes number ---027 and ----041 belonging to the 7th Bomb Group, Heavy, are being carried in an AOCP status as of this date. ----027 is being carried by this group S-4 as estimated in commission on 15 July 1949. ----041 is estimated in commission on 1 August 1949.

b. Maintenance. After careful consideration of all factors observed pertaining to the B-36 program at Carswell AF Base, the undersigned has come to the conclusion that the problem the 7th BombWing, Heavy, has to face today is one of maintenance. In all past conferences which I have attended, supply has been almost the sole topic of conversation.

(1) In support of the foregoing statement, I present the following information pertaining to number of personnel and manhours required to perform certain maintenance functions:

(a)

Maintenance Required	Avg Elapsed Time	No. Men Used	Man-hours
60 Hr Insp	4 day minimum	16	651
120 hr insp	10 days	18	1400 - 1850
Preflight	4 hrs	16	64
Postflight	8 hours	20	160
Engine Change	3 day minimum	8-10	300
Engine Build-UP			600 - 900*

*Depending upon availability of kits.

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(b) Assuming that the airplane could fly one hundred twenty (120) hours per month with no maintenance other than scheduled inspections, it would be grounded a total of fourteen (14) days. Any other difficulties such as sheet metal work, of which there is an excessive amount, would mean additional time spent on the ground..

(c) Inclosure #1 shows a study made recently on time required for certain maintenance functions.

(d) As of 1530 hours on 7 July 1949, a study of the Status Today Board of the 7th Bomb Group, Heavy, revealed the following:

8 acft out for maintenance
1 acft in Maintenance by 7th Maintenance Sq
7 acft undergoing modification
1 Actual AOCP
4 acft in commission

Four (4) aircraft were marked AOCP but were not actually so since the ETIC of #027, #036 and #041 were 15 July, 20 July and 1 August, respectively.

(e) The above examples are typical of the status of aircraft assigned to the 7th Bomb Group, Heavy, during the past two weeks.

(2) It is my opinion that the higher headquarters directly concerned with the B-36 program are not fully informed regarding the magnitude of the task facing us in the maintenance of the B-36 airplane. I have been unable to find any date pertaining to man-hour requirements, etc., above group level at Carswell AF Base. However, recent directives from the Office of the Director of Materiel, Eighth Air Force should correct this situation.

(3) Lack of experience is a great factor in maintenance of B-36 airplane. Further, I see great difficulties involved in training fifteen to twenty men to perform all the specialized maintenance required on an airplane of this type as will be necessary with the airplane crew system now in use.

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(4) It is my opinion that many of the maintenance personnel are now being overworked. This condition is unlikely to improve under the present system until crews become sufficiently proficient to perform their work more rapidly and thus cut down the time required for inspections, and other maintenance requirements. I believe the possibility of more specialization within the squadrons should be investigated in an effort to find a means of increasing efficiency within the maintenance organization. Specialization could increase efficiency if it can be made to conform to the primary mission of the organization.

2. Summarizing the preceding points, it has been my observation that the supply situation, although not completely satisfactory, is for out in front of the maintenance capabilities existing today. With continuing attention it should remain so.

/s/t/ James N. Sammons
JAMES N. SAMMONS
Lt Colonel, USAF

1 Incl
Study of time for
Maintenance, CAFB

A TRUE COPY

John E. Hall.

JOHN E. HALL
Major, USAF
Assistant General

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HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date 19 July 1949

SUBJECT: Report of Supervisory Staff Visit:

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

1. Station visited: Carswell Air Force Base

2. Findings: See attached pages

3. Action Taken:

4. Recommendations:

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5. Remarks: Contemplated follow-up date of above listed items by this division is:

/s/t/ Marion D. Unruh, Col,USAF — Chester R. Lamb, Major

MARION D. UNRUH, Col,USAF — CHESTER R. LAMB, Major

Director of Materiel — Asst Chief, Acft Maint.

Countersigner — Visiting Staff Officer

Incl #1
8AF Form 11-13M

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Staff Visit to Carswell Air Force Base, 6 - 8 July 1949

A staff visit to Carswell Air Force Base was made by Major Chester R. Lamb, 6 - 8 July 1949. The following personnel were contacted.

Col Farr	C.O. 7th Bomb Gp
Lt Col Thacker	7th Bomb Wing A-4
Lt Col Beezley	C.O. 11th Bomb Gp
Capt Baulch	7th Bomb Group S-4
Capt Furrie	11th Bomb Group S-4
1st Lt Peterson	7th Bomb Wing Armament Officer

1. Engine Troubles

a. Many compliants were given regarding backfiring and fouling of spark plugs. This may be the result of several factors and action as follows is being taken to find the answers.

(1) Changing to the dash 7 carburetor should give better performance at altitude. At this time there haven't been enough hours flown to evaluate this carburetor.

(2) A campaign is underway to improve handling and installing spark plugs to eliminate any malfunction from this source.

(3) The removal of the engine crank case breather screen which was clogging up and causing excess crank case pressures resulting in magneto oil seal failures, should decrease the number of magneto failures.

(4) One outstanding fact was the reported freedom from backfiring where Ethyl 23 blended fuel was used, also the long spark plug life. In aircraft testing this fuel, the hours on the plugs were reported as: one engine - 191 hours, 5 engines - 125 hours, 6 engines - 132 hours, and 6 engines - 62 hours. Due to the latent defect program and other reasons most of these plugs were satisfactory at time of removal. Others are still undergoing service test.

b. Oil Sludging

(1) It appears as if this may become a major factor in engine failures. At this time, three engines have

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been removed because the cooling fan was stuck in either high or low drive. It is believed this resulted from sludging of the hydraulic drive coupling. The overhaul tear down report of these engines has not been received, therefore, the exact cause of these failures is unknown. Pratt-Whitney representatives report oil sludging as becoming critical with the advent of fuel having a high lead content, and the analysis of the sludge reveals a high lead content. In an attempt to clear this sludge the oil screens are being cleaned at frequent intervals and some crew chiefs are using oil diluting prior to cleaning the screen endeavoring to remove as much sludge as possible.

c. Valves

At this time, two cases have been reported where an exhaust valve head broke off. The exact reason is not know but the opinion was expressed that it may have been the result of lead deposits causing the valve to stick or oil starvation of the rocker arm and valve stem which could result from sludging of the engine oil system.

d. The 7th Bomb Group is starting an engine conditioning program in an attempt to improve engine operation and to find some of the answers to these troubles.

2. Armament

a. One nose sight has been received and is being placed in the ground gunnery school.

b. The shortage of Thyratron control test equipment is retarding maintenance. At this time, it is necessary to take these units to CVAC for checking.

c. Several C-9 bomb hoists have failed, but by making some modifications and using better operating methods it is believed these failures will not be repeated.

3. Equipment

a. Auxiliary power plants

The 7th Bomb Wing received 24 C-22 power plants and these seem to be superior to the E-5A andB but at this time service instructions and parts lists are not available.

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b. Coleman Tractor

This tractor having the gasoline engine has proven better than the Diesel powered units.

c. The 7th received a shipment of low pressure compressors which will relieve the critical shortage of these units.

d. Cooler and Blower

The shortage of these items retards maintenance during hot weather. Unsatisfactory reports have been submitted on the T/O&E authorization of these units.

4. Supplies

a. The general supply picture has improved and the maintenance personnel feel every effort is being used to get the parts they need. It appears that having key non-commissioned officers attend the supply conferences held in the past month has been an aid in that they learned the high level the supply problems had reached and the action being taken.

b. A marked improvement was noted in the manner in which reparables are being handled and turned in.

c. One item of supply that is critical and retarding maintenance is the shortage of engine buildup kits, especially the 100 kit. Because of the shortage of CFE items, CVAC can not deliver complete kits. Under the present conditions the engine buildup section must wait until a power package is removed from an aircraft to get parts necessary to buildup a new engine.

d. The 11th Group's T/O&E is still coming in but is nearly complete. They are short some maintenance stands and have some shortages in the 00-30-206 series kits.

5. Training

The 11th Group expressed their need for a B-36 mobile training unit. This group is receiving many airmen with technical MOS's but are not familiar with the B-36. The mobile training units with proper mockups is the best method to train these men.

A TRUE COPY

John E. Hall

[illegible]
Major, USAF
Adjutant General

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HEADQUARTERS 7TH BOMBARDMENT WING, HEAVY
Office of the Commanding Officer
Carswell Air Force Base
Fort Worth, Texas

A3C 29 June 1949

SUBJECT: Maintenance of AN/APQ-24 in B-36B Aircraft

TO: Commanding General
Eighth Air Force
Fort Worth, Texas

1. Since the B-36B type aircraft was delivered to this command the maintenance of the AN/APQ-24 radar bombing system has been of primary concern. Every effort has been made to furnish the maintenance activities with all the physical equipment necessary and available for the maintenance of this bombing system; however, the results to date have not been satisfactory.

2. A prohibitive number of man hours is required to perform normal inspections and routine performance checking; e.g., to prepare twelve aircraft for "Operation Stockbroker" 2150 man hours were expended. This figure does not include man hours spent by field maintenance, supply, or flight crews; nor does it represent a complete and thorough check on the entire bombing system but only the minimum checks necessary to get the main computing loops of the AN/APQ-24 within performance limits and a satisfactorily operating basic radar. The results of this mission did not justify the effort expended. In the course of normal operations, complete failure, jittery or intermittent operation, and a poor bombing have become the rule rather than the exception.

3. The cause for the above described unsatisfactory and untenable conditions is basically twofold: first, the lack of adequately trained personnel; and, secondly, an overly difficult arrangement of complex equipment.

4. A vigorous program to reduce the lack of trained men is being conducted at this base, but even if this program is a complete success it will only partially alleviate the situation. This command has now and will continue to have a vital need for an influx of AN/APQ-24 trained maintenance personnel.

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A3G 29 June 1949
Subject: Maintenance of AN/APQ-24 in B-36B Aircraft

5. If there were a relatively large number of well trained AN/APQ-24 men available, the man hours required to keep the bombing system in optimum working condition would still preclude the meeting of the operational commitments of this command. This amount of time required is forced by the fact that 80% of the man hours expended on the equipment is for the isolation and repair of faulty cable connections. The number of cable failures amounts to but 30% of all troubles, but the difficulty of isolation requires the large amount of time which is spent on them. These undependable cable connections are also the cause of unstable, jittery operation in the air, resulting in either no bombing or inaccurate bombing.

6. The causes of these cable failures are many.

a. The basic trouble is that there are too many cables. There are over 44 separate cables with approximately 100 connectors with from 1500 to 2000 individual conductors. If any one connection is not colid the equipment will either not operate or the wrong bombing answer will be produced.

b. Original construction of the cables was not up to necessary standards. In one aircraft 14 separate connectors had to be rebuilt in order tocomplete a performance check. Some evidence of sloppy and inexperienced work is present in every cable harness. As the operational time increases on the equipment the extremes of vibration and shock to which this equipment is subjected cause the border line cases to fail, and the failures occur on an increasing scale.

c. The individual black boxes making up the AN/APQ-24 are so positioned in the aircraft that in order to perform normal checks the cables have to be subjected to continual flexing and bending. In some instances the cables must be removed, the unit taken from the rack, the cables twisted and replaced on the unit before a 20-second adjustment can be accomplished, which causes extremely hard usage on thecable harness. In addition to contributing to cable failure the present installation is a man-hour waster. If some of the adjustments were readily accessible without removal of the unit from the racks a considerable saving in time could be made.

d. The connector design is faulty in that excessive amounts of torque are required to properly seat the connectors. This, coupled with inaccessibility, results in troubles which are the result of the cable connectors not being screwed down tightly.

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A3C 29 June 1949
Subject: Maintenance of AN/APQ-24 in B-36B Aircraft

7. A conference was held 23 June 1949 with representatives of Engineering and Maintenance Division of AMC, Consolidated-Vultee Aircraft Corporation, Cannon Electric Corporation, Amphenol Connector Corporation, and Electronic Maintenance Section of this command wherein it was decided that certain definite steps can be taken to alleviate the situation. Some steps can be taken immediately, and others require engineering study.

a. Consolidated-Vultee Aircraft Corporation will overhaul its fabrication and inspection systems in order that no more defective cables are delivered with the aircraft. As a corollary to this, AMC is to deliver specialized cable testers to Convair to supplement ordinary visual inspections.

b. AMC will develop and procure cable test equipment for use by tactical organizations in aircraft which will greatly reduce the amount of time required to isolate a cable failure after it has occurred.

c. AMC will procure an electrical interconnector wrench which will allow the mechanic to insure a tight connection easily and without distortion of the connector.

d. A team of highly skilled technicians are to be sent to this command from the maintenance division of AMC to completely check all the cables in present aircraft and rebuild where indicated.

8. Action which requires engineering study.

a. The equipment manufacturer should re-design the packaging of the AN/APQ-24 in order to eliminate the bulk of the inter-connecting cables and at the same time incorporate built-up metering and test circuits to reduce greatly the normal maintenance time. Engineers from Bell Telephone Laboratories have indicated that there is nothing against this except the desires of the Air Force.

b. Pending "a", the present location of the units of AN/APQ-24 must be changed so that the present equipment can most easily be maintained without subjecting the cable harness to its present hard usage. Such a relocation can be made with very little disturbance to other equipments.

c. AMC, in conjunction with the connector manufacturer, will undertake to produce connectors that will not require the large torques to properly seat. There are such connectors, but they are not on JAN specifications at the present time.

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A3C 29 June 1949
Subject: Maintenance of AN/APQ-24 in B-36B Aircraft

9. It is requested that strong action be taken to insure that the steps outlined in paragraphs 7 and 8 are accomplished with the least possible delay. Unless the cable failure problem is solved concurrently with lowering of the maintenance man hours required by the AN/APQ-24 this command will not be able to meet its operational commitments or accomplish its ultimate mission.

WILLIAM P. FISHER
Colonel, USAF
Commanding

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LEXIE FRYE
Capt, USAF

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HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date 25 July 1949

SUBJECT: Report of Supervisory Staff Visit:

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

See attached pages

/s/t/ Marion D. Unruh, Col USAF — Leslie A. Smith, Capt,
MARION D. UNRUH, COL USAF — LESLIE A. SMITH, CAPT
Director of Materiel — Asst Chief Acft Maint.
Countersigner — Visiting Staff Officer

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Staff Visit by Capt L. A. Smith to Davis-Monthan AFB on 7 and 8 July 49

The following personnel were contacted:

Capt J. V. Gallagher	Wing A-4
Major C. C. Kimball	Group S-4
Capt C. H. Culp	Group S-4 (Eng Officer)
W/O R. W. Graham	63d Eng
M/Sgt D. M. Warr	" "
Major D. C. Foster	43d Air Refueling Sq
Capt W. J. Gammon	" " " "
W/O E. D. Kent	" " " "
G. C. Whittington	Field Service Engineer

1. Skin Problem. The cracking of skin along the trailing edge of the wing from the rear spar back and also on the landing flaps is becoming an ever increasing problem. At the time of the inspection, five aircraft were reporting such cracks. They are vibration cracks and occur near and parallel to the rivets. The Boeing Technical Representative recommends that the gauge of skin be changed from .025 to heavier skin gauge .032. Word from AMC is that the heavier skin is not available. The only fix at this date is to stop drill the cracks.

2. Extra inverter installation is about 50 per cent complete and is considered very satisfactory. The inverter is located on the floor near the navigator with control switch on navigator's panel. Inasmuch as little space is used and it is an out of the way place, the 43d hopes to utilize it as an extra inverter or spare subsequent to the alternator problem being solved.

3. Trouble with exhaust clamp is a major problem and dangerous condition. Unsatisfactory reports have been written by both the 43d and 2d Bombardment Groups. Clamp Assy. - Anti Rotation tabs, Part No. (32457-4), stretches when heated and allows the exhaust stacks to separate causing fire. Recommendations are that the clamp be widened and the depth of the groove be increased. The exhaust stacks should be redesigned to incorporate a longer extruding lip on both units. This change should be retroactive to all B-50 aircraft. When a fire occurs in this area, the following items are damaged or burned beyond repair or use. Panel Assy - Cowl lower, Part No. 12-1992-1; Cover Assy - Shroud upper, Part No. 12-2142; Cover assy - Shroud lower, Part No. 12-2142-1; two cowl flap jack screws.

4. Spare parts are very short for this type aircraft and concern was given by the Eng Officer of the 63d Sqd in SAC letter 452, 3 May 1949, Subject: "Policy Relative to Support of Production Type Aircraft in the Field." Contents gave authority to divert parts from production line to the station in cases of grounded aircraft. Information received was that no help had been derived from this letter.

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5. The failure of turbo bearings has been reduced to a bare minimum at Tucson by the exchange of lubricants. Previous to 1 May 1949, lubricant AN-09 had been used exlusively. T.O. 0-30-10DA-27, Section V, Par 49, states that for ground temperatures above 9.4°C (15°F) lubricating oil, Spec No. AN-VV0-446A, Grade 1065, should be used. T.O. 01-20ELA-2, Section 4, Par 246, states that AN-0-9 oil will be used. The switch from AN-0-9 to 1065 grade on turbos incorporating the siphon tube and continued use of AN-0-9 on turbos having the anti-leak valve has proved to be very satisfactory as they have had one turbo failure since the change of oil and it is not contributed to bearing failure. A message was sent to Chatham informing them of this and suggesting that they consider such a change. B-50 46-2 through 46-61 contain anti-leak valve, S/N 47-98 and on have the siphon tube system.

6. B-50 flyaway kits are empty except for common stocked hardware. Until parts are available this condition will be the same.

7. The Air Refueling Squadron has three of their planes completely winterized. The rest have no boots. They are requesting that they be allowed to go on the United Kingdom mission without boots. This request has already been brought before the Director of Materiel.

8. The Air Refueling Squadron is short qualified personnel. They are badly in need of good 750D's. The T.O. is not adequate at this time as it does not authorize such persons as C-1 auto pilot maintenance men, and only two men for tech inspection and one clerk for Eng, etc. Form 25 has been submitted in accordance with AFR 5-25 and it is hoped that this trouble will be removed.

9. Plenty of C-2 stands are on hand, buty they are still short on A-1s. No jacks are available and must borrowed from B Sqds.

10. As of this visit, they had aircraft with the newly modified bombay tanks installed. So far, only one of the new tanks has shown signs of leaking. Having all planes placed on flight time restriction for this period, the new tanks have not been given a fair chance. As flying time is accrued, a much better picture will be given.

11. Although much work has been accomplished since the last visit, the T.O. compliance of the Air Refueling Squadron still needs plenty of attention.

12. A problem presented by all squadrons is the need for specific people for the handling of ground equipment. It is a waste of experienced maintenance people to have them assign to the ground equipment. Yet, the equipment is playing a leading roll in the proper and quick maintenance of aircraft and should be kept in A-1 condition.

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Staff Visit by Capt L. A. Smith to Davis-Monthan AFB on 7 and 8 Jul 49

13. The B-50 propeller metal protector program is approximately 50 per cent complete. SAAMA has now dispatched personnel and necessary equipment to Tucson to complete project there. They are handling approximately 4 propellers per week.

/s/t/ Leslie A. Smith
LESLIE A. SMITH
Capt, USAF
Asst Chief, Acft Maint

A TRUE COPY
John F. Hall
JOHN F. HALL
MAJOR, USAF
Adjutant General

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HEADQUARTERS 509TH BOMB WING (M)
Walker Air Force Base
Roswell, New Mexico

RRT/gwy

WM452.13

14 Jun 1949

SUBJECT: Aircraft Engine Report

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska
ATTENTION: Materiel

1. The following information is submitted in order that a study may be accomplished on the R-3350 engine build-up lines.

	Number of Internal Failures		Number of Exhaust Valve Failures	
	Standard	Modified	Standard	Modified
October 1948	1		1	
November 1948	6		2	
December 1948	8		3	
January 1949	4		2	
February 1949	9		6	
March 1949	11		3	3
April 1949	4	2	1	
May 1949	4	4		

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2. The 509th Bomb Wing has been experiencing an increased number of internal failures in the last ninety (90) days. Suggest a more thorough method of inspection for metal fatigue be devised and observed. In the majority of cases the engines that experience internal failures have been overhauled several times.

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3. Another contributing factor is felt to be faulty fuel injection nozzles. The injection nozzles used in the hot cylinders on the rear bank tend to carbon rapidly and give faulty operation after seventy-five (75) hours of high altitude operation. The 509th Bomb Wing is manufacturing nozzle test stands for each squadron and requiring all injection nozzles to be cleaned, pressure checked and replaced if faulty.

FOR THE COMMANDING OFFICER:

HAROLD S. GILLOGLY
2d Lt, USAF
Assistant Adjutant

Copy furnished:
CG 8th AF, Ft Worth, Texas

A TRUE COPY
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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SAC 452.1 (14 June 49) 1st Ind DM4C

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Omaha, Nebraska 22 JUN 49

TO: Commanding General, Oklahoma City Air Materiel Area, Tinker Air Force Base, Oklahoma City, Oklahoma

1. The number of internal failures of R-3350-57 engines installed in B-29 aircraft of this command has increased sharply during the past ninety (90) days. Specifically there were fifty-three (53) internal failures in March, fifty-eight (58) internal failures in April, and sixty-eight (69) internal failures in May. There was an average of forth-four (44) internal failures in the sixth month period prior to March 1949. Since no changes have been made in operating techniques or type missions being flown, this headquarters is unable to determine the reasons for the recent increase in the number of internal failures of the R-3350-57 engine.

2. As suggested in basic letter, this increase in the number of internal failures may be due to utilization of engine parts that have been processed through overhaul several times. Such a condition may result in weakened materiel which may be contributing to the increased number of internal engine failures.

3. Your comments are requested regarding the above and information contained in basic letter. Further, information is requested whether your depot has any data from disassembly and overhaul of R-3350-57 on this which may assist this headquarters in reducing the excessive number of internal failures now being encountered.

FOR THE COMMANDING GENERAL:

[redacted]

MONTIE THOMPSON, JR
1st Lt, USAF
Asst Adj Gen

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WM 452.13, 509th Bomb Wing (M), Walker AFB, to CG, SAC 14 Jun 49
Subject: Aircraft Engine Report

2d Ind OCMI/CVD/bjh

Hq, OCAMA, Tinker Air Force Base, Oklahoma City, Oklahoma
1 JUL 1949

TO: CG, SAC, Offutt Air Force Base, Omaha, Nebraska. THRU:
CG, AMC, Wright-Patterson Air Force Base, Dayton, Ohio,
ATTN: MCMMXT2

1. With reference to the basic letter and the 1st Indorsement thereto, you are advised that an investigation has been conducted at this Headquarters relative to the cause for failure of the last two hundred (200) R-3350 series engines processed through the specialized overhaul shops. The results of the investigation are as follows:

a. 118 each engines experienced valve failures, i.e. broken, burned, cracked avles.

b. 4 each failures due to faulty overhaul, i.e. improper installation of mpeller shaft oil seal rings.

c. 8 each failures due to warped exhaust valve seats.

d. 8 each failures resulting from broken knuckle pins.

e. 4 each failures resulting from broken piston pins.

f. 11 each failures resulting from improper operation, i.e. detonation buring holes through the piston, etc.

g. 2 each failures resulting from broken reduction gear.

h. 23 each failures resulting from improper maintenance i.e. hydraulic locks, foreign objects in the blower section, etc.

i. 11 each failures, the cause for which could not be determined, i.e. returned for overhaul for metal in sump, the source of which was not revealed by disassembly inspection.

j. 4 each failures resulting from knuckle pin bushing disintegration.

k. 1 each failure resulting from breakage of the cylinder barrel in the thread area.

l. 3 each failures resulting from primary failure of an accessory, i.e. broken exhaust collector ring, turbosupercharger governor, etc.

m. 3 each failures resulting from spalled cam lobes.

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CONFIDENTIAL

HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California

CG 25 Aug 1949

SUBJECT: Instrumentation for B-50 Aircraft

TO: Commanding General
Fifteenth Air Force
Ent Air Force Base
Colorado Springs
Colorado

1. Your attention is invited to Strategic Air Command teletype DM4A1 1069, dated 121415Z August 1949.

2. The following named officers, organizations indicated, attended a conference at Headquarters, 93d Bombardment Wing (M), Castle Air Force Base, California, on 24 August 1949, to discuss the adequacy of B-50 aircraft instrumentation:

Colonel Robert H. Terrill, 93d Bomb Wing (M)
Lt Colonel James C. Owen, 93d Bomb Wimg (M)
Lt Colonel Harry Coursey, Headquarters, Fifteenth AF
Major Dwight C. Van Atta, 93d Bomb Group (M)
Captain Joseph J. Semanek, 93d Bomb Wing (M)
Captain Donald B. King, 43d Bomb Group
Captain John R. Risher, Headquarters, Eighth AF
Captain Joseph W. Norris, 2nd Bomb Group
1st Lt Henry K. Williams, 2nd Bomb Group
1st Lt Elmer L. Dorsey, 2nd Bomb Group
1st Lt B. H. Davidson, 43d Bomb Group

3. Recommendations concurred in for standardization of all B-50 aircraft instruments are as follows:

a. It is the opinion of all officers present that too much emphasis is being placed on electric instruments operating from one source of power and disregarding the added safety factor of an alternate instrument system on the B-50D. Apparently, the only objection known by the conference to vacuum type instruments in their limitations under cold weather conditions. It is the firm opinion of all present at this meeting that the added safety factor of an alternate instrument system is desirable and necessary. It is recommended that the co-pilot's position be supplied with a set of vacuum instruments regardless of their limitations, as it is

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WM 452.13, 509th Bomb Wing (M), Walker AFB 2d Ind 14 Jun 49
to CO, SAC
Subject: Aircraft Engine Report

2. It is believed by this headquarters that the number of previous overhauls has no significant bearing upon the reported increase of internal failures. In this respect, attention is invited to the fact that there are practically no new R-3350 series engines. The engines presently in service have been accorded from one to several major overhauls, and the average service life of the engines has not been adversely affected, which would indicate that the number of previous overhauls were not detrimental to service life.

3. At the time of engine overhaul, all parts which cannot be re-worked within the prescribed limits are replaced with new parts. All steel parts, i.e. cams, crankshafts, reduction gears, etc, are magnafluxed; and all magnesium cases, i.e. nose sections, diffuser housings, accessory cases, etc, are zyglo inspected to ascertain the presence of cracks. The wear limits established by pertinent Technical Orders and the quality control measures employed in the overhaul of the R-3350 engines are such that overhauled engines are comparable to new engines in every respect.

4. With reference to paragraph 3 of the 1st Indorsement, relative to information from disassembly inspection which migh assist your Headquarters in reducing the number of internal failures, you are advised that a number of engines have been received for internal failure, upon which dismantling inspection revealed the failure to have resulted primarily from a "swallowed" exhaust valve head. It is suggested that failures of this nature might be reduced through more frequent and thorough inspections to ascertain incipient failure of the exhaust valves. It has also been noted, although of minor frequency, that engine fialures have resulted from detonation and improper preoiling. Several engines have been received for excessive oil in the blower section, upon which disassembly inspection revealed the impeller oil seal rings to be in good condition and no evident cause for such leakage.

FOR THE COMMANDING GENERAL:

WILLIAM T. HEFLEY
Colonel, USAF
Director, Maintenance

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John E. Hall

JOHN E. HALL
Major, USAF
Adjutant General

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felt that electrical instruments also have their limitations in that they operate from a single source and have the inherent malfunctions characteristics of all electrical units. It is also recommended that action be initiated through A.M.C. to determine the practicability of installing vacuum type instruments incorporating thermostatically controlled heating elements and a line purging system. At least two engine driven vacuum pumps are recommended for this system.

b. Recommend that the following changes be accomplished on the B-50 and the B-50D:

(1) That on the B-50D, the radar PDI and bombsight PDI needles be grouped on the left side of the pilot's panel.

(2) All electrical instruments are too critical, burn out very easily, and normal vibration causes excessive bearing wear. Request all electrical instruments be re-evaluated.

(3) The gyrosyn compass is subject to lag and excessive failures. Because of its unreliability as a flight instrument, it is recommended that the C-5 directional gyro be added in the present position of the gyrosyn compass on the pilot's panel, and that the gyrosyn compass be moved to the upper right side of the pilot's panel so that it will come within the co-pilot's vision.

(4) That all instruments on the pilot's and co-pilot's panels be moved up as far as possible as under the present arrangement the turn and bank indicator is partially obstructed from the pilot's and co-pilot's view by the control column.

(5) Recommend early action to procure special instruments in creating a method for field units to accurately calibrate flow meters, torque meters, oil and fuel quantity gauges.

(6) Presently installed true airspeed indicators are not too reliable, as errors from 5 to 20 miles have been found. Recommend early action be initiated to determine an accurate method of calibration, or that a calibration knob for correcting the true airspeed indicator on the radar panel be incorporated so that the instrument error can be corrected in the bombing problem of the APQ 24. Also recommend that the

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true airspeed indicator on the navigator's panel be replaced with the conventional indicated airspeed meter.

(7) The altitude indicator, type J-3, the background contrast is unsatisfactory. Also, the indicator airplane is of two sizes. Recommend that the larger size be used on all installations and that the background be changed.

(8) It is recommended that magnesyn torquemeters be installed in aircraft and modified to incorporate manual dampeners to provide more accurate readings in the lower scale.

(9) That an overhead lamp on a flexible arm for the flight engineer be installed.

c. Recommendations for future instrumentation:

(1) That the flight engineer panel or instrument dials be tilted to effect near perpendecular vision.

(2) That integral lighting should be incorporated for all instruments, controlled by the necessary rheostats and utilizing red-reflected readability.

/s/ John R. Risher
JOHN R. RISHER
Captain, USAF
8th AF Representative

/s/ Robert H. Terrill
ROBERT H. TERRILL
Colonel, USAF
15th AF Representative

DISTRIBUTION:

Hq, 8th AF 1 cy
Hq, 15th AF 5 cys
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Hq, 43rd Bomb Wing 1 cy

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ELMER M. SWALLOW
WOJG, USAF

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HEADQUARTERS EIGHTH AIR FORCE
FORT WORTH, TEXAS

22 July 1949

Brigadier General David W. Hutchison
Commanding General
97th Bombardment Wing, Medium
Biggs Air Force Base, Texas

Dear Hutch:

I recently received a letter from General McMullen wherein he commended your base for the interest and action taken to reduce AOCP aircraft. I concur with his statement to the fact that this is no small problem with the large number of various type aircraft you maintain and support.

Another factor you have to contend with that is not universal in the command is the heavy transient traffic. The numerous detachments at your station utilizing supply and maintenance facilities calls for close cooperation and coordination of all concerned.

I feel that definite progress has been made recently in your supply and maintenance activities. Please convey my appreciation to your people for their continued efforts in lowering the AOCP rate at your station.

Sincerely,

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

"A CERTIFIED TRUE COPY"

Elmer M. Swallow
ELMER M. SWALLOW
WOJG, USAF

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HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date 19 August 1949

SUBJECT: Report of Supervisory Staff Visit:

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

Captain Frank R. Lindberg, Electronics Section, attended a conference at Headquarters SAC 16 and 17 August concerning electronic countermeasures. The main points of discussion were as follows:

a. Standardization of ECM Installations in Aircraft - AMC has given SAC limited authority to perform minor modifications on the ECM installations in bombardment aircraft based on recommendations made previously by SAC organizations. Because of shortages of various items, ECM installations in aircraft have not been uniform, substitute items being used where possible, and it was considered desirable that standardization of all aircraft in SAC be accomplished as soon as possible so that ECM planning could be more definite. It was decided at the conference that SAC would query AMC as to what is required to modernize and standardize the ECM installations and would request authority for procurement and installation of necessary items.

b. New ECM Antenna Systems - AMC has also informed SAC that new antenna systems have been developed which would be installed in all B-36 and B-50D aircraft scheduled for future delivery and which would be retrofitted in all B-36 and B-50D aircraft which have already been delivered

(See attached sheet)

/s/ Alva S. Hascall — /s/ F. R. Lindberg

ALVA S. HASCALL LT COL — F. R. LINDBERG CAP [redacted] 43

Countersigner — Visiting Staff Officer

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The new antennas will eliminate the present bulky ECM antennas and antenna covers now installed on the aircraft and will eliminate much of the drag now caused by these items since the new antennas are reputed to have much better aerodynamic characteristics. AMC further requested that, if desired, SAC state requirements for retrofit of all B-29 and B-50A aircraft with the new antenna systems. It was unanimously decided that SAC recommend this be done as soon as possible.

c. ECM Training - SAC representatives declared some dissatisfaction with the status of training of radio operators as ECM spot jamming operators in both the 8th and 15th Air Forces and desired to know the difficulties encountered. It was pointed out to them that with presently available ECM equipment, airmen are now being required to perform a function which was performed by especially trained officers during World War II and that the limitations imposed by the equipment required constant flight training on the part of the radio operators to maintain proficiency, however, unfortunately at the present time shortages of officers and mechanics trained in ECM to give this training and other conditions precluded meeting the necessary flight requirements for peak proficiency. It was further pointed out that training requirements outlined in SAC Reg 50-8 are only general in scope, and it was recommended that SAC be more specific so that training in all SAC organizations could be standardized. SAC representatives agreed in this and stated that they would revise the SAC Reg 50-8 requirements and attempt to establish uniform standards.

d. Personnel - SAC stated that requisitions for ECM officer personnel for all SAC groups were being revised and that personnel would be assigned to groups on a priority basis. It was learned that two more ECM officers have been assigned groups of the Eighth Air Force, one to the 2d Bomb Group and one to the 97th Bomb Group which will make a total of fifteen such officers within the command. As far as airmen are concerned, with the shortage of radar mechanics and the present emphasis on radar maintenance, the ECM program will have to continue to suffer until manpower shortages in airmen can be alleviated.

e. ECM Equipment - The limitations of present ECM equipment which made it difficult for airmen radio operators to operate and maintain proficiency were pointed out to SAC and it was further pointed out that military characteristics for suitable equipment which would eliminate all undesirable features of present equipment had been forwarded SAC by the Eighth Air Force. SAC representatives stated that these military characteristics had been forwarded to Headquarters USAF and that also ECM equipment development engineers at AMC had been consulted concerning them. The AMC engineers were satisfied with the requirements and felt that they could be met by

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Supervisory Staff Visit - Cont'd

equipment and circuits presently under development at AMC but that the usual time delays before production would be encountered and that the now available equipment would have to do for the present.

f. ECM Intelligence - Captain Manbeck, SAC ECM officer stated that the Director of Intelligence, Headquarters SAC, has available late intelligence concerning USSR electronic capabilities and analyses of electronic reconnaissance reports, however, that he is reluctant to pass this information on down to Air Force level. It is recommended that the Director of Intelligence, Headquarters Eighth Air Force, attempt to procure this information from SAC as soon as possible.

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Elmer M. Swallow

ELMER M. SWALLOW
WOJG, USAF

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HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date 29 June 1949

SUBJECT: Report of Supervisory Staff Visit:

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

1. Station visited: Bergstrom Air Force Base, Austin, Tex

2. Findings: See attached pages

3. Action taken:

4. Recommendations:

5. Remarks: Contemplated follow-up date of above listed items by this division is:

/s/t/ Marion D. Unruh Col USAF — Richard C. Brookins
MARION D. UNRUH Col USAF — RICHARD C. BROOKINS
~~Director of Materiel~~ — ~~Captain, USAF~~
Asst Chief, Acft Maint
Countersigner — Visiting Staff Offic[redacted]

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Staff Visit to Bergstrom Air Force Base, 28 June 1949

Personnel contacted - all Maintenance personnel in the 27th Fighter Wing, 27th Fighter Group and 27th M&S Group.

1. Maintenance. The 27th Fighter Group is now in the process of complete maintenance and aircraft engine conditioning for the first time in one year. Due to commitments of the Fighter Group in the past year, aircraft have been flown in a somewhat marginal maintenance status. Consequently, aircraft have been in-commission operation-wise with many defects being carried on the Form 41-B. These defects will be picked up throughout the June period. The ORT left all three squadrons with the majority of the aircraft on a red dash for major inspections. Since the ORT, many manhours have been expended running major inspections and picking up previous minor defects. There have been four or five outstanding TOC's on the F-82E type aircraft in the past months. With the cooperation of the 27th M&S Group the Fighter Group has cleared many of these TOC's. Several outstanding manhour consuming problems have developed at Bergstrom; i.e., low level gunnery missions, air to ground, have necessitated flying operations in proximity to salt water and salt water infected areas, resulting in a corrosion of wings, channels, members, etc. This condition is remedied by cleaning, buffing and painting in accordance with Technical Order 01-1-7. Bergstrom is consuming many manhours of maintenance on six of the F-82 aircraft undergoing major maintenance caused by major aircraft accidents, (belly landings, etc).

2. Special Projects: The following projects are outstanding on the F-82 type aircraft:

a. Instrumentation of F-82 type aircraft.

b. Installation of oil tank gage indicators.

c. High power 74 inch take off service tests.

d. Installation of fuel flowmeters.

These projects have been assigned to 1st Lt Glenn Darden, a maintenance officer in the 27th M&S Group. At the present time, a test aircraft is undergoing installation procedures and tests for the above mentioned projects and a complete report will be submitted to this headquarters by subject officer the first week of July.

3. A physical check as to the preparation and submission of the SAC-SC-UR was made through Wing Operations with the group Maintenance Officer to insure accurate maintenance data being forwarded and compiled by Operations.

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Staff Visit to Bergstrom Air Force Base, 28 Jun 1949

4. Conclusions and Recommendations: After viewing the past month's achievements in maintenance by both the Fighter Group and the M&S Group, it is felt that the high rate of AOCM attributed to Bergstrom will be justified. In the future, this AOCM rate will decrease and finally stabilize itself at a normal figure. In view of Mobility, the "Shoe String" type of operations and maintenance, as evidenced in the past, has been very undesirable as the Fighter Group would not be able to sustain operations maintenance-wise for an extended period of time.

5. It was recommended to the maintenance officers that whenever feasible staff meetings on a maintenance level should be held in order to thoroughly acquaint all activities as to the present problems and obligations of other maintenance activities. At Bergstrom AF Base there seems to be a marked lack of knowledge as to what other maintenance activities on the base are planning and accomplishing.

6. It is also recommended that all maintenance agencies transmitting messages to SAC or AMC direct should also send information copies to the Eighth AF Headquarters. Several reports were found of great importance to this headquarters that were sent directly to SAC with no information copy to this headquarters.

/s/t/ Richard C. Brookins
RICHARD C. BROOKINS
Capt, USAF
Asst Chief, Acft Maint

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John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date 8 July 1949

SUBJECT: Report of Supervisory Staff Visit:

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion. See attached.

/s/t/ Marion D Unruh	/s/t/ Roscoe G Rector
MARION D UNRUH	ROSCOE G RECTOR
Colonel, USAF	Major, USAF
Director of Materiel	Air Installations Officer
Countersigner	Visiting Staff Officer

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1. The undersigned visited Headquarters, Strategic Air Command 6 - 7 July 1949

2. SAC Housing Plan: As has been previously indicated, the SAC Housing Association anticipates the purchase of the Lustron house for the majority of SAC stations to be erected under the SAC Housing Plan. The plan, as it now stands, does not require a deposit on the part of the tenants as was stipulated in the original plan. The period of amortization is now 20 years instead of the original 4. Tentative figures on units to be erected at our stations are as follows:

Station	No Units	Type
Bergstrom	300	Lustron
Biggs	322	Lustron
Carswell	300	Lustron
Chatham	200	Lustron
Walker	250	Lustron
Davis-Monthan	250	Possibly from General Panel Corp. Lustron not being erected at Davis-Monthan due to excessive freight rates to Tucson area

SAC is presently accomplishing the final details on the contract with the Lustron Corporation. It is anticipated a conference will be held at SAC within the next two weeks with the Wing Commanders and their representatives, and representation from this headquarters, at which time the details of the program will be presented and explained. Information on this conference is coming out from Headquarters, Strategic Air Command. Tentative rental fiture limitations are $42.00 for first three grades and $90.00 for field grade officers. The $3,000,000 required for utilities has gone to the Bureau of the Budget for action.

3. Hood Airstrip: The requirements for additional barracks and a mess hall at Hood Airstrip were discussed. SAC concurred in attempting to secure additional buildings from Camp Hood. If this is not successful, we should request prefabricated buildings to be shipped in. SAC believes that they can secure new prefabricated portable buildings, at least for the barracks requirements. It is anticipated that the following new construction items will be approved by Congress for Hood: 24 units of family quarters; mess hall; operations building, control tower and fire station.

4. Special Weapons Projects: Projects to provide facilities for assembly teams to be assigned to this command were prepared for our five affected bases and submitted to Strategic Air Command around the middle of May. According to the best available information the

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first team will be assigned to Walker around 15 September. The projects were sent to Air Forces for approval and allotment of funds. To date SAC has not received any action from Air Forces; however, a SAC representative was in Air Forces checking on the status of these projects. It was explained to SAC that if the facilities are to be ready by 15 September early approval of the project is absolutely necessary or we will not be able to construct the facilities in the limited time remaining.

5. 1950 New Construction: The 1950 new construction budget is presently before Congress but has not as yet been acted upon. However, Air Forces feels that the following items are almost certain to be included:

Installation	Projects	Funds
Bergstrom AFB	Family Qtrs, & Util. (48)	$ 792,000
Biggs AFB	Family Qtrs. & Util (96)	1,584,000
Campbell AFB	Control Tower	90,000
	Family Qtrs. & Util. (24)	396,000
Chatham AFB	Av. fuel storage fac.	300,000
Davis-Monthan	Family Qtrs. & Util (136)	2,244,000
Hood AFB	Mess Hall	-
	Family Qtrs. & Util (24)	396,000
	Opr.Bldg., control Tower and fire crash sta.	147,764
	Sewage disposal fa.	98,685
	Transformer Building	81,270
Walker AFB	Family Qtrs. & Util (192)	3,168,000

As soon as the definite program as approved by Congress is received, applicable report will be made.

6. Miscellaneous:

a. Regular R & U funds for the fiscal year 1950 have not been received at SAC. This money has not as yet been approved by Congress. However, from all indications it appears we will be allotted as much or more regular R & U funds as were allotted last quarter.

b. The Officers Club at Bergstrom was discussed. SAC had just received our letter requesting new club but had not had time to act upon it. They promised they would advise us by TWX of their action.

c. Project for the NCO Club at Bergstrom was returned by SAC for some additional information and correction. As soon as received in this office it will be corrected and hand carried back to SAC.

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d. Our request for right of entry on certain sites at Camp Hood was forwarded from SAC to Air Forces on 1 June. SAC is taking necessary follow up action.

/s/t/ Roscoe G Rector
ROSCOE G RECTOR
Major, USAF
Air Installations Officer

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John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General.

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SUPPLEMENT I
SAC REGULATIONS)
NUMBER 50-8)

Reg 50-8

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
2 May 1949

TRAINING

Training Requirements and Standards of Proficiency for Medium and Heavy Bombardment Units

(Supersedes Supplement I, SAC Reg 50-8, 22 Jun 48 and C 1, 22 Jul 48)

1. **TRAINING OBJECTIVE.** The purpose of this supplement is to establist minimum training requirements and standards of proficiency considered necessary to train strategic bombardment crews and units for the performance of global bombardment operations in accordance with prescribed tactics and procedures in the execution of the primary mission. The primary mission of a strategic bombardment unit is the destruction of surface targets by bombs. Crews and units will attain and maintain that state of combat readiness which will permit immediate effective offensive operations against any enemy in accordance with approved tactical doctrine. Combat Crews will be capable of navigating under all combat conditions and effectively bombing, under all conditions, any assigned target at the maximum range of the aircraft. In addition to the requirements in AF Training Standards 5-1 and 20-3, and SAC Regulations 50-8, the training of medium and heavy bombardment groups, crews and individuals will be so conducted as to insure proficiency in the specific requirements set forth below.

2. **UNIT TRAINING.** Medium and heavy bombardment units will achieve that state of administrative, technical and tactical proficiency which will permit immediate execution of assigned bombardment missions with maximum efficiency. In addition tc the requirements stated in paragraph 9, SAC Regulations 50-8, all units will meet the following requirements:

a. **Administrative.** Ability to implement the administrative functions of the mobility and supply plan.

b. **Technical.**

(1) Proficiency in the performance of the required maintenance and calibration of assigned Bombardment Radar.

(2) Proficiency in the loading of all types of bombs and ammunition.

(3) Ability to implement the supply functions of the mobility and supply plan with regard to Flyaway Kits and Unit Essential Equipment List.

c. **Tactical.**

(1) Ability to take-off, assemble at a designated point, fly in formation along a briefed route, bomb successfully any type of target, visually or by radar, defend itself against enemy attack, return to the home base, disperse, and land.

(2) Ability to conduct rendezvous missions under radio silence.

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SAC, Offutt AFB-4-25-49-1,350

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(3) Ability to perform sea-search, anti-submarine, and aerial mine laying operations on a global scale.

(4) Ability to successfully execute a formation frontal penetration.

(5) Ability to effect immediate deployment to distant bases and upon arrival at those bases to be immediately capable of accomplishing combat missions.

3. COMBAT CREW TRAINING.

a. Combat crews will be proficient in the performance either singly or in formation of bombardment missions employing all approved methods of bombing.

b. Combat crews will have a thorough knowledge of the tactics outlined in the Strategic Air Command tactical doctrine.

c. Combat crews will be trained to the standard of proficiency of a lead crew as outlined in AFM 51-30.

d. Combat crews will attain the following bombing capability in accordance with the stated priority.

(1) First priority - RBS bombing from 25,000 feet absolute, CEP 2,000 feet.

(2) Second priority - Visual bombing 25,000 feet absolute, CEP 375 feet.

e. Combat crews will accomplish the following minimum requirements each six months period.

(1) Forty-eight RBS runs from 25,000 feet absolute, twenty-four of which will be first runs. A first run on an industrial RBS target is defined as follows: A bombing run on a briefed target which is made after having followed a briefed course over a briefed IP for the first time on any single flight. In making a first run the RBS Station will be contacted when the aircraft is approaching the IP, and informed that the run will be a first run. In the event of malfunction, either airborne or ground, the run will not be a first run and the run over that target will be classed as a first run abort. Aircraft may make as many first runs as desired on any one flight, provided only one first run is made on any one RBS site.

(2) Forty visual bomb releases from 25,000 feet absolute altitude.

f. Combat crews will accomplish two long range tactical missions during each six month period.

g. Combat crews will accomplish one aerial gunnery mission per quarter period firing a minimum of 200 rounds of ammunition per individual gunner.

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h. Combat crews will accomplish one fighter-bomber interception mission per quarter period exposing a minimum of 50 feet of GSAP gun camera film per gunner.

i. Combat crews will accomplish one period of OQ gunnery training per gunner per month.

4. INDIVIDUAL TRAINING.

a. Each officer and airman will maintain a high standard of proficiency for his particular MOS. The minimum standards of proficiency for each MOS are prescribed in AFM 35-1 and in the individual training standards of the 80- and 90- series. Each officer and airman will receive the general training stated in paragraph 10, SAC Regulations 50-8.

b. The following training requirements and standards of proficiency are outlined for specific individuals:

(1) Pilot (Aircraft Commander and Co-Pilot). The pilot will be trained to a standard enabling him to handle his aircraft with skill and confidence. He must be familiar with the operational capabilities and limitations of all equipment installed in his aircraft. In addition, he is also the commander of a military unit, his crew, and as such, must be a highly competent officer. He shall be so trained as to develop the qualities of leadership necessary to exercise complete control over his entire crew under all conditions in flight and on the ground. Pilot will meet the standards of proficiency prescribed by appropriate individual training standard. He will have a thorough knowledge of the standing operating procedures and techniques outlined in the appropriate SAC Manual of the 50- series pertaining to his specialty.

(a) Flight Training.

1. General Operation of the Aircraft to Include:

a. Demonstration of ability to take-off and land, by day or night, under all combat load conditions.

b. Demonstration of ability to make GCA Landings. All landings made on SAC bases will be GCA landings in accordance with letter, this headquarters, SAC 360.3 (9 Apr 49), subject: "GCA Landings, Control Tower and GCA Procedures," dated 9 April 1949. At the discretion of the local commander transition flights, engineering flights, and similar flights which do not afford operational practicality to GCA landings may be excepted from this directive.

c. All take-offs will be made in accordance with SAC Regulations 62-8.

d. Demonstration of proficiency to coordinate the duties of the bombing team in the exact

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execution of bomb run procedures as prescribed in SAC Manual 50-6.

e. A practical knowledge of all systems of the assigned aircraft, including the RCT system.

f. Demonstration of ability to supervise the prescribed preflight inspection of the assigned aircraft and its emergency equipment.

g. Proficiency in the use of cruise control data.

h. Proficiency in the proper method of loading and computing weight and balance data.

i. A thorough knowledge of proper operating limits and power settings for varying conditions of flight at all altitudes.

j. A thorough knowledge of the flight characteristics and performance limitations of his aircraft at all speeds and altitudes.

k. Demonstration of ability to perform night navigational mission.

l. Ability to supervise and instruct the combat crew members in all emergency procedures and in the use of all emergency equipment.

2. Proficiency in Emergency Procedures for the Following Conditions.

a. Overshooting the landing area.

b. Overspeeding engine or supercharger during take-off.

c. Loss of engine during take-off or flight.

d. Engine or aircraft fires during flight or on ground.

e. Ditching and crash landing.

f. Failure of landing gear, flaps, and bomb bay doors to operate.

g. Two or three-engine operation under varying flight and load conditions.

h. Turbo surge at high altitudes.

i. Emergency bail out procedure.

3. Technique of Formation Flying to Include:

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a. Demonstration of ability to hold any assigned position within the formation at all operating speeds and altitudes.

b. Demonstration of technique in changing positions in formation.

c. Demonstration of ability in unit take-off, assembly, landing, and penetration of areas of low visibility or frontal weather conditions.

4. Instrument Flying to Include:

a. Demonstration of ability to pass instrument check (Green) in assigned aircraft as prescribed by AFR 60-4.

b. Demonstration of proficiency in instrument let-down procedure to include radio range, radio compass, and aural-null methods, SCS-51 and GCA instrument approach.

c. A knowledge of instrument calibration procedures and proficiency in flying instrument calibration missions.

d. A thorough knowledge of airplane instrument lighting and controls.

5. Supplementary Skills to Include:

a. Navigation.

(1) Demonstration of ability by day or night in pilotage and dead-reckoning.

(2) A thorough knowledge of the purpose, capabilities, and limitations of current radio and radar aids to navigation including Loran.

(3) Knowledge of the problems and the principles involved in polar navigation.

b. Bombing. A thorough knowledge of cooperation required of the navigator, bombardier, and radar operator when making bombing approaches using PDI, interphone direction, automatic pilot, and radar bombing technique.

c. Communications.

(1) Proficiency in receiving and answering challenges by means of an aircraft signal lamp while in flight.

(2) Proficiency in use and operation of aircraft communication equipment.

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d. Flight Engineering.

(1) Thorough knowledge of aircraft loading and cruise control theory.

(2) Trained and qualified to supervise the duties of flight engineer.

(3) Knowledge of:

(a) Preflight planning.

(b) In-flight operations.

(c) In-flight replanning.

(d) Operations after failure of one or more engines.

(e) Post-flight analysis.

e. Technical Training to Include:

(1) Ability to transmit and receive International Morse Code by means of an aircraft signal lamp at a speed of five four-character groups per minute for one minute without error in a three-minute test.

(2) A knowledge of purpose, capabilities, and limitations of all radar equipment in the assigned aircraft, with stress being placed on the associated bomb run procedures.

(3) A knowledge of the theory of bombing, bombing equipment, and the problems of the bombardier and radar operator to enable him to function efficiently on the bombing run. In addition, he will be familiar with the effectiveness of anti-aircraft fire and evasive action which may be taken.

(4) A knowledge of the basic principles of meteorology and proficiency in the use of current weather codes.

(5) Familiarity with the practical maintenance of the aircraft.

(6) Knowledge of the tactical employment of radio and radar countermeasures and the capabilities and limitations of equipment employed by the unit.

(7) Ability to transmit and receive International Morse Code via C. W. signal at

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a speed of not less than eight words per minute.

(8) Knowledge of the availability and employment of all communications facilities including not only those facilities available through pilots' equipment but also those available through the equipment of the navigator, radio operator, and radar operators' positions.

(9) Knowledge of the RCT system and its tactical employment.

(10) A knowledge of the principles involved in executing a sea-search.

(2) Navigator. The navigator will be trained to proficiency in celestial, dead-reckoning, pilotage, and electronic aids to navigation to a degree enabling him to reach and/or search objectives both in polar and tropical latitudes at a predetermined time. He will be proficient in maintaining a log of the flight and will be able, at any time, to give the pilot accurate position reports. These position reports will be within a limit of five miles except in cases of extended flights within an overcast when Loran or radio fixes cannot be obtained. He will be trained to a standard enabling him to locate and identify assigned targets by visual methods. He will be sufficiently familiar with radar operation to aid the radar observer in determining aircraft position and target identification.

(a) Flight Training to Include:

1. Dead-reckoning, pilotage, celestial, and electronic aids to navigation. The navigator will be trained to a degree enabling him to determine his position by celestial means within five miles of a given point. Celestial observations will be taken hourly on all training flights.

2. Ability to obtain drift, cross-wind, and sea-level pressure using the radio and pressure altimeters.

3. Use of the air position indicator.

4. Demonstration of proficiency in navigating a search mission.

5. Proficiency in adjusting, zeroing, and reading the radio altimeter in flight when installed in assigned aircraft.

6. Proficiency in follow-the-pilot navigation.

7. Proficiency in operation of assigned radar equipment employed as an aid to navigation.

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8. Proficiency in in-flight calibration of navigational instruments.

9. Demonstration of ability to navigate in polar regions by performing simulated polar flights using the grid system.

10. Demonstration of ability to calculate precession rate of installed directional gyros including auto-pilot and maintain accurate astro-gyro log.

11. Demonstration of proficiency in the exact execution of the bomb run procedures as prescribed in SAC Manual 50-6.

12. Proficiency in emergency bail out, ditching and crash landing procedures.

(b) **Technical Training to Include:**

1. Demonstration of proficiency on available synthetic trainers.

2. Demonstration of proficiency in transmitting and receiving International Morse Code by means of aircraft signal lamp at a speed of five four-character groups per minute for one minute without error out of a three-minute test.

3. A knowledge of the basic principles of meteorology and proficiency in the use of the current weather codes.

4. Thorough knowledge of the operation, capabilities, and limitations of all radio equipment installed in assigned aircraft.

5. A knowledge of the duties of the bombardier and radar observer, including the theory of bombing, bomb equipment, and the problems of the bombardier and radar observer to enable him to function efficiently on the bombing run. In addition, he will be familiar with the effectiveness of anti-aircraft fire and the use of evasive action.

6. A practical knowledge of the duties of the radar observer, including the turn-on and off procedure of the designated radar set and its use as an aid to navigation.

7. A thorough knowledge of procedures necessary for navigation in polar regions.

8. Demonstration of ability to coordinate with flight engineer on problems relative to cruise control.

9. A thorough knowledge of Loran navigation.

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10. A thorough knowledge of the use of the current sextants, astro-compass, flux-gate compass, magnetic compass, gyro-compass, drift meters; the calibration, compensation, and alignment of same.

11. Proficiency in the use of the navigators RCT Hand Set Unit.

12. Ability to transmit and receive International Morse Code via C. W. signal at a speed of not less than eight words per minute.

13. Knowledge of the availability and employment of all communications facilities for navigational purposes.

14. Knowledge of Pressure Pattern Flying and Single Heading Flight.

(3) Bombardier. The bombardier will be trained to attain and maintain proficiency in his primary MOS at peak level, thus enabling him to locate, identify, and accurately bomb assigned targets, night or day, under conditions of poor visibility or through the undercast by coordinated visual radar technique, with emphasis placed on accuracy at all altitudes. He will be proficient in the inspection and test of bomb sights and all allied bombing equipment. He will be thoroughly qualified in dead-reckoning and pilotage navigation.

(a) Flight Training to Include:

1. Attaining and maintaining the following bombing standard: Visual bombing from 25,000 feet absolute altitude with a CEP 375 feet. Scoring will be ascertained by vertical photographs.

2. A thorough knowledge of the theory of bombing, bombing problems, use of the bomb sight, and allied bombing equipment.

3. A thorough knowledge of radar bombing technique.

4. Demonstration of ability to make the preflight inspection, air adjustments, and to know the operation of the bomb sight, bomb racks, autopilot, and all accessory bombing equipment.

5. A thorough familiarity with the operation and first and second echelon maintenance of AN/APQ-5 low altitude bombing equipment (when installed in assigned aircraft) and will be responsible for the operation of this equipment in flight.

6. Demonstration of proficiency in the operation and adjustment of the radar altimeter while in flight.

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7. Demonstration of proficiency in map reading and dead-reckoning navigation to the extent necessary for him to follow the aircraft's track and properly locate and identify the target during the initial approach to the target. This proficiency will be demonstrated by using dead-reckoning and pilotage methods of navigation and keeping an accurate navigator's log for all scheduled navigational missions. This log is to be independent of the one kept by the crew navigator on the mission.

8. Proficiency in the operation of assigned sighting station and allied gunnery equipment, demonstration of ability, through the medium of gun camera film exposed at attacking fighters, to track and frame smoothly and accurately, and to trigger correctly.

9. Demonstration of ability to pass the preflight and in-flight part of the standard proficiency check for nose gunner.

10. Demonstration of proficiency in the use of standard interphone procedure for reporting gunnery targets, transferring turret control, and changing turret allocations as employed in the tactical use of RCT equipment.

11. Demonstration of proficiency in the exact execution of the bomb run procedures as prescribed in SAC Manual 50-6.

12. Proficiency in emergency bail out, ditching and crash landing procedures.

13. Trained and qualified to supervise crew gunnery training.

(b) Technical Training to Include:

1. Demonstration of proficiency on available synthetic trainers in developing the basic skills necessary for the discharge of his aerial duties.

2. Ability to locate, identify, and accurately bomb assigned targets, either visually or by instrument under all conditions encountered during "around-the-clock" combat operations.

3. Demonstration of proficiency as nose position gunner.

4. Demonstration of proficiency in receiving and transmitting International Morse Code by means of an aircraft signal lamp at a speed of five four-character groups per minute for one minute without error out of a three-minute test.

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5. Familiarity with the combat uses of radio and radar countermeasures devices in use by the unit.

6. Thorough knowledge of the tactical employment of radio and radar countermeasures and the capabilities and limitations of equipment in use by the unit.

7. A thorough knowledge of the RCT system and its tactical employment.

8. Ability to pass the operational procedure and post-flight part of the standard proficiency check for B-29 Nose Gunner.

9. A thorough knowledge of principal bombs, including chemical bombs, aimable clusters, aerial mines, depth charges, fuzes (hydrostatic and otherwise) used in combat, and methods of fuzing and loading bombs.

10. Ability to transmit and receive International Morse Code via C. W. signal at a speed of not less than eight words per minute.

11. Proficient and responsible for loading, installing, and operation of bomb scoring camera.

(4) Flight Engineer. The flight engineer will be trained to a standard that will enable him to carry out his duties in the efficient, practical, and safe operation of aircraft possessing a flight engineer station under all climatic conditions.

(a) Flight Training to Include:

1. Proficiency in operation and in-flight maintenance of all aircraft systems, i.e., electrical, mechanical, hydraulic, and pressure.

2. Familiarity with the operational characteristics and purpose of the equipment used by all other crew members.

3. Proficiency in performing all ground and flight procedures, both standing operating and emergency, as established by pertinent directives.

4. Cruise control relative to:

a. Preflight planning.

b. In-flight operations.

c. In-flight replanning.

d. Operations after failure of one or more engines.

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g. Post-flight analysis.

5. Aircraft loading (weight and balance control).

6. Proficiency in detecting, analyzing, and correcting malfunctions of all aircraft systems that are the primary responsibility of the flight engineer.

7. Proficiency in emergency bail out, ditching and crash landing procedures.

8. The proper use of all pertinent forms.

(b) Technical Training to Include:

1. Cruise control theory, use of charts, and procedures relative to:

a. Preflight planning.

b. In-flight operations.

c. In-flight replanning.

d. Operations after failure of one or more engines.

e. Post-flight analysis.

2. The construction, installation, operation trouble shooting, ground and in-flight maintenance of all aircraft systems that are the primary responsibility of the flight engineer.

3. The purpose and proper use of all applicable forms and reports.

4. Proficiency in accomplishing the safe loading of the aircraft and maintaining stability during flight.

5. Proficiency in accomplishing all normal and emergency procedures as specified by pertinent directives and possession of a workable knowledge of all applicable technical orders.

6. Practical maintenance and inspections.

7. The use of all synthetic training devices pertinent to flight engineering.

(5) Radar Observer. The radar observer will be trained to a standard enabling him to navigate to, and accurately bomb assigned targets employing radar means. He will be proficient in maintaining a log of the flight. He will be sufficiently trained to enable him to perform necessary in-flight maintenance, so as to insure maximum operating efficiency of assigned radar equipment during flight.

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(a) Flight Training to Include:

1. Demonstration of proficiency in navigation by day or night utilizing radar as an aid to dead-reckoning within a maximum error of one and one-half degrees and a maximum ETA error of one and one-half minutes per hour of flight from the last known position, ability to maintain an accurate Radar Observer's Log.

2. Demonstration of proficiency in the exact execution of the bomb run procedures as prescribed in SAC Manual 50-6.

3. Ability to determine point of landfall accurately by radar means when flying lead or "follow-the-pilot" positions.

4. Demonstration of proficiency in homing procedures and obtaining fixes using radar beacons.

5. Demonstrate ability to obtain accurate Loran fixes.

6. Ability to obtain wind and drift by radar means, using the wind run method, and the Pulse Doppler Drift technique. Special training is required to make wind runs over ice floes in the Polar regions.

7. Ability to use assigned bombardment type radar for storm detection and frontal penetration.

8. Demonstration of proficiency in scope interpretation and recognition of all types of terrain including ice floes and ice covered land masses; relaying proper information to the bombardier, navigator, and pilot; and coordination with the bombardier in the synchronous method of radar bombing including a standard method for killing drift.

9. Ability to obtain satisfactory radar scope photographs, Demonstration of proficiency in the operation and flight maintenance of all types of radar scope cameras.

10. Demonstration of proficiency in adjusting and calibrating all equipment directly associated with the assigned radar including the flux-gate compass.

11. Demonstration of proficiency in the flight maintenance of assigned radar equipment including replacement of fuses, calibration checks and adjustments, emergency adjustment of power supply voltages, recognition and reporting of radar equipment malfunctions.

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12. Ability to bomb by radar within 2,000 feet CEP from 25,000 feet on industrial type target, cities, etc. Circular error will be determined by employing radar bomb scoring methods (SCR 584). Must also possess the ability to use the low altitude radar bombing equipment, AN/APQ-5, if aircraft is so equipped.

13. Demonstration of proficiency in actual radar bombing utilizing practice bombs available.

14. Demonstration of proficiency in the operation and adjustment of the radar altimeter while in flight and in the use of the radar altimeter and the barometric altimeter for obtaining wind direction and velocity.

15. Demonstration of ability in utilizing radar in effecting sea-search missions.

16. Demonstration of proficiency in the operation of air-sea rescue radar equipment which is installed in the aircraft.

17. Demonstration of proficiency in turn-on procedure and necessary in-flight maintenance of all barrage type jammers assigned to his unit.

18. Proficiency in emergency bail out, ditching and crash landing procedures.

(b) Technical Training to Include:

1. Demonstration of proficiency in performing minor preflight and necessary in-flight maintenance so as to insure maximum operating efficiency of assigned radar equipment.

2. Demonstration of proficiency in conducting a preflight check on all assigned radar equipment.

3. Demonstration of proficiency in radar synthetic trainers and other radar training aids.

4. Proficiency in radar navigation and the use of radar target folders including radar maps.

5. Proficiency in radar target identification utilizing scope photographs and other radar intelligence.

6. A thorough knowledge of the theory of bombing and operation of bombing equipment and the duties of the bombardier, to enable him to function efficiently on the bombing run, using the synchronous method of radar bombing.

7. A thorough knowledge of the duties of the navigator and his equipment and their use as an aid to radar navigation.

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8. Demonstration of proficiency in analyzing and interpreting radar scope photographs.

9. Ability to transmit and receive International Morse Code via C. W. signal at a speed of not less than eight words per minute.

10. Demonstration of proficiency in transmitting and receiving International Morse Code by means of an aircraft signal lamp at a speed of five four-character groups for one minute without error out of a three-minute test.

11. Thorough familiarity with the operation, capabilities and limitations of all radio equipment in assigned aircraft.

12. Thorough familiarity with the operation, capabilities and limitations of radar countermeasures and with radar anti-jamming technique.

13. Thorough familiarity with the operation of all airborne radar equipment authorized the combat unit.

(6) Radar Observer, RCM. The radar observer, RCM, will be trained to a standard enabling him to determine the frequency of all enemy radars and to effectively jam all radars in the vicinity of the target by means of the several types of jammers available to him. He will be proficient in maintaining a log of all radar intercepts made during the course of a mission. He will be sufficiently trained to enable him to supervise necessary maintenance on the ground and to perform in-flight maintenance to insure maximum operating efficiency of assigned ECM equipment during flight. He will be sufficiently familiar with bombardment tactics to enable him to act as advisor to the unit commander on countermeasure tactics to be employed on bombardment missions.

(a) Flight Training to Include:

1. Demonstration of proficiency in determining frequency of all enemy radar stations en route to and in the target area by means of assigned search equipment.

2. Demonstration of proficiency in maintaining a log of all radar intercepts made during the mission for intelligence purposes.

3. Ability to effectively jam all radars in the vicinity of the target area by means of: spot jammers, barrage jammers, and window.

4. Demonstration of proficiency, when jamming by means of spot jamming equipment, to select the proper radar as the target.

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5. Demonstration of proficiency in necessary in-flight maintenance of all assigned ECM equipment.

6. Ability to obtain fixes and home on enemy and/or friendly radar stations by means of automatic ECM direction finding systems such as the AN/APA-17.

7. Proficiency in emergency bail out, ditching and crash landing procedures.

(b) Technical Training to Include:

1. Demonstration of proficiency in performing pre-flight and necessary in-flight maintenance so as to insure maximum operating efficiency of assigned radar equipment.

2. Demonstration of proficiency in supervising first and second echelon maintenance of assigned ECM equipment.

3. A thorough knowledge of bombardment tactics to enable him to act as advisor to the unit commander or operations officer on the proper employment of countermeasures in the planning bombardment missions.

4. Thorough familiarity with the operation, capabilities and limitations of all radio and radar equipment in assigned aircraft.

5. Thorough knowledge of the tactical employment of friendly and enemy radar, radio, and navigational equipment.

6. Thorough familiarity with the operation of all assigned ECM equipment so that the ECM officer may initiate training programs within his unit and indoctrinate staff personnel in the fundamentals of ECM.

(7) Radio Operator Mechanic. The radio-operator mechanic will demonstrate ground and aerial proficiency in transmitting and receiving International Morse Code. He will demonstrate a thorough knowledge of all radio equipment installed in the assigned aircraft in order that he may diagnose quickly any malfunctions and take the necessary remedial action. In addition, he will demonstrate proficiency in the following:

(a) Flight Training to Include:

1. Familiarization with radio telephone (R/T) combined procedure as outlined in CCBP 3-2.

2. Proficiency in use of "Q" signals in accordance with JANAP 131.

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3. A thorough knowledge of communications operations instructions of his respective training unit and communications information required for flights.

4. A thorough knowledge of DIF Procedure, JANAP 130, and INTRA AAF Procedure, AFL 100-17.

5. Proficiency in the use of radio facility charts (TO 08-15-1 and 08-15-2).

6. Demonstration of proficiency in maintaining accurately and completely aerial radio operator's log.

7. Demonstration of proficiency in standard Radio Direction Finding Procedures as outlined in AFL 100-17.

8. Proficiency in Spot Jamming Techniques to Include:

   a. Operation, tuning, and adjusting of all spot jamming transmitters authorized his unit.

   b. Operation of search receivers, pulse analyzers and panoramic adapters.

   c. Setting the frequency of a jamming transmitter to a victim radar signal.

   d. "Looking through" in a minimum of time to determine the results of the jamming and whether the victim radar is still in operation.

   e. A knowledge of the various types of radar equipment, their uses and operation.

   f. Recognition of radar signals and determination of the type of radar by the analyzed characteristic of its signal.

   g. Determining which radar presents the greatest danger and should be jammed when several signals are encountered at frequencies spread wider than the jammer band width.

   h. Spot jamming several radar signals at the same time over a wide range of frequencies with several jamming transmitters.

9. Proficiency in emergency bail out, ditching and crash landing procedures.

(b) Technical Training to Include:

1. Demonstration of proficiency in receiving International Morse Code at a rate of 228 consecutive

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characters in any consecutive three minutes of a five-minute test, such characters to be grouped in four-character groups consisting of mixed numerals and letters occurring at random and in a ratio of approximately 30/70.

2. Demonstration of proficiency in sending by hand operated key, groups of characters the same as described in 1, above, and at the same rate of speed, and under similar student conditions.

3. Demonstration of proficiency in transmitting and receiving International Morse Code by means of an aircraft signal lamp at a speed of five four-character groups per minute for one minute without error out of a three-minute test.

4. Proficiency in the use of radio-telegraph (B/T) combined communications procedure in accordance with FM 24-10 with the following exemptions:

a. Article 42 that part referring to "N" for exemptions)
Article 58
Article 64
Article 83
Article 108
Article 109
Article 110
Article 111
Article 112 and all portions of the example plates pertaining to the above articles

5. Standard messageform to be used by radio operator will include only the following parts as demonstrated in abbreviated form example 182 on FM 24-10 (Plate C):

Message Number (NR)
Precedence prosign (O, P, OP, etc.)
Transmitting instructions (F, G, or T)
Originator sign (a)
Originator call sign
Date-time group
Action call sign
Information sign
Information call sign (S)
Operating signals
Group count (GR)
Long Break (BT)
Text
Final Instructions (B)
Ending sign (AR or K)

6. Proficiency in encoding and decoding messages using the CSP 1270 (SIGYAP) code method.

7. Knowledge of radio-telephone (R/T) combined communications procedure as outlined in FM 24-9.

8. Proficiency in current interphone procedures.

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9. Ability to recognize common forms of radio jamming and take corrective action.

10. Ability to operate the Very and Type AN/M8 pyrotechnic pistols.

11. A knowledge of the requirement for authentication systems and proficient in the use of authentication.

12. Thorough familiarity with maintenance of security communications in accordance with AFR 205-1.

13. Demonstration of proficiency in obtaining and plotting radio fixes.

14. Proficiency in the use of current weather forms and codes.

15. Proficiency in conducting preflight and daily inspections as outlined in TO 00-20A and additions thereto.

16. Demonstration of ability to tune, operate, and perform first and second echelon maintenance on the following assigned aircraft radio equipment:

Voltmeter
Interphone
Instrument Landing Equipment
Radio Compass
Liaison Set
Command Set
Dinghy Set
IFF
SCR-211 or equivalent frequency meter
AN/ARC-3 or SCR-522

17. A thorough knowledge of standard air-sea rescue procedures and frequencies as outlined in (JANAP-107) Emergency Rescue Communications Procedure, dated 25 February 1945; (AFL 100-45, dated 23 Jan 46).

18. Thorough familiarization with JANAP publications.

19. Detailed familiarization with capabilities, limitations, and characteristics of each item of radio equipment carried aboard the aircraft of which a radio operator is a crew member.

(8) Gunners. Gunners will be proficient in defending their aircraft against enemy attacks and will be proficient in performing minor aircraft maintenance in accordance with the following training requirements. It is intended each air crew member will be qualified to perform minor maintenance on his aircraft in event a landing is required at other than the home station.

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(a) Flight Training to Include:

1. Proficiency in the operation of assigned sighting station and allied gunnery equipment, demonstrating an ability, through the medium of gun camera film exposed at attacking fighters, to track and frame smoothly and accurately and to trigger correctly.

2. Demonstration of ability to perform the preflight and in-flight sections of the standard proficiency check for his assigned sighting position and one other sighting position. (The RCT Mechanic Gunner must be capable of passing the standard proficiency check for all sighting positions.)

3. Proficiency in the use of the standard interphone procedure for reporting gunnery targets, transferring turret control and changing turret allocations as employed in the tactical use of RCT equipment.

4. Proficiency in emergency bail out, ditching and crash landing procedures.

(b) Technical Training to Include:

1. A thorough knowledge of the RCT system and its tactical employment.

2. Ability to perform the preflight, operational procedure, and post flight sections of the standard proficiency check for his assigned sighting position and one other sighting position. (The RCT Mechanic Gunner must be capable of passing the standard proficiency check for all sighting positions.)

3. Demonstration of ability, through the medium of gun camera film exposed at an OQ target airplane, to track and frame smoothly and to trigger correctly on the OQ Gunnery Range or a substitute synthetic trainer.

4. Demonstration of proficiency on available synthetic trainers.

5. Ability to operate the auxiliary power unit.

6. Ability to perform the duties of a scanner from either blister position.

(c) Specialty Training.

1. RCT Mechanic Gunner (580) to Include:

a. Ability to supervise the flight and technical gunnery training of all members of his crew.

b. Ability to load and correctly fire turret mounted weapons and to operate gun cameras.

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c. Ability to supervise preflight, in-flight, post-flight inspection; the servicing of gun cameras, sights, turrets, and weapons; and the securing of all domes, cover openings, and other extraneous equipment prior to take-off.

d. Trained and qualified to perform duties of fire controller in the absence of the Fire Control Officer and upon authority of Airplane Commander.

e. Proficiency in adjusting, cleaning, lubricating and in the analysis and correction of malfunctions of the RCT systems, including sights, servo amplifiers, circuits, computers, and turrets within the limits of first and second echelon maintenance.

f. Ability to accurately harmonize the RCT system (sights, gun cameras, turrets, and guns).

g. Trained and qualified to perform duties of AF Gunnery Instructor (SSN 938) to assist in conducting the gunnery training program in the air, in classrooms, on synthetic trainers, and on the firing range.

h. Proficiency in emergency bail out, ditching and crash landing procedures.

2. Airplane Armorer-Gunner (612) to Include:

a. Ability to load and correctly fire turret mounted weapons and to operate gun cameras.

b. Ability to inspect, adjust, and repair bomb racks, bomb release mechanism, flare racks, flare rack control, chemical carrying containers, and chemical release mechanism.

c. Ability to fuze and place bombs in racks.

d. Ability to disassemble, inspect, repair, replace parts, adjust and reassemble weapons, after thoroughly cleaning and oiling.

e. Demonstrate of proficiency in the emergency operation of bomb bay doors and bomb releases, wing flaps, and landing gear.

f. Ability to accomplish minor structural repair on the complete air frame.

g. A working knowledge of cabin pressurization and heating systems and proficiency in emergency maintenance of these systems.

h. Proficient in the duties of scanner.

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i. A knowledge of vacuum, de-icer, oxygen, and anti-icing systems.

j. Ability to assist the flight engineer in the preflight, daily, 25-, 50-, and 100-hour inspections and maintenance of the airplane in general.

k. Ability to inspect, repair, and adjust, or to remove and replace aircraft auxiliary power unit.

l. Proficiency in emergency bail out, ditching and crash landing procedures.

3. Airplane Electrical Mechanic-Gunner (1685) to Include:

a. Ability to load and correctly fire turret mounted weapons, and to operate gun cameras.

b. Demonstration of proficiency in analyzing trouble, repairing, adjusting; and replacing the airplane electrical system exclusive of specialized systems, i.e., communication system, Auto Pilot, radar, etc.

c. Ability to do minor maintenance on the electrical system on any instruments which are accessible during flight.

d. Ability to do minor maintenance on Curtiss electric propeller if installed on assigned aircraft.

e. Proficient in the duties of scanner.

f. Ability to assist the flight engineer in the preflight, daily, 25-, 50-, and 100-hour inspections of the complete electrical equipment.

g. Proficiency in emergency bail out, ditching and crash landing procedures.

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BY COMMAND OF LIEUTENANT GENERAL LeMAY:

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SUPPLEMENT III
SAC REGULATIONS)
NUMBER 50-8)

Reg 50-8

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
16 February 1949

TRAINING

Training Program for 1 January to 30 June 1949

(Supersedes Supplement III, SAC Reg 50-8, 28 Jun 48)

FIGHTER UNITS: The primary mission of fighter units, this command, is to destroy the hostile Air Force in the air, in support of bombardment and other types of friendly aviation and in the defense of friendly airdromes. Fighter units have the secondary mission to destroy the hostile Air Force on the ground and, when so ordered, to cooperate with friendly surface forces. The training of fighter units and pilots will be so conducted as to insure proficiency in the primary mission prior to accomplishing training for the secondary mission. Sub-paragraphs a and b outline training for the primary mission. Sub-paragraphs c and d outline training for the secondary mission.

a. Individual (Pilot): The pilot will be trained to a standard of proficiency which will enable him to handle his aircraft with skill and confidence. He should be familiar with the operational capabilities and limitations of all equipment installed in his aircraft. Standardized pilot's preflight inspection and cock-pit procedures, before, during, and after flight will be included. Pilots will meet the following requirements:

(1) Navigation and Cruise Control: Proficiency in accomplishing 2,000 mile (statute) missions with external ferry tanks. (Minimum - one mission)

(2) Ground Control Intercept: Proficiency will be maintained in fighter-bomber missions to the maximum extent possible in conjunction with ground control radar stations. (Minimum - three missions)

(3) Night Flying: Night missions will be scheduled to comply with AFR 60-2. Proficiency will be maintained in transition, formation flying, and navigation. (Minimum - eight hours)

(4) Gunnery: Training will be directed toward attaining the standard of proficiency prescribed for expert aerial gunner for each pilot of fighter units. Fifty percent of the missions will be accomplished above 20,000 feet.

(5) Instrument Flying: As prescribed in AFR 60-2, SAC Regulations 50-21, and amendments thereto where applicable, as follows:

(a) Proficiency in take-off, in accordance with white card minimums, and ascent through a solid overcast.

(b) Proficiency in maintaining altitude and direction while flying above an overcast and in a solid overcast.

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(c) Proficiency in frontal penetration procedures in squadron and group formations in accordance with Standing Operating Procedures.

(d) Proficiency in descent through an overcast, in accordance with white card minimums, utilizing all instrument letdown procedures within the capability of communication equipment installed in assigned aircraft.
(Minimum - ten hours)

(6) Simulated Combat: Proficiency in execution of all known applicable offensive and defensive fighter tactics against hostile aircraft. Particular emphasis will be placed on tactics against high speed jet type fighter aircraft. Gun camera will be used when practical.
(Minimum - fifty percent of missions to be completed above 20,000 feet)

b. Unit Training: Fighter units will meet the following requirements:

(1) Proficiency in maintaining the integrity of formations during realistic maximum range escort missions with combat tanks. (Minimum - two missions)

(2) Navigation and Cruise Control: Proficiency in accomplishing 2,000 statute mile missions with ferry tanks. (Minimum - one mission)

(3) Ground Controlled Intercept: Proficiency will be maintained in fighter-bomber missions to the maximum extent possible in conjunction with ground control radar stations. (Minimum - three missions)

(4) Instrument Flying: Fighter units will meet the following requirements:

(a) Proficiency in take-off, in accordance with white card minimums, ascent through a solid overcast maintaining altitudes and directions and assembly on top of the solid overcast.

(b) Proficiency in take-off and assembly beneath a solid overcast, in accordance with white card minimums, and ascent through solid overcast.

(c) Proficiency in maintaining altitude and direction while flying above an overcast and in a solid overcast.

(d) Proficiency in penetrating instrument weather encountered on long range escort type missions in formations of squadron and group size in accordance with Standing Operating Procedures.

(e) Proficiency in descent through an overcast, in accordance with white card minimums, utilizing all instrument letdown systems within the capabilities of communication equipment installed in assigned aircraft.

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(5) Night Flying: Proficiency in flying night operations of the unit in take-off, assembly, formation, navigation, and landing.

(6) Group Simulated Combat: Particular attention will be directed to timing, coordination, and precision flying when squadrons form together as a group combat team. Efficient execution of all known applicable offensive and defensive fighter tactics against hostile aircraft, with emphasis on tactics to be used to provide protection for friendly bomber forces against hostile high speed jet type fighter aircraft.
(Minimum - fifty percent of missions to be completed above 20,000 feet)

c. Individual (Pilot): The following is training for the secondary mission for pilots of fighter units.

(1) Low Altitude Combat Flying: Proficiency in the use of terrain cover, trees, and buildings in evading enemy ground fire (low altitude target area anti-aircraft evasion flying).

(2) Communications:

(a) Thorough knowledge and use of fighter director vocabulary as outlined in JANAP 142 (A).

(b) Thorough knowledge and use of ground control systems as they pertain to offensive and defensive operations.

(c) Thorough knowledge and use of Homing Adapter, ANARA-8 as outlined in SAC Regulations 50-9.

(3) Meteorology: An advanced knowledge of meteorology to include full interpretation of weather symbols in all types of weather reports, effect of weather flying, effect of ice on aircraft, danger in thunder-storms, and importance of winds aloft.

(4) Oxygen: Thorough advanced knowledge in the proper use of standard equipment employed and the effects of misuse and/or malfunction of such equipment.

d. Unit training: The following is training for the secondary mission for fighter units.

(1) Proficiency in execution of all known applicable offensive and defensive fighter tactics against hostile surface forces.

(a) Proficiency in rapid and effective delivery of offensive fire and employment of bombs, guns, and rockets against hostile surface objectives.

(b) Proficiency in techniques of approach, attack, and withdrawal so as to inflict damage with a minimum loss.

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(2) Teamwork Between Ground & Air Units:

(a) Proficiency in recognition of ground formations, equipment, and installations from the air.

(b) Proficiency in location of specific targets from gridded maps and aerial photographs.

(c) Proficiency in attacking, under direction of a forward controller and other units of the Air Force control systems, enemy front line troops and installations in close proximity to friendly troops.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

OFFICIAL:

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Brigadier General, USAF
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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

REGULATION
NO. 51-1

2 February 1949

FLYING TRAINING

Air Crews in Bombardment Units

1. PURPOSE: To implement a flying training program for Eighth Air Force bombardment units.

2. GENERAL: This is an interim regulation to cover that period during which Eighth Air Force bombardment units are undergoing transition in new aircraft, equipment, or techniques. This regulation will be in effect until 1 July 1949, and is applicable only to group bombardment personnel.

3. POLICIES:

a. The Wing Commander is responsible for:

(1) Determining the amount of individual training each crew requires.

(2) Training each crew to lead-crew proficiency and maintaining that proficiency.

b. Combat crew members will achieve and maintain primary mission proficiency before being assigned additional duties of any kind.

c. Every effort will be made to maintain crew integrity, and insofar as possible, all training will be accomplished by integral combat crews.

d. Special emphasis will be given to the qualifying of pilots as airplane commanders. Minimums for the number of take-offs, landings and G. C. A. approaches to be accomplished by each pilot will be established by the Wing Commander.

e. Combat crew members will not be assigned to career schools or other TDY schools until suitable, fully-trained replacements are available.

f. Bombing crews will be trained in special weapons technique and will be proficient in air-to-air refueling (receiver).

*This Regulation supersedes 8AF Regulation 51-1, 3 Aug 1948, and letter this hq, file 353, subject: "Radar Bombardment Training," 22 November 1948.

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g. It is desirable to utilize crews in cruise control tests and tests involving new bombing techniques and bombing equipment, since such tests will aid materially in the qualification of these crews.

h. It is the intent of this regulation to provide for a regular progression of training from the elementary to the advanced. The wing commander will determine the rate of this progression for individual crews and will use the desired goals as stated in this regulation as a guide in establishing his local training requirements and policies.

4. DEFINITIONS AND STANDARDS:

a. Lead Crew: A lead crew is that flying team which has demonstrated as a team and individually that it possesses the necessary discipline, proficiency. responsibility, and resourcefulness, and which stands out in its unit as capable of insuring complete tactical success.

b. Bombing Team: A bombing team will be composed of airplane commander, bombardier, navigator, and radar observer.

c. Individual proficiency of lead crew members will be required as follows:

(1) Pilot (Airplane Commander and Co-Pilot): As required by paragraph 1c (1), Supplement I, SAC Reg 50-8, 28 June 48.

(2) Navigator: As reqired by paragraph 1c (2), Supplement I, SAC Reg 50-8, 28 June 48.

(3) Bombardier: As reqired by paragraph 1c (3), Supplement I, SAC Reg 50-8, 28 June 48, except that the following proficiency on first runs will be attained instead of meeting the requirements of paragraph 1c (3) (a) 1, Supplement I, SAC Reg 50-8, 28 June 48:

(a) Bombing Ranges - 400 foot CEA from 25,000 feet absolute.

(b) Visual - Camera bombing in industrial complex targets - 650 feet CEA from 25,000 feet absolute.

(c) Visual - RBS bombing - 750 feet CEA from 25,000 feet absolute.

(4) Radar Observer: As reqired by paragraph 1c (5), Supplement I, SAC Reg 50-8, 28 June 48, and attain the following CEA's on the targets indicated from an absolute altitude of 25,000 feet:

(a) Reflector targets - CEA of 1,000 feet.

(b) Industrial targets - CEA of 3,000 feet - First runs.

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(c) Industrial targets - CEA of 2,000 feet - All runs.

(d) Radar Observer will be thoroughly familiar with the operation of assigned electronic homing devices used in tanker-receiver operations.

(5) Flight Engineer: As reqired by paragraph 1c (4), Supplement I, SAC Reg 50-8, 28 June 48, and be capable of the following:

(a) Compute no-wind and wind flight plans, accurate to within two percent.

(b) Perform in-flight cruise control computation and recording with a maximum error for fuel consumed of less than one percent.

(c) Compute weight and balance data without the use of the slide rule.

(d) Consistently equal or exceed by aerial demonstration the standard airplane performance data for the type and model aircraft being flown.

(6) Radio Operator: As required by paragraph 1c (7), Supplement I, SAC Regulation 50-8, 28 June 48.

(7) Gunners: As required by paragraph 1c (8), Supplement I, SAC Regulation 50-8, 28 June 48.

c. Tank Crew:

(1) A tanker crew will be an air crew assigned to tanker squadron, with the primary mission of being current in air-to-air refueling technique, as outlined in temporary revision to Technical Order AN-01-20EJA-1 MOD, changes BW-1M and BW-2M, in flight refueling bomber and tanker.

(2) Proficiency of individual crew members for tanker crews will be the same as outlined for individual crew members of lead crews, less all bombing requirements.

d. First Run: The first release on a flight (not preceded by a dry run) made either visually or by radar at 25,000 feet absolute altitude or above. Only one radar first-run and one visual first-run may be credited for the runs made in a given target area on a single flight. To receive credit for both a radar first-run and a visual first-run in the same target area on the same flight, the radar run must be made first. The RBS station will be notified when aircraft is approaching the IP and informed that the run will be a first-run. In the event

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of malfunction, either airborne or ground, the run will not be a first-run, and the mission over the target will be classed as an abort. As many first-runs as desired may be made on any one flight, provided only one first-run is made on any one RBS site, and one first-run camera attack on any city other than RBS. Types of first-runs for reporting purposes are as follows:

(1) Visual actual release on a bombing target, or

(2) a visual or radar camera attack on an industrial area, or

(3) a visual or radar RBS run.

e. Maximum Range Mission: Any mission flown with a 10,000 pound bomb load and with the built-in fuel cells of the airplane filled to capacity; the bombs released from a minimum altitude of 25,000 feet absolute at the half-way point of the mission. The 400 miles (N) immediately prior to and the 400 miles (N) immediately following bomb releases will be flown at an altitude equal to or higher than bombing altitude. For the purpose of this regulation, bomb bay fuel cells or external wing tanks are not to be construed as built-in fuel cells. To receive credit for a maximum range mission under the provisions of this regulation, the landing fuel reserve will not be more than 750 gallons or less than prescribed by SAC Regulations. B-36 aircraft are exempted from the above minimum fuel provisions.

5. BOMBING TRAINING:

a. General:

(1) Attacks (RBS or camera) on unfamiliar targets will be emphasized.

(2) Camera attacks will be credited the same as RBS attacks for reporting purposes, but care will be taken to avoid a preponderance of any one type attack for a given period. So far as possible, camera and RBS attacks should be accomplished on a fifty-fifty basis.

(3) Comprehensive interrogation, analysis, and critique of all bombing will be accomplished as soon as practicable after each mission. Bombing Teams will not be sent out to bomb until interrogation and analysis of all previous bombing has been completed. Corrective action recommended will be based on interrogation, analysis of scope and impact photos, RBS data, and pertinent logs.

(4) All bombing errors will be recorded and reported as actual circular errors. Bombing errors will not be converted to a standard altitude, camera attacks will be scored by the Nadir Method, or an equally accurate procedure.

(5) Proficiency on PDI runs will be maintained.

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b. Minimum Requirements: The following monthly minimums are established for the purpose of evaluation of capabilities of bombardment teams and units. Each bombardment team, composed of the same members during the reporting period, will accomplish:

(1) Radar - Eight attacks at 25,000 feet absolute altitude, or above, on industrial complex targets, of which four will be first runs, scored by RBS.

(2) Visual - Seven attacks at 25,000 feet absolute altitude, or above, on industrial complex targets and bombing ranges, of which four will be first runs. These attacks will be scored by RBS or camera.

(3) Bombardment crews only - One maximum range mission quarterly.

c. Radar Bombing: All radar bombing training will be accomplished without use of data obtained by visual reference to the ground.

(1) Targets of the following types will be used only for training new or sub-standard radar observers, establishing and checking bomb-run technique, and standardization board check rides: Any "easy" target showing great land-water contrast, or very definite target return, such as:

(a) Radar reflector targets.

(b) RBS sites at Tampa, San Diego, and San Francisco.

(c) Target #3 in Fort Worth.

(2) Arduous training in scope interpretation is desired, and the following will apply:

(a) Target study and briefing of radar observer on predictions of PPI presentation will be stressed.

(b) Briefing materials for industrial targets will consist only of world Aeronautical Charts for approaches and Air Force mosaics for target study and prediction of PPI presentation. Radar scope photographs will not be used for briefing, except for new or sub-standard crews.

(c) Final calibration of the radar set will be completed 30 minutes prior to IP.

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(d) Wind data used will be that computed by the radar operator. It will be taken prior to and as close to the IP as possible. (NOTE: The provisions of this paragraph will not be construed to preclude adherence to bombing SOP's which call for wind computations by all members of the bombing team. In the effort to improve radar bombing, the radar observer must be taught to rely on his own information as much as possible in order to do an efficient job. During the course of radar bombardment training, a determination must be made for individual crews as to whether purely radar data will be employed, or the bombing team utilized as a whole).

(e) Care will be taken to compute and execute precision IP turns.

d. Bombing Capability: The bombing capability of each bombing team will be determined monthly in the following manner:

(1) Visual - Compute the CEA of all first runs.

(2) Radar - Compute the CEA of all first runs.

6. TACTICAL TRAINING: For the purpose of evaluating the efficiency and capability of bombardment groups, the following will be accomplished, unless other commitments of higher priority interfere:

a. Normally each bombardment group will be required to fly a maximum of one normal effort monthly, upon receipt of field order from this headquarters. A normal effort will be defined as 70% of the authorized or assigned aircraft, whichever is the lesser number.

b. Each quarter, each bombardment and tanker crew of organizations to which tanker squadrons and equipment are assigned will fly a minimum of one successful refueling hook-up mission. The rendezvous for this refueling will be accomplished by the use of airborne electronic homing rendezvous equipment only.

BY COMMAND OF MAJOR GENERAL RAMEY:

OFFICIAL:

John E. Hall

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*50-23
3 Pages
Page 1

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

REGULATION
NO. 50-23

21 July 1949

TRAINING

Flying Training Program for period 1 July 1949 to 30 June 1950

1. PURPOSE: To outline a fighter training program and establish training minimums for the fiscal year of 1950.

2. OBJECTIVES: The general training objective is to achieve and maintain that state of proficiency which will enable each unit to perform immediately and efficiently its assigned missions.

a. A continuous progressive training program designated to attain and maintain this proficiency will be conducted in accordance with the provisions of current Air Force Training Standard 10-1; Supplement III, SAC Regulations 50-8, and training directives of this headquarters.

b. The Commanding General, Eighth Air Force, will from time to time, order such field exercises and maneuvers as he considers necessary to the accomplishment of training objectives; to determine the tactical, technical, and administrative proficiency of this command.

3. RESPONSIBILITY: Wing Commanders are responsible for the accomplishment of the provisions of this regulation.

4. GENERAL: All flying training will be conducted on a semi-annual basis for the goal of attaining and maintaining maximum proficiency at all times in all phases of flying fighter type aircraft. Flying training will be so planned as to provide maximum utilization of flying time towards the accomplishment of the primary and secondary mission of fighters as outlined in Supplement III, SAC Regulation 50-8. Wing Operations and Training Officers will provide subordinate units with sufficient ordered missions to assure proficiency in mission planning and execution at group and squadron level. New pilots or pilots not current in fighter type aircraft will be required to accomplish the transitional and familiarization phase as established by the Standardization Board and 8th Air Force Regulation 60-4, 19 July 49, prior to commencing training minimums as required by this and higher headquarters. Minimum requirements will be pro-rated throughout the fiscal year, and individuals on flying status assigned to the tactical group will be required to meet an amount of training proportional to their period of assignment. Semi-annual fighter pilot training minimums necessary to maintain proficiency are listed below:

*This regulation supersedes 8AF Regulation 50-23, 28 July 48.

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		Hours	Missions
a.	VLR Navigation (2000 mi. statue)		
	(1) Above 25,000 ft.		1
	(2) Above 20,000 ft. Individual		1
	(3) Above 20,000 ft. Sqdn or Gp		1
	(4) Above 20,000 ft. Sqdn or Gp (Nite)		1
b.	Combat Formation (4 or more a/c)		5
c.	Instruments		
	(1) Fighter	10	
	(2) Link	12	
d.	Ground Controlled Approach		
	(1) Practice or actual	10 runs	
e.	Aerial Gunnery		
	(1) Below 20,000 ft.		4
	(2) Above 20,000 ft.		4
f.	Ground Gunnery		6
g.	Rockets (10 rockets per mission)		3
h.	Dive Bombing (2 bombs per mission)		4
i.	Simulated Combat		
	(1) Individual		4
	(2) Flight		4
j.	Night Flying		
	(1) Individual	5	
	(2) Formation	3	
k.	Interception and escort		
	(1) G.C.I. Intercept, individual		3
	(2) G.C.I. Intercept, 4 a/c plus		3
	(3) Combined training, ftr - bomber		2

l. Definitions
(1) VLR - Very long range is any mission using 165 or 310 gallon wing tanks to their maximum useful range.
(2) Altitude missions - 2 or more hours must be flown at or above required altitude before credit will be taken.

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5. RECORDS AND REPORTS: An accurate day by day record will be maintained on all training accomplished, and reports submitted in accordance with SAC Regulation 15-9, 22 April 1949, as amended, and 8th AF Reporting Regulations.

BY COMMAND OF MAJOR GENERAL RAMEY:

OFFICIAL:

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Chief of Staff

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Adjutant General

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HEADQUARTERS STRATEGIC AIR COMMAND D04B2
Offutt Air Force Base
Omaha, Nebraska

322XSAC 353 (14 Jun 49) 14 June 1949

SUBJECT: Mobile Training Units

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

1. Headquarters USAF is contemplating a complete revision of the Mobile Training Unit Program to afford each bombardment wing of this command the use of a Mobile Training Unit.

2. It is believed that the capabilities of a Mobile Training Unit could be fully utilized at each station as a nucleus of the ground training program in connection with:

a. Maintenance and flight crew transition training.

b. Maintenance and flight crew proficiency training,

c. Advanced specialized training,

d. Basic training.

3. To further this program, a procurement plan for one (1) Mobile Training Unit per medium and heavy Bomb Wing, one (1) Mobile Training Unit per Reconnaissance Wing and one (1) fighter type Mobile Training Unit for each two (2) Fighter Wings is contemplated.

4. In connection with paragraph 2 above, it should be emphasized to the wing and squadron commanders of your command that the fullest utilization of the Mobile Training Units reflects favorably, as experience indicates, on the maintenance and operational standards of the organizations. To date, this headquarters has received no substantial reasons forthe non-utilization of a Mobile Training Unit that could not be remedied by proper scheduling and utilization of personnel. It is not sufficient that an airman or officer attend the Mobile Training Unit once. Technical order changes in the aircraft, up-grade training and standards of proficiency dictate continual training.

5. To assure the institution of the program as outlined by Headquarters USAF at the earliest practicable date, the following

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standards of utilization are established in this command:

a. B-36 and B-50 type Mobile Training Units should be utilized at least ten thousand (10,000) man hours per month.

b. B-29 type Mobile Training Units should be utilized at least five thousand (5,000) man hours per month.

c. Fighter type Mobile Training Units should be utilized at least five thousand (5,000) man hours per month.

In the event that stations of this command do not meet the above utilization standards, it will be necessary to transfer the Mobile Training Unit to another station of this command that can fully utilize the facilities. In case we are unable to justify retention of a Mobile Training Unit by meeting above utilization standards, it must be declared surplus to the needs of Strategic Air Command and returned to Air Training Command.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

Edward T. Lipford
EDWARD T. LIPFORD
2d Lt, USAF
Asst Adj Gen

A TRUE COPY

Elmer M. Swallow

ELMER M. SWALLOW
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Reg 50-3

SAC REGULATIONS)
NUMBER 50-3)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
7 July 1949

TRAINING

Training Program for Corollary Units

1. PURPOSE. To outline training standards and procedures for the training of corollary units assigned to Strategic Air Command.

2. TRAINING OBJECTIVES. The training objective of corollary units is to attain and maintain proficiency of individuals in their primary MOS to permit use of corollary personnel as individual replacements.

3. RESPONSIBILITY. a. Each wing commander is responsible for training assigned corollary units and will initially provide sufficient full-time personnel to:

(1) Coordinate the corollary training program with wing units.

(2) Assist the corollary unit commanding officer in planning training periods to take advantage of maximum on-the-job training.

(3) Issue appropriate training information.

b. The corollary unit commander is responsible for the proper supervision, administration, and direction of the corollary organization. The selection of key personnel of the corollary unit is a direct responsibility of the corollary unit commander, with the approval of the parent unit commander.

4. UNIT TRAINING. Corollary organizations will receive unit training designed to provide proper supervision and training of assigned personnel.

5. BASIC MILITARY TRAINING. Each unit commander will normally select, by MOS, the airmen required to man the Table of Organization. When sufficient specialists are not available, units will utilize every facility available for inactive and fifteen day active duty training, emphasizing on-the-job training in required specialties. Corollary units are expected to use their own personnel to conduct technical training; if instructor personnel are not available, the responsibility for this training will revert to the parent unit.

a. Unit assemblies will school personnel by appropriate classification in:

(1) Operations

(2) Supply

(3) Maintenance

(4) Communications

(5) Administration

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(6) Special subjects

(a) Safety (Flying and Ground)

(b) Security

(c) Personal affairs

6. FLYING TRAINING. All flight training will be directed toward familiarizing corollary personnel with current tactical equipment and procedures:

a. Flight training will be accomplished in aircraft of the parent organization, with the following exceptions:

(1) When the parent unit is on TDY from its home base, flying will be accomplished in administrative aircraft of that base, when available.

(2) When the in-commission status of tactical aircraft prevents flying training over the normal week-end training period, administrative type aircraft will be made available as necessary.

(3) When tactical aircraft are borrowed from another tactical organization to assist the responsible parent unit to accomplish required flying training.

b. All flight training will be supervised by the tactical group commanders. Necessary flight instructors will be provided by parent squadron commanding officers.

c. Flying requirements may be accomplished at times other than the specific week-end training assembly periods. Training so conducted cannot be credited as a normal week-end training period.

7. GROUND TRAINING. a. All ground training facilities and instructors available to the wing will be utilized for the training of both rated and non-rated personnel where applicable.

b. The training officer of the parent unit, in coordination with the project officer of the mobile training unit assigned, will assist the corollary unit in scheduling personnel in the Mobile Training Unit or in obtaining the facilities of the Mobile Training Unit, utilizing tactical group instructors.

8. GENERAL. Corollary unit fifteen day active duty training will be scheduled so as not to occur during the time a parent unit is absent from its base.

9. TECHNICAL SCHOOLS. Corollary personnel may apply for technical training in accordance with SAC Regulations 50-18. Applications will be indicated by an appropriate notation in the remarks section of SAC Form 50-2-7, Schedule of Requirements for Training Military Personnel.

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10. **ADMINISTRATIVE SECTIONS**. Corollary headquarters administrative personnel will be trained to perform normal internal administration, and to supervise the operations of the subordinate elements.

11. **REPORTS**. Reports will be submitted in accordance with provisions of SAC Manual 15-35-1, Personnel Statistics.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

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A-3 19 April 1949

A-2

Reserve Mobilization Training for Intelligence Officers [redacted]

1. As you can tell the spirit of this recommendation has in part originated in this Wing. However in the light in which it has been presented by Eighth Air Force, several comments are in order:

a. The plan as a whole is basically sound for reserve training of all of the interested Reserve Intelligence officers within a fifty mile radius. This system is opposed to the present system of having only a few officers, mainly from Fort Worth, report at their convenience semi-monthly under a rather unorganized ineffective program.

b. If all or a part of the officers listed are interested and the allotment for Intelligence officers is not adequate to include them, it appears that other Wings located in sparsely settled areas such as Roswell, Clovis and possibly Tucson would be interested in giving us some of their quota to have Intelligence Officers earmarked and partially trained from this pool in a more cosmopolitan area.

c. If such a program is not utilized it appears as if many Reserve Intelligence Officers in this area will not be utilized or included in the program.

d. Having these officers in a group for organized and controlled training will allow us to facilitate a program already tested by this staff section, which can be conducted, in the main, after normal duty hours, creating group interest and spirit and establishing a potential utility to SAC organizations, which will be real. As mentioned in Par a., above, the other alternative is to earmark a few for incomplete potential utilization who do little more than feel that they are in the way during rushed duty hours. It is very difficult and impractical in Intelligence functions to attempt to train and indoctrinate a few people singly during normal duty hours. In a maintenance program this would be feasible. At such time as these officers have sufficient indoctrination and training under the proposed program, we plan to schedule several of them during a full duty day or two to actually handle a current project under Intelligence Staff Officers' supervision including squadron, group and wing Intelligence activities.

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A-3 19 April 1949

A-2

Reserve Mobilization Training for Intelligence Officers

2. If you feel that we should ascertain the interest level of this group as a further element of consideration, I will dispatch letters in similar form to attach and compile results.

3. I believe this program should be carefully considered both as to utilization of Regular Air Intelligence Officers and to the ultimate in providing utility and training of Reserve Air Intelligence Officers.

/s/ Sam A. Roberts
SAM A. ROBERTS
Major, USAF
A-2

A TRUE COPY
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

ODT-1 353 14 April 1949

SUBJECT: Reserve Mobilization Training Program for Intelligence Officers

53

TO: Commanding Officer
7th Bombardment Wing, Heavy
Carswell Air Force Base
Fort Worth, Texas

1. To intensify the Reserve Mobilization Training Program of Intelligence Officers, it is requested that the program outlined herein be reviewed and comments forwarded to this headquarters after a majority of the inactive Reserve Intelligence Officers in the area have been contacted. Inclosed is a list of names of forty four (44) Officers residing within a fifty (50) mile radius of Fort Worth, Texas who have had intelligence training during the war. Inasmuch as the intent of the Mobilization Program is to train as many persons as are available and can be immediately utilized in the event of a national emergency, it is felt that possibly a large percentage of the forty four (44) officers listed would make themselves available for training as an intelligence unit. The number of proposed personnel is not too great to fit into the 7th Bomb Wing's allotment of reservists for training in a pay status.

2. The proposed program calls for integrating available intelligence Reserve Officers into the present M-Day assignment program by organizing reserve officer in charge, and a program instructed, monitors and aided by the 7th Bomb Wing. The Intelligence Section of the 7th Bomb Wing has the necessary intelligence programs, lectures, and films to provide an excellent means for keeping the Reserve Intelligence Officer interested and up-to-date on activities of the Air Force, its requirements and the vital international problems that require complete preparedness on the part of the Eighth Air Force.

3. The program further calls for regular scheduled meetings twice month at Carswell Air Force Base, Fort Worth, Texas. The program should be developed to provide information on the following points:

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a. Purpose of organization as a unit.

b. Explanation of M-Day assignments.

c. Means of facilitating clearance in preparation for M-Day assignments.

d. Value to the United States Government in keeping Reserve Intelligence Officers up-to-date on procedures, techniques, tactics, and equipment. Clearance limitations will exclude some information, but there is much that can be used.

4. To this end a letter should be written to each officer listed, providing them with Mobilization pay authorization, asking them for their comments, whether or not they will participate and dates and times most convenient. Inclosed is a suggested letter that outlines some of these points that may be used.

BY COMMAND OF MAJOR GENERAL RAMEY:

Incls
1. Roster of Officers
2. Proposes letter

W. H. BLANCHARD
Colonel, USAF
Director of Operations

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John E. Hall,
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS 7TH BOMBARDMENT WING, HEAVY
CARSWELL AIR FORCE BASE
FORT WORTH, TEXAS

A2 326.21 28 July 1949

SUBJECT: Reserve Mobilization Training Program for Air Intelligence Officers

TO:

54

1. The majority of the reserve officers, to whom letters of inquiry were sent, indicated a desire to participate in the Reserve Air Intelligence Officers' training program. As most officers specified a preference for meeting at 2000 on Tuesdays - the date, time, and place of the initial meeting have been designated as follows:

Date: 9 August 1949
Time: 2000
Place : Control Room in Wing Headquarters
Dress: Summer Uniform (Khaki or Blouse)

2. The first portion of the meeting will include orientation and an intelligence presentation, while the latter part will pertain to matters of interest to you as a reserve officer participating in an "M" Day assignment program. Duration of the meeting will be approximately two hours, the minimum time for a duly authorized training period.

3. If you desire to bring your family with you, the following informational items may assist you in making plans for the evening:

The Officers' Mess is open from 1645 until 1800.

The Officers' Club serves food from 1830 until 2300

Tuesday night is "Bingo" night at the Officers' Club, 2000 until 2200.

Current motion pictures are scheduled at the base theater at 1815 and 2015.

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A2 326.21 26 Jul 49
SUBJECT: Reserve Mobilization Training Program for Air Intelligence Officers

4. An Intelligence Officer will be at the Control Room in Wing Headquarters at 1900 to assist those with families in procedures for utilizing, or participating in, any of the activities listed above.

/s/ Sam A. Roberts
SAM A. ROBERTS
Major, USAF
A-2

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JOHN E. HALL
Major, USAF
Adjutant General

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55-

HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date 24 June 1949

SUBJECT: Report of Supervisory Staff Visit:

55

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

Walker Air Force Base, Roswell, New Mexico 23 June 1949

Subjects

1. Lead Crew School - Colonel Irvine
2. Lead Crew School - Lt. Colonel Perry

1. The first class was scheduled to start 6 June but hail damage to aircraft on that date delayed start until 13 June. Completion is now 8 July. Due to maintenance difficulties, mainly with radar equipment, it has been necessary to hurry the flying schedule and work on the week-ends. This necessary action has detracted from the effectiveness of the course to some extent. Corrective action to be taken on this situation is to lengthen the next two classes to five weeks each. The first class is on schedule at the completion of the first two weeks.

2. Supervisory personnel of the Lead Crew School believes they have the best instructors available and believe they will definitely be superior to any replacements at the end of the first class.

3. Lead Crew School will revise their flying schedule slightly during Class I and II and allow time between B-29 and B-50 phase to allow instructors to establish CEA's that students can shoot at. They feel confident instructors will drop better bombs than the students and this will strengthen student-instructor relationship.

/s/t/ L. S. ENGLISH, Lt Col — R. W. Christy

for W. H. BLANCHARD — R. W. CHRISTY

Col USAF — Lt Col, USAF

Countersigner — **Visiting Staff Officer**

Dir of Ops

Incl #1
8AF Form 11-13M

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4. All RBS scores are being compared with K-35 and K-22 photo results and at the end of Lead Crew School they will present a study of RBS reported scores versus photo results.

5. The Lead Crew School cannot determine if the best crews available in each Wing were sent as students but the crew proficiency was below what they had anticipated. It rapidly become necessary to incorporate training in fundamentals for individual specialists.

6. Lead Crew School has asked this headquarters for a policy on returning crews to their home station before completion of course because of sub standard performance or because crew has been supplied with aircraft from the home station that mechanically cannot keep up with the rest of the school in the accomplishment of the flying schedules. Policy will be established on this question and forwarded to 509th Bomb Wing.

7. Tentative schedule for next two classes are as follows:

a. 2d Class reports 9 July - completes 12 August

b. Lead Crew School in place at Davis-Monthan 15 August

c. 3d class reports 22 August completes 23 September

8. The quality of briefing, critique, and supervision on adherence to SOP's is very good. If the assumption is correct that the improvements of these aspects of radar bombing is the fastest method of reducing radar errors, individual crew CEA's will show improvement over those established before they attended school.

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John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date 18 July 1949

SUBJECT: Report of Supervisory Staff Visit: Walker AFB, Roswell, New Mexico 14 July 1949 - By 8th AF Training Officer.

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

Subject:

1.	Third class Lead Crew School and Standards of Training; Minimums for Refueling Squadrons	Colonel Irvine CO, 509th Bomb Wing
2.	Third class Lead Crew School	Colonel Perry - Lead Crew Training Squadron (Prov.) CO.

1. Lead Crew Squadron (Prov.) will be in place at Davis-Monthan AFB 15 Aug. Stand Board Crews from 8th AF, 43d BW and 2d BW and three instructors each from 43d BW and 2d BW in place 15 Aug. Student crews arrive 27 August and class ends 30 September. The period 15 August through 27th August will be used to train Stand Board and Instructor Crews and allow them to test fly curriculum missions.

2. Conference of representatives of Lead Crew Squadron (Prov.) 43d BW, 2d BW, and 8th AF will meet at 1300 Tuesday 19 July at Davis-Monthan. Conference will straighten out problems of maintenance, personnel and operations.

(Cont'd)

/s/t/ J. H. Thompson — R. W. Christy,

J. H. THOMPSON Lt Col USAF — R. W. CHRISTY, Lt Col

Acting Dir of Operations — Chief of Training Br.

Countersigner — Visiting Staff Officer

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Subject -
Supervisory Visit - Walker AFB, Roswell New Mexico - 14 July 49
by 8th AF Training Officer.

3. Instructors of third class will be furnished as follows: Three instructor crews each from 43d Bomb Wing and 2d Bomb Wing and twelve radar instructors, now at Roswell, to be moved with the Lead Crew Squadron.

4. SAC has given permission to conduct the school using APQ 23 radar equipment. 93d Bomb Wing has half APQ-13 and APQ 24 equipment at this time; so plans for the third class do not include provisions for them to send student crews.

5. The progress of the second class at Lead Crew School is excellent. Extending the class to five weeks and scheduling only two flights a week given them time to brief and critique to the standards they have established.

6. Plans for a conference between the 509th Bomb Wing, 43d Bomb Wing, and 8th AF Training Section regarding Standards of Training and Mimimums for Air Refueling Squadrons was discussed with Colonel Irvine.

7. Follow-up Action
a. Final plans for class three will be established 19 July 49.

b. Refueling Squadron Conference will be held this month. Standards of Training and Mimimums will be established and recommendations for change in long range missions for the 509th BW and 43d BW will be forwarded to SAC.

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John A. Hall
JOHN A. HALL
Major, USAF
Adjutant General

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LEAD CREW TRAINING SQUADRON (PROV)
Davis-Monthan Air Force Base
Tucson, Arizona

LCO 319.1 30 September 1949

SUBJECT: Final Report, B-50 Class, Lead Crew Training Squadron (Prov)

THRU: Commanding Officer
43rd Bombardment Wing (M)
Davis-Monthan Air Force Base
Tucson, Arizona.

57

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

1. NARRATIVE:

a. B-50 crews from the 2nd Bomb Wing and the 43rd Bomb Wing reported for Lead Crew Training on 27 August 1949. Training progressed satisfactorily in accordance with preplanned schedule.

b. Aircraft and Radar Maintenance performed by personnel assigned from the 43rd and 2nd Bomb Wings were far superior to that expected by personnel experienced in B-50 operation.

(1) A breakdown of missions scheduled is as follows:

Missions scheduled	179	
Missions completed as scheduled	152	85.1%
Radar Abort	13	7.2%
Aircraft Abort	14	7.7%

All aborts were made up prior to completion of the class.

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(2) The following maintenance was performed on lead crew aircraft during the training period:

Engine changes	10
Turbo changes	15
APU changes	4
Cylinder changes	1
Carburetor changes	9
Oil cooler changes	5

c. Attached hereto are copies of informal report to Wing Commanders concerning crews of their unit in training with the third class (Incl 1). These reports contain:

(1) Relative class standing.

(2) Discussion of crew's capabilities, strong and weak points demonstrated while in training.

(3) Mission training record which lists all runs made by the crew while in the training program.

(4) Ground Training Records giving hours of training accomplished by the individual.

(5) SAC Form OT-T12F by individual cross, which will permit the home station to maintain crew record up to date. In addition, to complete records of the crew, complete records such as Forms 12-C, Mission Analysis, etc., are being sent to the home stations. Extracts of Strategic Air Command 50-1-1 (RBS Daily Report) was also furnished home stations.

d. Attached hereto are complete records of each mission with the official scores recorded for the individual crew, the CEA and CEP for the mission and class rank of the crew for the mission, both radar and visual (incl 2).

e. Attached hereto is a consolidated report (Incl 3) listing final standing of the crews in this class, based upon the following percentages:

Radar Bombing: 50%

Visual Bombing: 20%

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LCO 319.1 30 Sept 49
Subject: Final Report, B-50 Class, Lead Crew Tng Sq (Prov)

Technique Procedure and
Crew discipline 30%

f. The distribution of 247 scored radar runs made by the B-50 crews against designated radar targets is as follows:

Percentage within 1,000 feet:	12%
2,000 feet:	29%
3,000 feet:	48%
4,000 feet:	67%
5,000 feet:	74%
6,000 feet:	79%
7,000 feet:	85%
8,000 feet:	90%
9,000 feet:	94%
Percentage over 9,000 feet:	6%

Class CEP: 3204 feet

g. Attached hereto is comparative radar standings of all crews trained to date (Incl 4). Lack of standardization between B-29 and B-50 classes, due to change in instructor personnel makes a complete overall rating inaccurate, and therefore unusuable for comparison purposes. However, radar scoring and targets were common to all classes and rating presented herewith is indicative of true comparative rating of crews during the program under similar conditions.

2. DISCREPANCIES NOTED AND CORRECTIVE ACTION TAKEN:

a. Bombsight camera scoring was discarded. A special report was submitted on this subject, and copy of which is attached (Incl 5).

b. The present system of grading was adequate for the interim classes, but is inadequate for use in a permanent organization. A revised system of grading will be presented from the permanent squadron located at McDill Air Force Base, prior to the start of the training program there.

3. CONCLUSIONS:

a. B-50 crews were very standarized in their procedures with little difference noted between the first and last crew. Overall adherence to standard operating procedures was far superior to the two B-29 classes. Crews evidenced better training and more proficiency in technique, procedure and discipline.

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b. It is concluded that B-50 standard operating procedures are satisfactory, except for recommended changes in radar procedures listed below:

(1) In pre-operational check, test meter switch to A.P.C.
Reason: So that there is a voltage indication when the power is turned on.

(2) In Residual Balance Calibration, put 8 miles ground range in computer. Reason: To insure that the B.C.L. is returned to O. By puting ground range into the computer it will force the B.C.L. to return to O.

(3) Use of ATF Correction Table. Reason: For the calibration of computer for the bombing problem to be encountered.

(4) Bombing Accuracy Check with Bomb Run Information. Reason: To check computer for bombing problem to be encountered.

(5) Calibration Delay Circuit Check. Reason: To insure correct calibration of calibration delay circuit.

(6) Calibration Delay Calibration. Reason: To allow calibration of calibration delay circuit in the air.

(7) Minor changes in wording and form of S.O.P. Reason: To allow a more rapid calibration and to eliminate unnecessary information in the S.OP.

4. RECOMMENDATIONS:

a. It is recommended that the following crews be designated as lead crews and necessary notation be made on their records of their successful completion of this course:

1st Lt George A. Hesse, Jr, 2nd Bomb Wing,
Chatham Air Force Base, Savannah, Georgia

Capt Clarence J. Deaton, 2nd Bomb Wing,
Chatham Air Force Base, Savannah, Georgia

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LCO 319.1 30 Sep 49
Subject: Final Report, B-50 Class, Lead Crew Tng Sq (Prov)

Capt John W. Rice, 2nd Bomb Wing,
Chatham Air Force Base, Savannah, Georgia

Capt Graham L.T. Bleiler, 2nd Bomb Wing,
Chatham Air Force Base, Savannah, Georgia

1st Lt Merlin D. Lowry, 2nd Bomb Wing,
Chatham Air Force Base, Savannah, Georgia

1st Lt Phillip H. Beegle, 2nd Bomb Wing,
Chatham Air Force Base, Savannah, Georgia

1st Lt Leman M. Herridge, 2nd Bomb Wing,
Chatham Air Force Base, Savannah, Georgia

Capt George V. Swearingen, 2nd Bomb Wing,
Chathan Air Force Base, Savannah, Georgia

Capt Elvin N. Guinn, 2nd Bomb Wing,
Chatham Air Force Base, Savannah, Georgia

Capt Robert G. Ochs, 43rd Bomb Wing,
Davis-Monthan Air Force Base, Tucson, Arizona

Capt Charles P. Gove, 43rd Bomb Wing,
Davis-Monthan Air Force Base, Tucson, Arizona

1st Lt Vaughn S. Lautenschlager, 43rd Wing,
Davis-Monthan Air Force Base, Tucson, Arizona

Capt Robert L. Litchfield, 43rd Bomb Wing,
Davis-Monthan Air Force Base, Tucson, Arizona

Capt Floyd E. Slipp, 43rd Bomb Wing,
Davis-Monthan Air Force Base, Tucson, Arizona

Capt Frank A. Sheehan, 43rd Bomb Wing,
Davis-Monthan Air Force Base, Tucson, Arizona

Capt James G. Gallagher, 43rd Bomb Wing,
Davis-Monthan Air Force Base, Tucson, Arizona

Capt Arthur M. Neal, 43rd Bomb Wing,
Davis-Monthan Air Force Base, Tucson, Arizona

Capt Denzil Poston, 43rd Bomb Wing,
Davis-Monthan Air Force Base, Tucson, Arizona

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b. It is recommended that the attached S.O.P. for calibration of APQ-23 radar be adapted for use by Strategic Air Command (Incl 6). Major changes and reasons therefore are discussed under paragraph 3b above.

c. It is recommended that in the establishment of the permanent training program more training be given the navigator in the prescribed flight missions.

d. It is recommended that the briefing and critique procedures used by this Squadron be adapted throughout Strategic Air Command. These procedures have been forwarded under separate cover.

e. It is recommended that crews designated as lead crews be trained as a unit for the prescribed period of crew integrity.

f. It is recommended that a simple code be devised so that exact circular error of the RBS run can be transmitted to the crew after scoring is complete. A suggested code is as follows:

(1) Scored track in the clear.

(2) Scored ground speed in the clear.

(3) Bearing of impact from target in the clear.

(4) Circular error in code. This code would be distributed monthly to all units concerned with a specific number assigned each calendar day. On the day of the flight the figure representing the CE given the aircraft by the RBS site would be multiplied by the specific number assigned that calendar day in the code resulting in the exact circular error.

(5) Example: "Air Force 6002, this is Fort Worth Bomb Plot. Your bomb run information is as follows:

275° - 304 - 180° - 422 ".

If the number assigned that calendar day is 11, the scored CE is 4642 due South of the target.

(6) This would enable all units to accomplish critique following the mission more expeditiously than at present.

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g. It is recommended that the overall training program be altered so that all concerned will strive toward quality and standardization in training, rather than the completion of a specific number of each training item. This could be accomplished in any number of ways, two examples as follows:

(1) (a) Abolish all training requirements for crews other than designated USAF minimums.

(b) Make Wing Commanders responsible for the training of all crews assigned his Wing.

(c) Divide all crews into three classes.

1. Lead Crews - The best crews available qualified individually as specialists, and collectively as a coordinated bombing team. They are not required to do any specific amount of training, but fly one complete thorough training mission per week against RBS and camera targets. These crews are rated constantly on RBS scores and on satisfactorily bombing strange camera targets as demonstrated by location of the aiming point in the bombsight camera picture. These crews will, therefore, always be at a peak on industrial targets. Additional radar runs just for record, is a waste of aircraft hours, and valuable crew time which can better be used helping crews less capable on the ground.

2. Class Two Crews - Crews who are individually qualified as crew members, but, due to various factors, have not yet demonstrated the crew cooperation or the individual finesse qualifying them as lead crews. Those crews would fly the same missions as the lead crews, but would make 2nd and 3rd runs on each target assigned. Their progress would be aided and supervised by Group and Squadron staffs and by lead crews in their squadron.

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3. Class Three Crews - Newly formed crews who as individuals, are not completely qualified in the equipment and are not thoroughly familiar with S.O.P.'s. These crews would train on reflector targets and the easiest RBS targets until such time as they demonstrate ability to become a Class II crew.

(d) The advantages of training for quality over the present system are:

1. It is more attractive to the crews. Experience gained in the conduct of the Interim Lead Crew Training Squadron indicates nearly all of the lead crews are intensely interested in the bombing problem and recognize the importance of good strategic bombing. They appreciated this opportunity to train together without interruption and to build crew coordination. Therefore, it is natural to assume, that given a chance to demonstrate their own individual capability, all crews will react favorably to such a training program.

2. It places more responsibility on the Commanders and therefore it aids in the development of Commanders from the Airplane Commander through the Wing Commander. Under the present system the squadron is constantly trying to obtain so may RBS first runs, etc., regardless of whether they are accomplished by an integral crew, or by various collections of individuals. This does not afford the Airplane Commander or the Squadron Commander the opportunity to develop the team work desired.

3. It enables a crew to be assigned training requirements by the Wing, Group or Squadron Commander which are consistent with the training needed by that particular crew. For example, on some crews perhaps the bombardier needs more training than present requirements will permit, while the radar operator is completely trained and proficient; so this crew could be scheduled heavily on visual bombing training, with less frequent radar missions than normal.

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4. It gives senior commanders a true evaluation of crew and unit potential. Such a training program would permit frequent evaluation missions against mobile SCR 584 stations in order to determine unit progress and proficiency.

(e) The disadvantages are:

1. Such a system of training is harder to justify from the standpoint of tangible, concrete accomplishments. However, it is believed that no great decrease in hours flown or training completed will be noticed. In substantiation of this, during the five week course just completed, B-50 crews averaged approximately 9 RBS first runs radar, 6 RBS first runs visual, 65 hours of flying, 5 actual bombs, and several camera runs without any evidence of strain or over work. It is realized that maintenance personnel available was above that normal for the same number of aircraft, but so were the flying hours.

2. It does not give senior commanders or their staffs as much control of the training program as is desired in many cases.

(2) (a) Reduce minimums to something easily accomplished utilizing one third to one half of the flying time of the unit.

(b) Make the minimums for a six month period.

(c) Wing, Group and Squadron Commanders will determine type and amount of additional training over and above stated minimums.

5. SUMMARY:

a. Fifty-four (54) crews were trained in the three classes of the Interim Lead Crew Training Program.

(1) Thirty-six (36) were B-29 crews and eighteen (18) were B-50 crews.

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(2) Twenty-six (26) B-29 crews satisfactorily completed the prescribed training.

(3) Three B-29 crews failed to complete the prescribed training due to equipment malfunction.

(4) Three B-29 crews needed additional training before being designated lead crews.

(5) Four B-29 crews were unsatisfactory.

(6) Eighteen (18) B-50 crews successfully completed the prescribed training.

b. The Lead Crew Training Squadron (H) Prov was deactivated on 30 September 1949.

EDWARD A. PERRY
Lt Colonel, USAF
Commanding

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John E. Hall.

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O-0455

STRATEGIC AIR COMMAND
MONTHLY AIR TRAINING REPORT
BOMBARDMENT
(SAC-OT-T12F)

COMMAND EIGHTH AIR FORCE
FORT WORTH, TEXAS

Period Covered: From 1 May 49 To 31 May 49

GROUP	2 nd	7 th	11 th	43 rd	97 th	509 th	Totals
1. Total Hours Flown	763:45	264:40	134:35	2103:30	1189:50	2963:40	7420:00
a. Hours Formation	12:30	:00	8:30	106:15	408:00	223:20	757:35
(1) Below 25,000	3:30	:00	8:30	106:15	162:40	114:30	395:25
(2) Above 25,000	9:00	:00	:00		235:20	108:50	353:10
b. Hours Transition	68:50	23:30	28:10	106:55	32:55	104:10	364:30
c. Hours Instruments	141:00	29:15	22:00	458:15	134:40	650:40	1435:50
d. Hours Grid Navigation	:00	40:00	18:00	57:40	:00	61:45	177:25
e. Hours Night	166:56	62:15	32:05	435:55	260:15	698:40	1656:06
f. Hours Participating Air Demonstration	7:30	13:45	19:10	:00	:00	74:40	115:05
g. Hours Flown Performing Special Missions	:00	24:25	8:55	348:10	699:15	1004:45	1685:30
2. No. LR Tactical Missions	0	0	0	2	0	2	4
3. No. Crews CAP Primary Missions	31	10	1	45	17	19	123
4. a. No. Complete Crews (T/O&E)	31	4	0	0	0	19	54
b. No. Complete Crews (Non-T/O&E)	0	14	2	45	30	39	130
c. No. Minimum Crews	2	18	2	3	1	1	27
d. Aircrew Pers Necessary to completely man unit		23	116	101	529	236	1005
(1) Airplane Commander	0	0	16		57	22	95
(2) Pilots	0	0	22		59	1	82
(3) 1037 or 1034	5	0	30		59	21	115
(4) 1037 or 1035	5	0	2	93	30	13	143

SAC Form 15-9-1 (Apr 49)
(Supersedes SAC Form 50-129) (Reproduced by Hq 8AF)
Incl #2 to SAC Reg 15-9. Page 1 of 3

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GROUP	2 nd		7 th		11 th		43 rd		97 th		509 th		Totals	
(5) 1028 or 737	0		0		20				55		16		91	
(6) 0142	4		16		18				60		22		120	
(7) 2756	1		0		6				60		17		84	
(8) 1685	1		0		0				0		45		46	
(9) 612	0		0		0				91		39		138	
(10) 580	1		0		0				90		38		129	
(11) 866	0		7		2				0		0		9	
5. Total Air Gunnery Mission	0		0		0		20		0		4		24	
a. Rds Ammunition Fired	0		0		0		21,329		0		3290		24,619	
b. No. of Individual Crews Firing	0		0		0		15		0		4		19	
6. OQ Gunnery Fired a. Rds Ammunition/	0		0		0		38,440		0		0		38,440	
b. Feet gun camera film exposed & assessed	0		0		0		0		0		0		0	
c. No. of Individual Crews Firing	0		0		0		18		0		0		18	
7. No. FTR-Bomber Missions	0		0		2		6		0		26		34	
a. Feet Gun Camera Film Exposed & Assessed	0		0		9		785		0		3600		4385	
b. No. of Individual Crews Firing	0		0		0		4		0		52		56	
8. Total No. Bombs a. Standard/Dropped			34		22		77		304		526		963	
b. Special			0		0		4		0		0		4	
9. Radar & Visual Bombing a. Bomb Releases	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual
(1) Total No.	2	83	0	34	2	20	2	75	31	143	147	34	184	699
(2) No. 25,000 & Above	2	83	0	34	2	20		67	29	47	132	209	165	460
(3) No. Scored 25,000 & Above	2	46	0	15	2	20		51	13	25	67	98	84	255

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GROUP	2	nd	7	th	11	th	43	rd	97	th	509	th	8th	AF
	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual
(4) Scored ACE 25,000 & Above	1400	309	0	460	1850	369		518	1372	454	1792	554	1719	473
b. Scored RBS Runs (1) All Runs (a) Total No.	27	1	21	0	10	4	172	25	61	1	76	-	367	31
(b) No. 25,000 & Above	27	1	21	0	10	2	172	25	66	1	76	2	372	31
(c) ACE 25,000 & Above	5920	1725	5009	0	5441	1410	6131	648	5327	10290	3333	-	5319	1071
(2) First Runs														
(a) All Crews 1. No. 25,000 & Above	9	1	10	0	5	1	123	25	29	5	12	3	188	35
2. ACE 25,000 & Above	6638	1725	8307	-	8803	330	6828	648	6839	776	6060	-	6903	692
(b) Lead Crews 1. No. 25,000 & Above	1	0	1	0	0		38	13	10	3	6	-	56	16
2. ACE 25,000 & Above	1110	0	3000	-	0		7501	626	5688	348	5355	-	6752	5738
c. Scored Camera Attacks (1) Total No.	0	0	0	2	0		7	9	0	0	2	1	9	12
(2) No. 25,000 & Above	0	0	0	-	0			9	0	0	1	1	1	10
(3) ACE 25,000 & Above	0	0	-	-	0			435	-	-	-	-	-	435
d. Formation Bombing (1) Total No. Releases	0	0	0	0	0				5	3	0	0	5	3
(2) Total No. Bombs	0	0	0	0	0				81	46	0	0	81	46
(3) No. Rel 25,000 & Above	0	0	0	0	0				5	3	0	0	5	3
(4) ACE 25,000 & Above	-	-	-	-	-				1926	404	-	-	1926	404
10. GCA Accomplishments a. Total Landings (home & away)	186	-	15	0	26	-	412	-	310	-	134	-	1083	-
b. Total (GCA) Landing (home & away)	18	-	10	-	7	-	336	-	51	1	59	-	472	-
(1) Practice	18	-	10	-	7	-	336	-	51	-	47	-	469	-
(2) IFR	0	-	0	-	0	-		-	0	-	3	-	3	-

11. Commanding Officers Remarks - Submitted as inclosure to Report.

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STRATEGIC AIR COMMAND
MONTHLY AIR TRAINING REPORT
BOMBARDMENT
(SAC-OT-T12F)

COMMAND 8th AIR FORCE

Period Covered: From 1 Jun To 30 Jun 49

GROUP	2d	7th	11th	43d	97th	509th	8th AF
1. Total Hours Flown	718:50	326:05	108:20	1545:05	1828:00	1986:30	6512:50
a. Hours Formation	0	0	0	107:35	1:00	121:10	229:15
(1) Below 25,000	0	0	0	100:35	1:00	44:40	146:15
(2) Above 25,000	0	0	0	7:00	0	76:30	83:30
b. Hours Transition	30:20	14:10	54:10	32:05	25:10	53:40	209:35
c. Hours Instruments	162:10	35:35	13:30	384:45	214:55	297:15	1108:10
d. Hours Grid Navigation	0	6:00	2:00	102:15	8	38:35	156:50
e. Hours Night	41:10	75:35	30:10	208:05	144:40	369:00	868:40
f. Hours Participating Air Demonstration	0	10:55	0	0	0	0	10:55
g. Hours Flown Performing Special Missions	21:55	16:00	62:25	233:20	104:30	696:35	1134:45
2. No. LR Tactical Missions	0	5	1	8	23	6	43
3. No. Crews CAP Primary Missions	27	1	0	32	24	16	100
4. a. No. Complete Crews (T/O&E)	33	See	See	See	24	20 21	See
b. No. Complete Crews (Non-T/O&E)	0	incl	incl	incl	8	28	incl
c. No. Minimum Crews	7	(1)	(1)	(1)	0	1	(1)
d. Aircrew Pers Necessary to completely man unit	5	14	52	16	260	160	507
(1) Airplane Commander	0	0	12	0	29	21	62
(2) Pilots	0	0	7	0	0	0	7
(3) 1037 or 1034	2	3B	12	12	25	20	74
(4) 1037 or 1035	2	2W	2	0	26	12	44

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GROUP	2d	7th	11th	[illegible]	97th	509th	8th AF
(5) 1028 or 737	0	0	13	0	23	16	52
(6) 0142	1	9	5	0	26	20	51
(7) 2756	0	0	4	0	19	18	41
(8) 1685	0	0	0	0	0	24	24
(9) 612	0	0	5	0	85	3	93
(10) 580	0	0	0	0	27	26	53
(11) 866	0	0	0	0	8	-	4
(12) Weaponeers		0	0	4			4
5. Total Air Gunnery Mission	30	0	0	16	3	20	69
a. Rds Ammunition Fired	32715	0	0	11,446	2600	26,350 CT	73,111
b. No. of Individual Crews Firing	27	0	0	15	3	19	64
6. OQ Gunnery Fired a. Rds Ammunition/	0	0	0	68,000	0	0	68,000
b. Feet gun camera film exposed & assessed	0	0	0	0	0	0	0
c. No. of Individual Crews Firing	0	0	0	30	0	0	30
7. No. FTR-Bomber Missions	0	0	0	17	0	13	30
a. Feet Gun Camera Film Exposed & Assessed	0	0	0	448	20	3430	3898
b. No. of Individual Crews Firing	0	0	0	12	1	17	30
8. Total No. Bombs a. Standard/Dropped	481	0	54	444	503	679	2161
b. Special	0	0	0	5	0	0	5
9. Radar & Visual Bombing a. Bomb Releases			0				0
	Radar / Visual	Radar / Visual	Radar / Visual	Radar / Visual	Radar / Visual	Radar / Visual	Radar / Visual
(1) Total No.	36 / 458	0 / 0	2 / 0	0 / 449	37 / 466	241 / 438	316 / 1811
(2) No. 25,000 & Above	36 / 458	0 / 0	2 / 0	0 / 449	37 / 420	215 / 355	288 / 1682
(3) No. Scored 25,000 & Above	36 / 458	0 / 0	0 / 0	0 / 431	24 / 269	118 / 121	178 / 1279

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GROUP	2	d	7	th	11	th	43	rd	97	th	509	th	8th	AF
	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual
(4) Scored ACE 25,000 & Above	1403	304	0	0			0	370	973	401	2224	458	1888	361
b. Scored RBS Runs (1) All Runs (a) Total No.	92		11	1	4		278	15	413	25	170	6	968	47
(b) No. 25,000 & Above	92		11		4		278	15	412	25	170	4	967	44
(c) ACE 25,000 & Above	3387		1812	120	3210		3484	1967	3311	1955	4587	2295	3609	1889
(2) First Runs	33		8	1	2		107	15	225	25	32	4	407	45
(a) All Crews 1. No. 25,000 & Above	33		8	1	2		107	15	225	25	32	4	407	45
2. ACE 25,000 & Above	3471		4812	120	3420		3877	1967	4055	-	4283	-	3991	1851
(b) Lead Crews 1. No. 25,000 & Above	8	0	9	1	0		36	9	63	0	-	-	116	10
2. ACE 25,000 & Above	3068		3525	120	0		3510	1421	4470	0	-	-	4002	1291
c. Scored Camera Attacks (1) Total No.	0		0	0	0		0	32	27	25	15	3	42	60
(2) No. 25,000 & Above	0		0	0	0		0	32	27	25	11	2	38	59
(3) ACE 25,000 & Above	0		0	0	0		0	1003	3834	861	3415	790	3713	936
d. Formation Bombing (1) Total No. Releases	0		0	0	0		0	0	0	0	0	0	0	0
(2) Total No. Bombs	0		0	0	0		0	0	0	0	0	0	0	0
(3) No. Rel 25,000 & Above	0		0	0	0		0	0	0	0	0	0	0	0
(4) ACE 25,000 & Above	0		0	0	0		0	0	0	0	0	0	0	0
10. GCA Accomplishments a. Total Landings (home & away)	221		39		19			294		332		445		1350
b. Total (GCA) Landing (home & away)	8		19		0			314		167		86		597
(1) Practice	8		19		3			314		162		83		589
(2) IFR			0		0			0		5		3		8

11. Commanding Officers Remarks - Submitted as inclosure to Report.

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STRATEGIC AIR COMMAND
MONTHLY AIR TRAINING REPORT
BOMBARDMENT
(SAC-OT-T12F)

COMMAND Hq. 8th Air Force, Carswell Air Force Base, Fort Worth, Texas

Period Covered: From 1 July To 31 July 1949

GROUP	2nd	7th	11th	434	97th	509th	8th AF
1. Total Hours Flown	949:45	482:35	112:40	2840:40	1299:00	1320:20	6905:00
a. Hours Formation	3:00	94:00	5:00	161:35	246:30	226:15	736:20
(1) Below 25,000	3:00	94:00	5:00	153:35	246:30	127:30	629:35
(2) Above 25,000	:00	:00	:00	8:00	:00	98:45	106:45
b. Hours Transition	41:45	8:10	51:05	66:40	31:45	23:10	222:35
c. Hours Instruments	213:00	68:45	26:10	652:10	122:20	275:50	1358:15
d. Hours Grid Navigation	6:00	16:50	4:00	103:15	52:35	56:45	239:25
e. Hours Night	103:05	52:20	9:00	357:10	95:40	166:55	784:10
f. Hours Participating Air Demonstration	:00	23:40	29:50	:00	355:20	45:40	459:30
g. Hours Flown Performing Special Missions	217:00	265:45	41:55	178:50	112:40	551:35	1367:45
2. No. LR Tactical Missions	1	2	0	2	14	3	22
3. No. Crews CAP Primary Missions	20	0	0	36	25	28	109
4. a. No. Complete Crews (T/O&E)	32	0	0	30	13	4	79
b. No. Complete Crews (Non-T/O&E)	2	8	0	8	4	3	25
c. No. Minimum Crews	7	See incl 1	See incl 1	See incl 1	See incl 1	See incl 1	
d. Aircrew Pers Necessary to completely man unit	3	24	21	24	240	61	373
(1) Airplane Commander	0	1	8	-	19	0	28
(2) Pilots	0	7	0	-	7	0	14
(3) 1037 or 1034	0	1	6	14	11	1	33
(4) 1037 or 1035	1	0	0	10	32	1	44

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GROUP	2nd	7th	11th	34	97th	509th	8th AF
(5) 1028 or 737	0	2	1	16	20	0	39
(6) 0142	2	9	0	-	24	1	36
(7) 2756	0	0	0	9	18	0	27
(8) 1685	0	0	0	-	0	N/A	0
(9) 612	0	3	2	8	83	25	121
(10) 580	0	0	0	44	26	27	97
(11) 866	0	1	4	-	0	N/A	5
5. Total Air Gunnery Mission	26	0	0	44	2	32	104
a. Rds Ammunition Fired	32,475	0	0	59,484	2,000	34,995	128,954
b. No. of Individual Crews Firing	22	0	0	30	2	14	68
6. OO Gunnery Fired a. Rds Ammunition/	0	0	0	27,100	0	0	27,100
b. Feet gun camera film exposed & assessed	0	0	0	100	0	0	100
c. No. of Individual Crews Firing	0	0	0	20	0	0	20
7. No. FTR-Bomber Missions	0	2	1	10	0	20	33
a. Feet Gun Camera Film Exposed & Assessed	0	420	400	2057	0	4000	6877
b. No. of Individual Crews Firing	0	2	1	12	0	17	32
8. Total No. Bombs a. Standard/Dropped	184	172	10	488	10	307	1176
b. Special	0	0	0	6	0	0	6

9. Radar & Visual Bombing a. Bomb Releases	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual
(1) Total No.	2	187	0	100	0	10	3	422	0	6	11	296	16	1021
(2) No. 25,000 & Above	2	187	0	100	0	10	3	285	0	6	11	86	16	653
(3) No. Scored 25,000 & Above	2	162	0	13	0	0	0	144	0	0	9	68	11	387

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GROUP	2	nd	7	th	11	th	43	rd	97	th	509	th	8th	AF
	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual
(4) Scored ACE 25,000 & Above	650	335	-	467	-	-	-	409	-	-	1721	478	1526	392
b. Scored RBS Runs (1) All Runs (a) Total No.	210	3	15	7	2	0	407	0	187	4	122	15	943	29
(b) No. 25,000 & Above	210	3	15	5	2	0	407	0	187	4	122	15	943	27
(c) ACE 25,000 & Above	3336	2487	4934	1594	12735	-	3711	-	3140	855	4679	678	3678	1075
(2) First Runs	67	3	6	1	1	0	203	-	100	0	54	15	431	19
(a) All Crews 1. No. 25,000 & Above	67	3	6	1	1	0	203	-	100	0	54	15	431	19
2. ACE 25,000 & Above	4402	2487	5747	2190	22770	-	4229	-	3576	-	5787	678	4364	1043
(b) Lead Crews 1. No. 25,000 & Above	15	-	5	0	0	0	61	-	16	4	26	12	123	16
2. ACE 25,000 & Above	4782	-	5960	-	-	-	3385	-	4933	855	7540	598	4740	662
c. Scored Camera Attacks (1) Total No.	0	0	0	0	0	0	0	-	12	30	45	33	57	63
(2) No. 25,000 & Above	0	0	0	0	0	0	0	-	12	30	42	32	54	62
(3) ACE 25,000 & Above	-	-	-	-	-	-	-	-	4603	807	6625	341	6176	566
d. Formation Bombing (1) Total No. Releases	0	0	0	0	0	0	0	3	0	0	0	0	0	3
(2) Total No. Bombs	0	0	0	0	0	0	0	9	0	0	0	0	0	9
(3) No. Rel 25,000 & Above	0	0	0	0	0	0	0	3	0	0	0	0	0	3
(4) ACE 25,000 & Above	-	-	-	-	-	-	-	Not Scored	-	-	-	-	-	Not Scored
10. GCA Accomplishments a. Total Landings (home & away)	-	253	-	74	-	23	-	380	-	246	-	423	-	1399
b. Total (GCA) Landing (home & away)	-	12	-	10	-	16	-	241	-	79	-	82	-	440
(1) Practice	-	12	-	10	-	16	-	241	-	79	-	75	-	433
(2) IFR	-	0	-	0	-	0	-	-	-	0	-	7	-	7

11. Commanding Officers Remarks - Submitted as inclosure to Report.

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STRATEGIC AIR COMMAND
MONTHLY AIR TRAINING REPORT
BOMBARDMENT
(SAC-OT-T12F)

COMMAND Hq 8th Air Force
Carswell AFB, Ft Worth, Tex

Period Covered: From 1 Aug To 31 Aug 49

GROUP	2nd	7th	11th	43rd	97th	509th	8th AF
1. Total Hours Flown	1499:15	550:50	100:20	1985:15	1536:50	2410:30	8088:00
a. Hours Formation	100:40	9:00	:30	41:00	8:30	131:55	291:35
(1) Below 25,000	98:40	9:00	:30	31:00	8:30	131:55	279:35
(2) Above 25,000	2:00	1:00	:00	10:00	:00	:00	13:00
b. Hours Transition	71:40	12:00	59:10	45:00	16:00	125:25	329:15
c. Hours Instruments	383:15	105:25	26:25	648:00	223:15	438:00	1824:20
d. Hours Grid Navigation	17:00	49:25	:00	28:00	143:44	23:35	261:44
e. Hours Night	140:15	99:55	12:30	549:10	191:00	133:40	1126:10
f. Hours Participating Air Demonstration	67:35	89:05	30:30	-	58:35	53:05	298:50
g. Hours Flown Performing Special Missions	175:55	174:05	:00	1062:05	58:25	167:00	1637:30
2. No. LR Tactical Missions	0	4	0	:35	8	0	47
3. No. Crews CAP Primary Missions	32	1	0	54	30	44	161
4. a. No. Complete Crews (T/O&E)	32	2	0	44	24	29	131
b. No. Complete Crews (Non-T/O&E)	2	0	0	1	0	7	10
c. No. Minimum Crews	9	16	10	9	6	7	57
d. Aircrew Pers Necessary to completely man unit	2	19	28	94	211	216	570
(1) Airplane Commander	-	0	7	-	17	18	42
(2) Pilots	-	0	0	-	0	0	0
(3) 1037 or 1034	-	13	0	13	0	18	44
(4) 1037 or 1035	1	1	0	2	30	18	54

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GROUP	2nd	7th	11th	43rd	97th	509th	8th AF
(5) 1028 or 737	-	0	0	12	21	14	47
(6) 0142	1	0	0	20	22	26	68
(7) 2756	-	0	0	10	0	12	22
(8) 1685	-	0	0	-	0	N/A	0
(9) 612	-	0	1	37	92	76	206
(10) 580	-	1	0	-	23	34	58
Bomb Commanders	-	2	8	-	-	11	21
(11) 866	-	0	2	-	0	N/A	2
Weaponeer	-	2	10	-	-	22	34
5. Total Air Gunnery Mission	29	1	0	17	10	18	75
a. Rds Ammunition Fired	30,950	1590	0	10,003	6,985	23600	72,928
b. No. of Individual Crews Firing	16	1	0	17	10	14	58
6. OQ Gunnery Fired a. Rds Ammunition/	0	0	0	-	0	0	0
b. Feet gun camera film exposed & assessed	0	0	0	-	0	0	0
c. No. of Individual Crews Firing	0	0	0	-	0	0	0
7. No. FTR-Bomber Missions	0	6	0	9	2	12	29
a. Feet Gun Camera Film Exposed & Assessed	0	2,515	0	1,434	135	2,450	6,534
b. No. of Individual Crews Firing	0	4	0	9	2	7	22
8. Total No. Bombs a. Standard/Dropped	152	114	6	190	209	395	1,366
b. Special	0	0	0	-	0	0	0

9. Radar & Visual Bombing a. Bomb Releases	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual
(1) Total No.	0	152	1	69	-	6	5	167	5	204	28	867	39	1465
(2) No. 25,000 & Above	0	152	1	69	-	6	5	161	5	193	26	615	37	1216
(3) No. Scored 25,000 & Above	0	140	-	19	-	0	5	62	4	77	23	430	32	728

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GROUP	2	nd	7	th	11	th	43	[illegible]	97	th	509	th	8th	AF
	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual	Radar	Visual
(4) Scored ACE 25,000 & Above	-	289	-	385	-	-	-	350	1788	359	2649	395	2127	367
b. Scored RBS Runs (1) All Runs (a) Total No.	411	8	75	5	10	0	224	-	214	4	757	29	1691	46
(b) No. 25,000 & Above	411	8	75	5	10	0	224	-	214	4	757	29	1691	46
(c) ACE 25,000 & Above	3096	2546	5247	2551	3540	-	2550	-	3186	1650	3365	667	3253	1284
(2) First Runs	145	7	28	4	3	0	63	-	89	0	293	29	621	40
(a) All Crews 1. No. 25,000 & Above	145	7	28	4	3	0	63	-	89	0	243	29	571	40
2. ACE 25,000 & Above	3795	2631	4798	1725	2040	-	3052	-	3887	0	3858	667	3794	1116
(b) Lead Crews 1. No. 25,000 & Above	32	0	40	1	0	0	15	-	17	0	35	18	139	19
2. ACE 25,000 & Above	3860	-	5927	810	-	-	2465	-	3732	0	4030	502	4331	518
c. Scored Camera Attacks (1) Total No.	-	-	0	4	0	0	-	-	0	53	39	34	39	91
(2) No. 25,000 & Above	-	-	0	4	0	0	-	-	0	53	39	34	39	91
(3) ACE 25,000 & Above	-	-	-	1160	-	-	-	-	0	748	3281	450	3289	655
d. Formation Bombing (1) Total No. Releases	-	-	0	0	0	0	-	-	0	0	0	0	0	0
(2) Total No. Bombs	-	-	0	0	0	0	-	-	0	0	0	0	0	0
(3) No. Rel 25,000 & Above	-	-	0	0	0	0	-	-	0	0	0	0	0	0
(4) ACE 25,000 & Above	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10. GCA Accomplishments a. Total Landings (home & away)	395	-	81	-	29	-	279	-	316	-	495	-	1595	-
b. Total (GCA) Landing (home & away)	114	-	35	-	21	-	134	-	154	-	281	-	739	-
(1) Practice	114	-	35	-	21	-	133	-	154	-	277	-	734	-
(2) IFR	-	-	0	-	0	-	1	-	0	-	4	-	5	-

11. Commanding Officers Remarks - Submitted as inclosure to Report.

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27th Fighter
EIGHTH AIR FORCE
COMMAND FORT WORTH, TEXAS

STRATEGIC AIR COMMAND
MONTHLY AIR TRAINING REPORT
(FIGHTERS)
(SAC-OT-T12F)

Period Covered: From 1 May 49 To 31 May 49

GROUP	27th			
1. Crew Capability				
a. Total crews cap'bl of primary mission	84			
b. T/O&E crews cap'bl of primary mission	77			
2. Total Hours Flown	2631			
a. Average hours per crew	31			
b. Hours Day	2284			
c. Hours Night	347			
3. Long Range Missions				
a. No. VLR Tactical Missions	95			
(1) No. VLR Tactical missions with 16 or more A/C	4			
b. No. VLR Tactical missions above 20,000'	30			
(1) No. VLR Tactical missions above 20,000' with 16 or more A/C	1			
c. No. 2,000 mile ferry missions	0			
(1) No. 2,000 mile ferry missions with 16 or more A/C	0			
d. No. 2,000 mile ferry missions above 20,000'	0			
(1) No. 2,000 mile ferry missions above 20,000' with 16 or more A/C	0			
4. Combat Formation				
a. No. Gp. size combat formation missions	16			
b. No. Gp. size combat formation missions above 20,000'	6			
5. Instrument				
a. Total hours instrument time	259			
(1) Average hours per crew	3			
b. No. weather missions	71			

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GROUP	47th			
(1) No. Group size weather missions	3			
c. Total hours link				
(1) Total hours link available	334			
6. Ground Control Approach				
a. Total no. GCA's	48			
(1) Total hours GCA available	0			
b. Total no. IFR GCA's	1			
(1) Total no. group size IFR GCA's	0			
7. Aerial Gunnery				
a. No. aerial gunnery missions	23			
(1) No. rounds fired	5590			
(2) No. Ft. film assessed	0			
(3) Average % hits per crew	8.6			
b. No. aerial gunnery missions above 20,000'	3			
(1) No. Ft. film assessed for missions above 20,000'	0			
8. Ground Gunnery				
a. No. ground gunnery missions	130			
(1) Total no. rounds fired	32113			
(2) No. Ft. film assessed	0			
(3) Average % hits per crew	35.7			
9. Rocketry & Dive Bombing				
a. No. Rockets fired	352			
(1) Average Cir. error for rockets	unknown			
b. No. bombs dropped	56			
(1) Average Cir. error for bombs	751			
10. Interception				
a. No. GCI missions	142			
(1) No. group size GCI missions	3			

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GROUP	27th
b. No. GCI missions above 20,000'	57
(1) No. group size GCI missions above 20,000'	3
c. No. fighter-bomber missions	47
(1) No. group size fighter-bomber missions	1
d. No. fighter-bomber missions above 20,000'	39
(1) No. group size fighter-bomber missions above 20,000'	1

1. Rockets fired on ground targets, circular error could not be computed.

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COMMAND Hq. 27th Fighter Wing, Bergstrom Air Force Base, Austin, Texas

STRATEGIC AIR COMMAND
MONTHLY AIR TRAINING REPORT
(FIGHTERS)
(SAC-OT-T12F)

Period Covered: From 1 June 49 To 30 June 49

GROUP	27th Ftr Gp			
1. Crew Capability				
a. Total crews cap'bl of primary mission	84			
b. T/O&E crews cap'bl of primary mission	77			
2. Total Hours Flown	900:45			
a. Average hours per crew	10.7			
b. Hours Day	878:25			
c. Hours Night	22:20			
3. Long Range Missions				
a. No. VLR Tactical Missions	15			
(1) No. VLR Tactical missions with 16 or more A/C	0			
b. No. VLR Tactical missions above 20,000'	1			
(1) No. VLR Tactical missions above 20,000' with 16 or more A/C	0			
c. No. 2,000 mile ferry missions	0			
(1) No. 2,000 mile ferry missions with 16 or more A/C	0			
d. No. 2,000 mile ferry missions above 20,000'	0			
(1) No. 2,000 mile ferry missions above 20,000' with 16 or more A/C	0			
4. Combat Formation				
a. No. Gp. size combat formation missions	42			
b. No. Gp. size combat formation missions above 20,000'	0			
5. Instrument				
a. Total hours instrument time	110			
(1) Average hours per crew	1.5			
b. No. weather missions	10			

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GROUP	27 Ftr Gp			
(1) No. Group size weather missions	0			
c. Total hours link	333			
(1) Total hours link available	271			
6. Ground Control Approach				
a. Total no. GCA's	15			
(1) Total hours GCA available	0			
b. Total no. IFR GCA's	0			
(1) Total no. group size IFR GCA's	0			
7. Aerial Gunnery	0			
a. No. aerial gunnery missions				
(1) No. rounds fired	0			
(2) No. Ft. film assessed	0			
(3) Average % hits per crew	0			
b. No. aerial gunnery missions above 20,000'	0			
(1) No. Ft. film assessed for missions above 20,000'	0			
8. Ground Gunnery	0			
a. No. ground gunnery missions				
(1) Total no. rounds fired	0			
(2) No. Ft. film assessed	0			
(3) Average % hits per crew	0			
9. Rocketry & Dive Bombing	0			
a. No. Rockets fired				
(1) Average Cir. error for rockets	0			
b. No. bombs dropped	0			
(1) Average Cir. error for bombs	0			
10. Interception	2			
a. No. GCI missions				
(1) No. group size GCI missions	0			

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GROUP	47th Ftr Gp
b. No. GCI missions above 20,000'	0
(1) No. group size GCI missions above 20,000'	0
c. No. fighter-bomber missions	0
(1) No. group size fighter-bomber missions	0
d. No. fighter-bomber missions above 20,000'	0
(1) No. group size fighter-bomber missions above 20,000'	0

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COMMAND Hq., 27th Fighter Wing, Bergstrom Air Force Base, Austin, Texas

STRATEGIC AIR COMMAND
MONTHLY AIR TRAINING REPORT
(FIGHTERS)
(SAC-OT-T12F)

Period Covered: From 1 July 49 To 31 July 49

GROUP	27th Ftr Gp			
1. Crew Capability				
a. Total crews cap'bl of primary mission	93			
b. T/O&E crews cap'bl of primary mission	30			
2. Total Hours Flown	550			
a. Average hours per crew	6.9			
b. Hours Day	466			
c. Hours Night	84			
3. Long Range Missions				
a. No. VLR Tactical Missions	0			
(1) No. VLR Tactical missions with 16 or more A/C	0			
b. No. VLR Tactical missions above 20,000'	0			
(1) No. VLR Tactical missions above 20,000' with 16 or more A/C	0			
c. No. 2,000 mile ferry missions	0			
(1) No. 2,000 mile ferry missions with 16 or more A/C	0			
d. No. 2,000 mile ferry missions above 20,000'	0			
(1) No. 2,000 mile ferry missions above 20,000' with 16 or more A/C	0			
4. Combat Formation				
a. No. Gp. size combat formation missions	0			
b. No. Gp. size combat formation missions above 20,000'	0			
5. Instrument				
a. Total hours instrument time	105			
(1) Average hours per crew	1.3			
b. No. weather missions	3			

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GROUP	27th Ftr Gp			
(1) No. Group size weather missions	0			
c. Total hours link	288			
(1) Total hours link available	287 11pf			
6. Ground Control Approach a. Total no. GCA's	14 116			
(1) Total hours GCA available	0			
b. Total no. IFR GCA's	1			
(1) Total no. group size IFR GCA's	0			
7. Aerial Gunnery a. No. aerial gunnery missions	0			
(1) No. rounds fired	0			
(2) No. Ft. film assessed	0			
(3) Average % hits per crew	0			
b. No. aerial gunnery missions above 20,000'	0			
(1) No. Ft. film assessed for missions above 20,000'	0			
8. Ground Gunnery a. No. ground gunnery missions	0			
(1) Total no. rounds fired	0			
(2) No. Ft. film assessed	0			
(3) Average % hits per crew	0			
9. Rocketry & Dive Bombing a. No. Rockets fired	0			
(1) Average Cir. error for rockets	0			
b. No. bombs dropped	0			
(1) Average Cir. error for bombs	0			
10. Interception a. No. GCI missions	0			
(1) No. group size GCI missions	0			

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GROUP	27th Ftr Gp
b. No. GCI missions above 20,000'	0
(1) No. group size GCI missions above 20,000'	0
c. No. fighter-bomber missions	0
(1) No. group size fighter-bomber missions	0
d. No. fighter-bomber missions above 20,000'	0
(1) No. group size fighter-bomber missions above 20,000'	0

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COMMAND Headquarters 27th Fighter Wing Bergstrom Air Force Base Austin, Texas

STRATEGIC AIR COMMAND
MONTHLY AIR TRAINING REPORT
(FIGHTERS)
(SAC-OT-T12F)

Period Covered: From 1 Aug To 31 Aug 49

GROUP	27th Ftr Gp			
1. Crew Capability				
a. Total crews cap'bl of primary mission	85			
b. T/O&E crews cap'bl of primary mission	77			
2. Total Hours Flown	3184:45			
a. Average hours per crew	37.5			
b. Hours Day	2560:35			
c. Hours Night	624:10			
3. Long Range Missions				
a. No. VLR Tactical Missions	3			
(1) No. VLR Tactical missions with 16 or more A/C	0			
b. No. VLR Tactical missions above 20,000'	3			
(1) No. VLR Tactical missions above 20,000' with 16 or more A/C	0			
c. No. 2,000 mile ferry missions	0			
(1) No. 2,000 mile ferry missions with 16 or more A/C	0			
d. No. 2,000 mile ferry missions above 20,000'	0			
(1) No. 2,000 mile ferry missions above 20,000' with 16 or more A/C	0			
4. Combat Formation				
a. No. Gp. size combat formation missions	2			
b. No. Gp. size combat formation missions above 20,000'	1			
5. Instrument				
a. Total hours instrument time	586:20			
(1) Average hours per crew	6.9			
b. No. weather missions	4			

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GROUP	27th Ftr Gp			
(1) No. Group size weather missions	0			
c. Total hours link	392:45			
(1) Total hours link available	301:00			
6. Ground Control Approach a. Total no. GCA's	Link 180 111			
(1) Total hours GCA available	0			
b. Total no. IFR GCA's	0			
(1) Total no. group size IFR GCA's	0			
7. Aerial Gunnery a. No. aerial gunnery missions	0			
(1) No. rounds fired	0			
(2) No. Ft. film assessed	0			
(3) Average % hits per crew	0			
b. No. aerial gunnery missions above 20,000'	0			
(1) No. Ft. film assessed for missions above 20,000'	0			
8. Ground Gunnery a. No. ground gunnery missions	0			
(1) Total no. rounds fired	0			
(2) No. Ft. film assessed	0			
(3) Average % hits per crew	0			
9. Rocketry & Dive Bombing a. No. Rockets fired	0			
(1) Average Cir. error for rockets	0			
b. No. bombs dropped	0			
(1) Average Cir. error for bombs	0			
10. Interception a. No. GCI missions	0			
(1) No. group size GCI missions	0			

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GROUP		27th Ftr Gp
b.	No. GCI missions above 20,000'	0
	(1) No. group size GCI missions above 20,000'	0
c.	No. fighter-bomber missions	19
	(1) No. group size fighter-bomber missions	0
d.	No. fighter-bomber missions above 20,000'	17
	(1) No. group size fighter-bomber missions above 20,000'	0

Commanding officer's remarks: to be submitted as inclosure to report.

Flying time available was limited to one hour per aircraft per week, until 8 August 1949 at which time it increased to twenty hours per aircraft per month. The 27th Fighter Group Gunnery, Dive Bombing, and Rocket firing, training program starting on or about 5 September 1949. No GCA or GCI was available during the period of this report. Item two (2) this report reflects total aggregate pilot time flown instead of aircraft time.

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HEADQUARTERS EIGHTH AIR FORCE

Tally No. _____

File No. _____

Date 3 June 1949

SUBJECT: Report of Supervisory Staff Visit:

TO: Commanding General

In accordance with Staff Memorandum 11-13, this headquarters, the undersigned conferred with the personnel indicated at the stations visited, as developed in each of the subjects listed below. The findings, recommendations, action taken, and contemplated follow-up action are included in the discussion.

REPORT OF STAFF VISIT TO UK

STATIONS VISITED: Marham, Lakenheath, Third Air Division Headquarters - Ruislip

INCLUSIVE DATES: 22 - 31 May

Discussion of visit is attached hereto.

[redacted]

/s/t/ JOHN B. McPHERSON
Colonel, USAF
Director of Personnel
Countersigner

CALVIN W. FITE, JR.
Lt Col, USAF
Asst Director of Personne
Visiting Staff Officer

Incl #1
8AF Form 11-13M

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MARHAM

Personnel Contacted: Colonel Ryan, Group CO; Lt Col Swancutt, CO 715th Bomb Squadron; Lt Faber, Group Adjutant; 1st Lt Csarczuk, Group S-1 and various other individuals in pertinent activities.

1. In general, personnel activities of this Group are being carried out in an efficient manner. Due to the static position of the Group in that they are not bothered by school quotas, TDY for their personnel, etc. the Personnel Section has not had any real problems so far. In order to show a breakdown on how the personnel are being utilized in the 509th Bomb Group at Marham and Lakenheath, personnel assigned are listed below by sections and organizations with any appropriate comments:

S-1

1 - 2200
1 - 502
1 - 405 - 055

Special Services	Ground Safety	Medical Services	Legal
1 - 5000	1 - 7422	3 - 3100	1 - 8101
1 - 835	1 - 486	1 - 3170	1 - 279-405
1 - 405		2 - 861	
		2 - 673	
		4 - 409	
		2 - 657	
		1 - 858	
		1 - 859	
		1 - 855	

Special Service Officer is a full time job. An Assistant as an additional duty is needed. Medical personnel listed in this chart include those assigned to Lakenheath. SSN 279 in Legal should be able to type. SSN 405 in S-1 should know 055 duties. Chaplain is provided by Base Complement - no need for personnel from TDY Bomb Groups to be assigned to duty with this section. Ground Safety and Legal Forms critical here. Sufficient amount of stencils imperative for three (3) month period. Average 3 stencils a day.

Group Adjutant

1 - 2110	1 - 405
1 - 502	1 - 055

SSN 502 should type. SSN 055 utilized in Message Center.

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S-3 - Operations

2161

S-2	Asst. S-2	Intell. Spec.	Intell. Spec.	Clerk-Typist
9301	9301	631	631	405

Staff Specialists		Asst. Opers.	Chief Clerk	Clerk-Typist
Navigator	1034	2161	502	405
Radar	0142			
Bombardier	1035			
Engineering	1028			
Communication	0200			
Radio	2756			
ECM	7888			
Gunnery	2554			

Draftsman

070

Each Squadron stationed at Marham has one (1) Intelligence Officer (9301) and one (1) Intelligence Specialist working in conjunction with S-2 in the S-2 Building. Personnel presently assigned are sufficient to carry out the mission of S-2 and S-3. S-2 and S-3 offices are large enough to accomodate these people.

S-4

1 - 4823

Maintenance	Supply
1 -4822	1 - 4000
1 -925	4 - 826
1 -911	2 - 835
1 -405	1 - 821
1 -835	
2 -932	

In addition to personnel working in Maintenance, seven (7) men are working in Burtonwood as an engine build-up team. These include 3 925's, 2 684's and 2 147's. Of the 4 826's working in Supply, one (1) is working in Burtonwood as Liaison Supply.

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Hq Squadron Officers

0142 - 1	2110 - 1	4822 - 1
0200 - 1	2158 - 1	4823 - 1
0210 - 1	2161 - 1	4902 - 1
1024 - 1	2200 - 1	5401 - 1
1028 - 1	2554 - 1	7888 - 1
1034 - 1	3170 - 1	9301 - 1
1035 - 1	4000 - 1	

Airmen

055 - 1	756 - 2	925 - 1
070 - 1	791 - 1	945 - 1
212 - 1	805 - 1	2756 - 2
237 - 2	821 - 1	
405 - 7	826 - 4	
502 - 2	835 - 3	
631 - 2	911 - 1	

TOTAL Officers & Airmen - 53
Officers 20 - Airmen 33

393rd Bomb Squadron

Officers

0141 - 1	1034 - 5	2162 - 1	4902 - 1
0142 - 3	1035 - 8	3100 - 1	8502 - 1
1024 - 20	1037 - 10	4822 - 1	9301 - 1
1028 - 1	2110 - 1	4823 - 1	0200 - 1

Airmen

237 - 2	594 - 1	686 - 5	826 - 1
405 - 4	612 - 16	687 - 2	835 - 2
502 - 1	620 - 3	737 - 9	867 - 9
528 - 1	631 - 1	747 - 21	911 - 9
542 - 1	647 - 1	750 - 15	941 - 2
555 - 2	677 - 12	754 - 3	955 - 2
573 - 1	683 - 2	791 - 1	958 - 1
574 - 1	684 - 32	805 - 1	960 - 2
580 - 7	685 - 5	821 - 1	1685 - 6
			2756 - 10

TOTAL Officers & Airmen - 253
Officers 58 - Airmen 195

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715 Bomb Squadron

Officers

0141 - 1	1028 - 1	2110 - 1	9301 - 1
0142 - 7	1034 - 5	3100 - 1	
0200 - 1	1035 - 7	4000 - 1	
1024 - 20	1037 - 8	4110 - 1	
4822 - 1	4823 - 1	7888 - 1	

Airmen

014 - 3	555 - 2	686 - 3	867 - 7
017 - 2	573 - 1	737 - 9	911 - 9
037 - 2	580 - 7	747 - 24	925 - 3
055 - 2	594 - 2	748 - 1	932 - 2
060 - 20	612 - 9	750 - 16	941 - 2
065 - 7	631 - 1	754 - 3	955 - 2
405 - 5	647 - 1	791 - 1	960 - 1
409 - 1	657 - 4	824 - 3	965 - 2
502 - 1	673 - 1	835 - 3	1685 - 10
505 - 1	683 - 1	858 - 1	2756 - 10
528 - 2	684 - 31	859 - 1	
548 - 1	685 - 6	861 - 1	

TOTAL Officers & Airmen - 287
Officers 58 - Airmen 229

830th Bomb Squadron

Officers

0142 - 3	1037 - 11	7888 - 1
0200 - 1	2110 - 1	9301 - 1
1024 - 22	2161 - 1	0141 - 1
1034 - 7	4110 - 1	4823 - 1
1037 - 5	4822 - 1	3100 - 1

Airmen

014 - 3	573 - 1	684A - 28	821 - 1	2750 - 1
017 - 2	580 - 5	685 - 5	824 - 3	2756 - 10
037 - 3	594 - 2	686 - 3	826 - 1	
060 - 7	612 - 18	687 - 3	835 - 1	
062 - 9	631 - 1	737 - 10	867 - 8	
Duty 0142 - 1	647 - 2	747 - 2	911 - 9	

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830th Bomb Sq - Airmen (Cont'd)

405 - 4	650 - 3	747D - 17	932 - 2
502 - 1	657 - 3	747V - 1	941 - 2
505 - 1	673 - 1	750D - 16	955 - 1
528 - 1	677 - 6	754 - 3	960 - 1
548 - 1	683 - 2	756 - 2	965 - 1
555 - 2	684 - 3	791 - 1	1685 - 6

TOTAL Officers & Airmen - 280
Officers 60 - Airmen 220

2. There are a number of points of information which any Unit going to Marham and Lakenheath should have. This information will be forwarded to the 43rd Bomb Group. Listed below is a recapitulation of items of information which will be available to the 43rd:

I. PAY

1. With the new pay system, recommend that normal pay procedures be used. Personnel Pay Cards and Name Plates should accompany unit moved and be delivered to the Finance Officer, 7505th Finance Disbursing Unit, Headquarters Third Air Division, Ruislip, London. Addressograph plates, together with military pay records for all personnel on the TDY maneuver who expect to receive pay during the stay, should be carried.

2. Allotments

It is recommended that for those personnel with dependents that they take out a sufficient allotment to take care of their dependents while they are absent from the States.

3. Officers Pay

It is recommended that officers be given partial pay for the duration of the maneuver. This could be done in a very simple manner and upon their return to home stations, a complete voucher can be made up to cover the period absent.

4. Dispatch of money to dependents in U. S.

a. Allotments: Most dependable and effective method.

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b. Postal Money Orders: This method will be available to all military personnel. An Army Post Office has been established at each station in England and Money Orders are available for purchase.

c. American Express: American Express is putting a bank into Marham and it should be established by 1 July.

II. MONEY

1. American Money

a. All pay will be in Military Payment Certificates (Script)

b. Places where Military Payment Certificates must be used:
(1) Post Exchange
(2) Officers Mess
(3) Non-Commissioned Officers Clubs

c. Places where British money must be used:
(1) Any place off the base in monetary relations with the British (Pubs, Hotels, Stores, Trains, etc.)
(2) British PX (NAAFI), British Shows, YMCA, etc.
(3) Officers Mess fee, which will amount to around 2 Lbs per month.

2. Money Exchange and Restrictions:

a. Into England:
(1) Not over 5 Lbs per person may be carried. Each individual will be required to execute a certificate to that effect.
(2) Fifty dollars ($50.00) U.S. currency and coin may be brought into England. Additional money may be carried in the form of Travelers Checks, Money Orders, and checks.

b. Out of England:
(1) Not more than Forty dollars ($40.00) in U.S. Currency may be carried out of England. All amounts in excess of that must be in the form of Travelers Checks or Postal Money Orders.

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(2) British money may be taken out of England but its value decreases since it will have to be exchanged at the world market figure, which is less than the fixed figure at which it was purchased.

3. Money Exchange Officer:

a. Money Exchange Officer is now authorized to cash Travelers Checks also. Base complement appoints Base Money Conversion Officer and Units get money from him. Recommend that one of the officers of advance party be assigned this duty to have it set up and in operation upon arrival of main body.

b. British to American Money
(1) Upon departure to ZI
(a) Normal: 10% of last pay may be converted from British sterling to American Dollars
(b) Emergency: 20% of last pay may be converted from British sterling to American dollars
(c) Effected through Money Conversion Officer (Base)

4. Money Control:

a. The Money Exchange Officer is the only person authorized to exchange British money for American. No military personnel are authorized to exchange American money for British at any other place. This is because our money is controlled in England and should reach only our own personnel. American money is attractive to foreign governments, especially those unfriendly to our interests and our money may be turned against us should it fall into those hands. The proper handling of money will be strictly enforced by this command during the maneuver.

b. British money may not be exchanged for American money at any unauthorized establishment.

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III. PERSONNEL AND ADMINISTRATION

1. Personnel Accounting:

a. All personnel on this maneuver will be attached or assigned to the Bomb Squadrons or Bomb Group Headquarters for duty and/or administration.

b. Orders should be published by the CO of the Bomb Wing concerned to effect the attachment of personnel from the Air Base Group, Medical Group and Hq & Hq Squadron to the Bomb Group or Squadrons. The Bomb Group Headquarters should not publish any orders effecting the initial attachment but may, as necessity dictates, change attachments from one squadron to another.

c. The unit morning reports should remain at the home station in the ZI. Such changes that occur while the TDY personnel are away from home stations will be forwarded by the most expeditious means to parent unit through Stat Control for entry on morning report. For the information of all concerned, a morning report should be maintained by the TDY detachment of each squadron, copies of which will be returned daily to parent organization as a follow-up for morning report changes, transmitted by TWX or other expeditious means previously noted.

2. Personnel Accounting Reports:

a. All reports prepared for the information of this and higher headquarters will be prepared at the ZI home base, since the headquarters of the TDY Units have not moved and the morning report remains at the home station, Information forwarded from TDY units will be used to assist in preparing the reports.

3. Records

a. To accompany personnel:

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(1) Airmen: Service record, tax forms, pay forms previously mentioned, clothing record and training record.
(2) Officers: It is recommended that a photostatic copy of the Officers Qualification Form (WD AGO 66) be taken. Also the necessary pay forms previously mentioned.
(3) All personnel: Personnel copy Immunization Record (WD AGO 8-117) Dental Identification Record and International Record of Immunization (PHS-731).
(4) Pay Records: Previously mentioned.

b. Not to accompany personnel:
(1) Airmen: 201 File, Personal Affairs File, Form 20.
(2) Officers: Officers Qualification Card, Record of Leave, Personal Affairs File, 201 File

4. Mail

a. AFR 182-4 will be complied with, particular reference being given to par 4a(1) which states that publishers will not be notified of a forwarding address due to the relatively short duration of TDY.

b. Strategic Air Command Stat Control should be requested to furnish Locator Cards for entire Bomb Group, plus 600 blank cards to provide for support personnel. Locator Cards will be distributed in compliance with par 4a(2).

c. Overseas Address: (APO)

Cpl John J. Doe, AF 14524896
Overseas Training Mission
Bomb Squadron, Bomb Group (M)
APO 125, c/o Postmaster New York, N.Y.

This is the official APO address and should be used on Form 204 to notify correspondents of change of address. Domestic rates prevail for APO mail. Delivery and dispatch three (3) times weekly: Tuesday, Thursday, and Saturday.

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d. British Mail System:

(1) For dispatch of mail to places other than U.S. and possessions, the British mail system must be used.
In addressing APO mail, geographical locations may not be used either on forwarding or return address. If geographical places are used, mail will be returned for additional postage at foreign rates. APO mail goes at domestic rates.

(2) The British mail system, which more expensive than APO mail, is delivered with more frequency and greater rapidity according to statements of personnel presently stationed in England, since it is dispatched and delivered daily. Cost is 15 Cents from U. S. to England and 1 Shilling (20 Cents) from England to U.S.

(3) Address for use on British mail system is as follows:
This address is unofficial.

(a) Bomb Squadrons and Hq Bomb Group:

Sgt John J. Doe, AF 16234873
____ Squadron, Bomb Group (M)
RAF Station, Marham, Near Kings Lynn
Norfold, England

(b) Bomb Squadron:

Sgt Joe Roe, AF 12345678
____ Bomb Squadron, Bomb Group (M)
RAF Station, Lakenheath, Near Brandon
Norfold, England

e. Forwarding Mail:

(1) Each Squadron will have its mail locator system thoroughly posted to provide for the forwarding of mail of its assigned and attached personnel. Each Squadron should requisition change of address cards so that each person may notify his correspondents as to his new address. Publishers of magazines and newspapers will not be notified.

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5. Emergency Leaves

a. To obtain an emergency leave the following method should be used. Dependents in the U. S. must contact their local chapter of the Red Cross. This will put the leave request in channels. The Red Cross will request the presence of the individual from Headquarters, USAF, who in turn will make final decision whether or not the leave is justified. If Hq USAF approves they will notify the 3rd Air Division, London, who will notify the Bomb Group by phone. The Group will issue authority for the individual to return to the States, but the 3rd Air Division will issue the orders. They will be left at the Park House, 97 Park Street, Westminster, London, the USAF Club in London, The individual will pick up his orders there. Air Transportation is available by MATS at Lyneham, England, about 1-1/2 hours out of London by train. Two (2) flights per week leave England for Westover. The individual coming off leave will return to England or to his home station, depending on time remaining on maneuver.

b. The fact that dependents must contact the local chapter of the Red Cross in order to facilitate return of the individual cannot be overemphasized. Communication with the person so that he may apply for an emergency leave merely consumes time and is wasted effort since each request must be investigated by the Red Cross and the local chapter is the investigating branch. This should be vigorously impressed on all members of this command by responsible commanders.

6. Ordinary Leaves and Passes

a. Ordinary leave should not be granted while on the maneuver. To provide for rest and relaxation each individual may ordinarily be afforded the opportunity of taking a three (3) day pass during the period. Saturday afternoons and Sundays will be free, providing Squadron Commanders know of whereabouts of Officers and Airmen at all times. No one may leave the base without permission of the Commanding Officer.

b. Squadrons should provide sign-out books for all personnel. All personnel will sign out upon leaving the base, giving destination and probable time of return. This applies after duty hours as well as during three (3) day pass, and includes any destination within 35 miles.

c. According to present information permission will not be granted to visit countries other than England and Scotland.

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d. All personnel will remain present on their base during duty hours unless on three (3) day pass.

7. Cable Service and Telephone Service

a. Cable service is available. A night letter of 25 words of the individual's own composition will cost $1.40. For a straight undelayed cable the cost is $4.00. The method in use by the present group is that the Squadron or Group Commander opens a charge account with Western Union in London and each person settles with the C.O. at the end of the month.

b. Telephone service to the U. S. is available and seems to be rather widely used by people presently stationed there. The cost of a three (3) minute Telephone call to any-place in the U. S. is $9.00 for three (3) minutes.

8. Housing

a. All personnel will be housed either in permanent or temporary quarters. No tents are in use nor will their use be necessary.

b. Bedding is available consisting of sheets, pillows, pillow cases, and blankets. At present, American mattresses are available at Burtonwood Depot and have been obtained.

c. Permanent Quarters are centrally located and comfortable places of abode. The temporary quarters are in the main Quonset or Nissen Huts with coal stoves provided for heating.

d. Each Squadron should maintain an accurate personnel locator system so personnel may be contacted at odd hours.

e. Billeting Officer will be appointed for each Squadron, who will collect billeting fee from each officer when due.

9. Uniforms

a. The winter uniform is standard all year around in England and will be the authorized uniform throughout the maneuver.

b. All clothing should be in good condition since the clothing supply in England is non-existent practically.

c. No one should fail to carry a raincoat.

d. The proper wearing of the uniform and personal appearance of the command should be a matter to which the Commander gives his personal attention. Each member of the Group as well as the Group as a whole will be a representative of the USAF and it is much better to leave a good impression than

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a bad one..... Therefore, each one of the command must be on his good behavior and the uniform properly worn and maintained can go a long way to leave that good impression.

10. Civilian Clothing

a. Civilian clothing is authorized for wear by the Commanding General, 3rd Air Division. Whether or not each Group is authorized to wear civilian clothes rests with the Group Commander.

b. Civilian clothing may be purchased in England, but it is comparatively expensive, since clothing rationing has just been discontinued. Most of the better suits sold in London are tailor made and cost from $80.00 to $100.00, tax included. Information gathered in England indicates that better clothing for less money can be purchased in the United States. Suits in Kings Lynn may be obtained - $40.00 to $60.00 for tailor made clothes.

11. Post Exchange

a. Each base has a Post Exchange established where necessities may be obtained. From observation there appeared to be an ample stock of candy, shaving articles, tobacco, etc.

b. Luxury items such as tobacco, etc., are rationed. Ration cards will be obtained from the Adjutant General, 3rd Air Division and distributed to the Command. (Advance Party Detail)

c. The cigarette ration is 1½ cartons (15 packages) per week. Cigars are expensive - about 33 cents each, so cigar smokers should carry ample supply.

d. All smokers should carry an ample supply of matches and lighter supplies, such as lighter fluid and flints, which are scarce. A small penny box of matches costs 3 cents and the matches are not of good quality.

e. The 3rd Air Division is installing a snack bar as part of the Post Exchange and will probably have a doughnut machine, serve beer and soft drinks and sandwiches. Canned beer is available at the PX at #3.60 per case - Rupperts and Kruegers Beer.

f. American money must be used in making purchases at the PX.

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g. An officer will be appointed to supervise each PX.

12. Special Services

a. Athletics: There are one or two golf courses handy to the station, which are reported to be good.

b. It is recommended that some special services supplies be taken; Soft-ball, bats, etc. Some equipment is available but not in sufficient amounts.

c. The RAF movie at Marham is used. A 16 mm film projector should be carried to U.K. for use.

d. Liberty lorries are provided which will make scheduled run each evening to the nearby town of Kings Lynn, about 13 miles away, and Norwich, about 35 miles.

e. The USAF Club at London provides a wholesome place to sleep and eat for both Officers and Airmen while there. The fees are nominal: 4 Shillings (80 cents) for bed; and 5 Shillings ($1.00) per meal. Since food is scarce, expensive, and not especially well prepared in the ordinary English restaurant, the USAF Club is rather an attractive place to stay. Address: 97 Park Street, Westminster, London. Other hotels recommended included the Regent Palace, the Strand Palace, and Imperial, which cost about #3.50 single to $6.00 double, depending upon what one desires. Breakfast is included in the cost of the hotel room.

f. London is about 90 miles from either station, and costs about the same to reach for each. The round trip furlough rate, 3rd class, is 17/6, or $3.50. The trains are comfortable and seem to run on time.

g. A special Service Officer will be appointed by each Squadron.

13. Mess

a. Groups will establish their own mess.

b. The food served at the Airmen's Mess at Marham was very good, Mess trays are furnished but each person was required to furnish his mess cup and eating utensils.

c. Officers Mess: Each meal will cost 40 cents payable at the entrance to the Dining Room. Officers will mess with the RAF while Airmen will mess separately. In the past a flat rate has been established for Officers on extended

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duty.

d. There will be a charge, in addition to meals, for service at the Officers Mess, amounting to $4.00 to $8.00 per month, depending upon grade.

14. Liquor (Class VI Supplies)

a. Liquor is available to Officers and 1st 3 Grades of Airmen.

b. The ration is one (1) case per month per Officer and one (1) case per month per 1st 3 Grader if an NCO Club is established. A Service Club has been established at Marham and Lakenheath in the Mess hall for use by all airmen.

c. A Class VI Supply Officer has presently been appointed from the Station complement at Marham. The cost is $27.00 per case, with the profit being used by the 3rd Air Division for the Welfare of Enlisted Men Fund.

15. Cost Control

a. A rigid system of cost control is in effect in England. Cost Control Officer is assigned to the USAF Base Complement at Marham and Lakenheath.

b. All services and supplies furnished by the RAF are accounted for by them and a bill submitted. For instance, if the grass is damaged by wearing a path over it, the RAF will re-sod it and submit a bill for the cost. It behooves all, therefore, to be mindful of their conduct with regard to property both in and out of barracks.

16. Laundry and Dry Cleaning

a. Both of these services in civilian contract are available at about the same cost as in the States.

b. Officers may send their clothing thru the Mess; Squadron Supply should arrange for Airmen.

c. Laundry slips are provided by the laundry.

17. Courts-Martial Jurisdiction

a. Recommand that an officer be assigned duty of Legal Officer and appointed Summary Court-Martial Officer.

b. A Special Court-Martial Board should be appointed by the Group at Marham.

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c. General Court-Martial jurisdiction rests with 3rd Air Division Headquarters.

18. Officer of the Day

a. Officer of the Day should be appointed for each day with normal OD Duty.

b. OD duty folder should be maintained daily.

IV. ORDERLY ROOM SUPPLIES

1. General: As in previous maneuvers it will be necessary to carry supplies to provide for the normal function of the Orderly Room. Many items which areliable to be overlooked in packing may be necessary for operation, yet unobtainable from the home base.

2. Paper and clerical supplies: Paper is in short supply. Carry enough for three (3) months operation. This should include bond paper, onion skin paper, carbon paper, erasers, paper clips, staples, stapling machines, two (2) and three (3) hole punches, ink, manila file folders, pencils, colored pencils, grease pencils for charts, envelopes, 3x5 and 5x8 cards, typewriter ribbons, memo pads, calendars, clip boards, and pencil sharpeners.

3. Forms: A three (3) month supply of each form now in use in the Orderly Room should be carried. Special attention should be given to obtaining family allowance forms. Payroll, per diem, travel, Officers Pay Vouchers, sick book, 3 day passes, morning report, extracts of service record, charge sheets for courts-martial, and local forms which may be useful on TDY.

4. Recommend that Group Headquarters carry mimeograph machine and an ample supply of paper, both standard and legal size; include sufficient quantity of ink also. Stamps may be obtained from Q.M.

5. Typewriters: About five (5) or six (6) typewriters per squadron should suffice. The typewriters should be in excellent condition and carefully packed to preserve them for use.

6. Hand Adding Machines: Each Orderly Room or Operations should have a hand adding machine.

7. Safes: Each Squadron should carry one (1) field safe. Key safes are available at Marham, but since they are not combination locked, their security is open to question.

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Further, security for different money funds, such as pay, money exchange and liquor, may crowd available space. One safe (Field), 3 combination lock should be provided the Group Adjutant for classified material.

8. Miscellaneous: Carry plenty of toilet paper. There is plenty of paper there but the quality is very poor. In fact, it may well be used to wrap packages.

9. Office Furniture: The RAF will furnish tables and chairs and a few filing cabinets, if any. No file baskets available.

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LAKENHEATH

Visited Station: Thursday, 19 May 1949

1. The number of personnel assigned the 830th Bomb Squadron which is stationed at Lakenheath can be found on page 4 of this report.

2. The 830th Bomb Squadron, as well as the 393rd and the 715th, had no complaints against the number of personnel assigned for the TDY period but they did point out the need for any organization on maneuver to assure itself that personnel participating are thoroughly qualified. The 830th felt it had done very well in this respect but if there were any weaknesses in its personnel, they would show up very quickly since the organization is more or less on its own.

3. From my observation, due to the distance separating Lakenheath and Marham where the Bomb Squadron Headquarters would normally be located, it seems advisable that the Bomb Squadron with a fully capable and experienced Commander be stationed at Lakenheath. It should be borne in mind that he will have to deal with the Group Captain (RAF) who is in command of Lakenheath and actually will perform many functions that are similar to those performed by the Bomb Group Commander at Marham.

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THIRD AIR DIVISION HEADQUARTERS - RUISLIP

Personnel Contacted: Major General Johnson: Lt Col Perna, A-1; Major McCracken, Personnel Services Officer; and Captain Hardison, Special Services Officer.

1. As a matter of information, the strength figures of military and civilian personnel of the Third Air Division Headquarters is tabulated below. Also included are the stations under the Third Air Division and their permanent party strength.

SECTION	Officers AUTH	Officers ASGD	Airmen AUTH	Airmen ASGD	Civilian AUTH	Civilian ASGD
Command & C/S	5	3	1	2	2	2
Air Adj Gen	5	5	21	17	14	5
Materiel	32	24	29	15	31	11
Operations	32	21	25	17	7	5
Hq&Hq Sq 3AD	3	2	9	6	-	-
Inspector Gen	14	13	24	11	4	2
Personnel	32	24	31	29	30	19
PIO	3	3	2	3	2	1
Comptroller	17	14	18	17	23	4
	143	109	160	117	113	49

Percentage of	Officers	assigned versus	authorization	75.5
" "	Airmen	"	"	73.1
" "	Mil Pers	"	"	74.3
" "	Civilian	"	"	43.3

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STATION	Officers AUTH	Officers ASGD	Airmen AUTH	Airmen ASGD	Civilians AUTH	Civilians ASGD
7502nd Sculthorpe	6	5	57	34	-	-
7503rd Lakenheath	6	7	57	36	-	-
7504th Marham	6	7	57	38	-	-
59th A Depot Burtonwood	290	318	4416	4451	1367	1261
TOTAL	308	337	4587	4559	1367	1261

2. Space is available in the Third Air Division Headquarters for considerable expansion and insofar as the Personnel Division is concerned, the Personnel Division of the Eighth Air Force could be moved into the Third's office space and have adequate room for working.

3. Personnel Section, Third Air Division had no complaints against our Groups except that they should be reminded to bring with them necessary forms for reporting, regulations, essential office supplies, typewriters etc.

4. Captain Hardison, Special Services Officer, was contacted in reference to securing additional special services supplies for the Groups at Marham and Lakenheath. These supplies had been requisitioned by previous TDY Groups but as yet had not arrived. He stated that he had previously taken action with a representative from AF Headquarters to expedite the securing of certain special services supplies. It was recommended to him that he follow-up on this inasmuch as the 509th would not have sufficient athletic equipment, etc.

5. Hospital services are provided for the Third Air Division by an RAF General Hospital in Ruislip.

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HEADQUARTERS 2D BOMBARDMENT GROUP M
Chatham Air Force Base
Savannah, Georgia

KCT/eba(305)

BS3I 319.1

28 May 1949

SUBJECT: Final Mission Report (Simulated Radar Bombing Attack on Birmingham RBS Target #6, 18 and 19 May 1949)

TO: Commanding Officer
2d Bombardment Wing M
Chatham Air Force Base
Savannah, Georgia

1. In compliance with 8AF Regulation 55-2, dated 2 December 1947, the following mission report is submitted.

2. Summary.

a. Mission: At 2200Z 13 May 1949, Eighth Air Force Operations Order 10-49 was received by this organization. Immediate preparation for the maximum effort mission involved was commenced. Subsequent amendments somewhat changed the number of aircraft participating, but did not materially affect planning work.

b. Personnel: Full combat crews were carried on all participating aircraft.

c. Operations:

(1) Pre-planning: Information concerning the route, target times, weather, target data etc, was obtained on 16 and 17 May. The briefing for the mission was held at 1500Z 18 May 1949. A great amount of preparation was put into the briefing material, and it was considered as adequate as possible except for the non-use of radar scope photographs. Radar Operators were thoroughly briefed on IP target material, and special emphasis was placed on scope interpretation utilizing predicted radar returns in the target area. Direct radar bombing was employed. Large size mosaic photographs of the Birmingham area were utilized with apparently fair to good results.

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BS3I 319.1
SUBJECT: Final Mission Report (Simulated Radar Bombing Attack on Birmingham RBS Target #6, 18 and 19 May 1949)

All aspects of the run from the IP to the target were considered. Crews were carefully briefed on the absolute necessity for crew coordination on the mission, with special emphasis placed on the navigator and radar operator team, and on absolutely accurate pre-target information. In this connection, as per instructions from Eighth Air Force, the first aircraft scheduled over the target was designated as the control and weather aircraft for the mission. In the light of circumstances that arose during the mission, this aircraft proved extremely valuable.

(2) Mission Data: A block altitude of from 10,000 to 12,000 feet was obtained from ATC for the route Savannah to Shreveport, and all aircraft departed on IFR clearances. The crews were allowed to set their own take off times based on their control time at Shreveport, and the first aircraft was airborne at approximately 2156Z. Aircraft departed at approximately fifteen minute intervals from then on. Weather enroute was as briefed, and was not a detrimental factor. The first aircraft called in approaching the IP at 0200Z and at that moment a power failure occurred at the Birmingham Airport, throwing power off all over the base. This put the RBS site out of commission. The RBS personnel immediately started to get an auxiliary generator on the line, but were delayed due to mechanical difficulties. In the meantime, Major Liebman, S-3 of the 2d Bombardment Group, went to the Birmingham Tower and was able to contact the lead aircraft, and inform him of the circumstances. This aircraft was instructed to act as a control aircraft, informing all aircraft approaching the IP of the delay to be expected, and in general to control traffic in the area of the IP. At approximately 0245Z, the power came on again at the base, and the RBS site commenced operation. At this time there were four aircraft in the immediate area of the IP. The first aircraft completed its run at 0335Z, and the rest of the aircraft commenced their runs at approximately fifteen minute intervals on instructions from the control aircraft. One aircraft from the 49th Bombardment Squadron suffered a partial

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BS3I 319.1
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loss of power on one engine, while approaching the IP, and was cleared through to the target immediately and made his run at 24,800 feet. All the other aircraft made normal runs. There were two aborts on the mission. Both were the result of complete radar failure. There was also a dry run when aircraft 6012 suffered radio failure; landed at Warner Robbins AFB; repaired the radio; and started to make a run at 1155Z. This was five minutes before the deadline, but since ATC had informed the RBS Site that no further aircraft were on route the mission was considered completed and with only one man on duty in the Site the run could not be scored. Weather conditions at Chatham Air Force Base deteriorated rapidly after the mission was airborne, and by 0600Z 19 May 1949, ground fog had covered the entire Savannah area precluding the aborting aircraft from returning to base and picking up a spare aircraft. It also imposed the problem of aircraft returning from the mission having to go to alternate airfields. Warner Robbins AFB, Maxwell AFB, and MacDill AFB were utilized for this purpose. However, with the number of crews that landed at these bases, housing and feeding problems were encountered due to the normal filled condition of these bases. Action is being taken to insure coordination on future missions which may involve use of alternate fields. Eight aircraft landed at Warner Robbins, Five aircraft landed at Maxwell AFB, and one aircraft landed at MacDill AFB. All aircraft had returned to Chatham AFB by 1800Z 19 May 1949. No major maintenance difficulties were encountered on the mission.

8 Incls
. Annexes 1 thru 8

LYLE C. MARITZEN
Lt Col, USAF
Commanding

"A TRUE COPY"
John E. Hall
JOHN E. HALL
Major, USAF
Assistant Adjutant General

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ANNEX NO. 1 NAVIGATION REPORT:

1. Of the twenty (20) aircraft that passed over the control point (Barksdale Field, La). All control times were to the exact minute with exception of the following.

1 acft ½ min. late.
2 acft 1 min. late.
1 acft 1 min. early.
1 acft 2 min. early.
1 acft 4 min. early.

2. There was one serious navigation error during the flight, aircraft 6035 flew to Tuscaloosa instead of Columbus. The radar operator discovered the error immediately after the aircraft turned on course for Birmingham and the aircraft returned to the proper initial point (Columbus).

3. No navigational difficulties were encountered other than the incident mentioned in par 2.

a. Flight plan attached to this report.

b.
6054 - 7:55 hours	7105 - 6:00 hours
6032 - 8:07 hours	6053 - 5:53 hours
6046 - 7:45 hours	7110 - 6:44 hours
7106 - 6:30 hours	7107 - 5:28 hours
7108 - 6:32 hours	6035 - 8:03 hours
6033 - 6:11 hours	6034 - 6:13 hours
7111 - 6:58 hours	7109 - 5:02 hours
7112 - 5:40 hours	7114 - 5:48 hours
6012 - 6:08 hours	6030 - 5:30 hours
6009 - 5:21 hours	6011 - 5:29 hours
7115 - 5:23 hours	

c. 6:19

d. None

e. 15 hours

f. None

g. None

A TRUE COPY
John G. Hall.
JOHN G. HALL
Major, USAF
Adjutant General

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ANNEX NO. 2 RADAR REPORT:

1. Seventeen (17) aircraft completed RBS runs on the Birmingham Bomb Plot. Of this number, one aircraft, 7107 released off the board at time of bombs away. It is believed that this error was due to a very erratic drive of the rate servo. The operator was not completely satisfied with the tachometer check but adjusted it within the prescribed tolerance. Upon rechecking this mechanism after bombs away it was discovered that the speed of drive was excessive.

2. Two aircraft aborted due to set malfunction. Crystal current on 7112 and 6032 dropped to zero.

3. The crews were briefed to locate the airfield and the railroad yards in the north section of town and by using these two points as reference, determine the location of the target.

4. Offset bombing was not used as an offset point could not be determined with certainity.

5. A condensation of the radar operators remarks follows:

6034 Dorsey - Target was identified with some difficulty. Picture was poor however it is believed that the point of impact was within 5,000 ft of the target.

7105 McCreary - Sector scan inoperative. Picked up target at 20 miles cannot give accurate hit prediction. An analysis of this run indicated that the operator was aiming at the airfield.

6053 Hamilton - Picked up target at 35 miles. Set up course on railroad yards north of target as it was visible on scope. As soon as NTB switch was placed on "Bomb" crystal current dropped to zero and lost target, to synchronize any further was impossible. Hit prediction: over and left.

7110 Gibbons - Synchronized perfectly - course good. Could locate target after using airfield and railroad yards as reference. Hit prediction: on target.

6035 Stepp - Target was a large bright return however located general area through association between railroad yards and airfield. Hit prediction: on target.

7109 - Furbee - Due to short range on radar set unable to accurately locate target vicinity until 20 miles from target. No hit prediction however operator believes hit was in vicinity of target.

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ANNEX NO. 2 RADAR REPORT:

6054 - Gonzoner - Poor presentation on scope, able to see airfield and railroad yards. However unable to pinpoint target. No hit prediction.

6033 - Kelly - Run made at 24,800 ft due to loss of an engine. Target very distinct. Used airfield as reference. Hit prediction: on target.

7107 - McGowan - Rate serve motor was very erratic during bomb run. Upon checking the tachometer adjustment after the run it was discovered that the speed of drive was excessive. The course was good. Hit prediction: very short.

6035 - Stepp - Target identification was good. Used airfield and railroad to north as reference. Hit prediction: on target.

6030 - McLaughlin - Picked up Birmingham at 50 miles. Determined aiming point by using airfield and north railroad yards as reference. Hit prediction: on target.

7111 - Wells - Definition poor. Target difficult to locate. Hit prediction: on target.

7108 - Paradise - Difficult to locate aiming point. No difficulty in killing course rate. Used airfield as reference. No hit prediction.

6046 - Smith, C.C. - Used airfield and railroad yards for reference. Hit prediction: on target.

7106 - Hadley - Poor definition, erratic rate drive. Used airfield and railroad yards for reference. Hit prediction: over and possibly left.

6011 - Olson - Target return good until reached approximately 10 miles. Used airfield and railroad yards for reference. Hit prediction: on target.

6009 - Mitchell - Used railroad yards for reference. Target return good. Hit prediction: on target.

7115 - Santoro - Picked up target area at 50 miles; could see target up to 6 miles. Hit prediction: on target.

7114 - Yates - Target appeared quite large. The course was easy to kill from 30 to 40 miles, however, when switched to "Bomb", the target broke up and operator was unable to identify. No hit prediction.

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ANNEX NO. 2 RADAR REPORT

6. a.

Aircraft Number	Radar Runs	CE	Remarks
6054	1	Unk	
6032	0		Radar failure
6046	1	Unk	
7106	1	Unk	
7108	1	Unk	
6033	1	Unk	
7111	1	Unk	
7112	0		Radar failure
6012	0		Dry run
6009	1	Unk	
7115	1	Unk	
7105	1	Unk	
6053	1	Unk	
7110	1	Unk	
7107	0		Dry run
6035	1	Unk	
6034	1	Unk	
7109	1	Unk	
7114	1	Unk	
6030	1	Unk	
6011	1	Unk	

b.

Aircraft Number	Set in Operation
6054	7:30 hours
6032	2:45 hours
6046	7:20 hours
7106	6:00 hours
7108	6:15 hours
6033	5:45 hours
7111	6:35 hours
7112	2:00 hours
6012	8:00 hours
6009	4:24 hours
7115	6:00 hours
7105	5:35 hours
6053	4:15 hours
7110	6:40 hours
7107	5:20 hours
6035	5:45 hours
6034	7:00 hours
7109	4:45 hours
7114	5:30 hours
6030	5:00 hours
6011	8:15 hours

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ANNEX NO. 2 RADAR REPORT

c. Radar was used extensively as aid in navigation. No frontal penetrations were made.

d. 0

e. 30 (Film proved defective)

f. 0

g. 0

h. 2

i. 3

(1) 0

(2) 0

(3) 3

(4) 0

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John E. Hall.

JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS 7TH BOMB GROUP, H
CARSWELL AIR FORCE BASE
FORT WORTH, TEXAS

26 May 1949

SUBJECT: Final Mission Report.

TO: Commanding Officer
7th Bomb Wing, H
Carswell Air Force Base
Fort Worth, Texas

In compliance with 8th AF Operations Order # 10-49, par. 3 x, 11 d and e, 13 May 1949, the following report is submitted:

1. A normal effort of B-36 aircraft of this group was ordered to anticipate in an RBS attack on target # 6 (Sloss Sheffield Steel Co.), Birmingham, Alabama, on 19 May 1949. All aircraft of this group were to take off from Carswell, proceed to the control point at Shreveport, to the IF at Columbus, Mississippi, to the target at Birmingham and return to Carswell. The first aircraft was to be over the control point at 0121Z on 20 May 1949. Each additional aircraft to follow every 15 minutes until all aircraft scheduled had participated.

2. Six aircraft were scheduled, but only two were dispatched. The forst taking off at 2345Z on 19 May 1949: the second at 0110Z on 20 May 1949.

a. The first aircraft (#2037) proceeded on course reporting over the control point at 0120Z, departed the IP at 0243Z, then to the target making a radar run at 0300Z. Return was good and the run is believed successful. After leaving the target # 2037 returned to Carswell, landing at 0800Z on 20 May 1949.

b. The second aircraft (2027) proceeded on course reporting over the control point at 0245Z, departed the IP at 0334Z, then to the target making a radar run at 0351Z. Return was good but because the gyrosyn compas was inoperative success cannot be determined. After leaving target, #2027 proceeded on a navigational training flight to Daytona Beach, Florida, and from there direct to Carswell landing at 1230Z, 20 May 1949.

c. Radar Scope photos were taken by # 2037. These photos along with the radar operator's analysis are attached as inclosures to this report. Radar Scope photos were also taken by #2037, but could not be analyzed.

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SUBJECT: Final Mission Report 26 May 1949

3. The other four aircraft scheduled, made ground aborts because of mechanical difficulties. Radar Scope photos taken by # 2027 could not be printed for analysis because the film was partially exposed.

4. No unusual difficulties were encountered.

5. Recommend Wing Headquarters rewrite all operations orders, so as to make them more inclusive. It is believed this would eliminate some of the questions which have arisen in the past.

2 Incls:
1. Annex No. I with one incl
2. Annex No. II

C. D. FARR
Col, USAF
Commanding

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JOHN E. HALL
Major, USAF
Adjutant General

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ANNEX NO. I

RADAR OPERATOR'S SCOPE PHOTO ANALYSIS

RADAR OPERATOR - CAPT. WESLEY D. MORRIS, AO 33693
Aircraft # 2037

1. Identification of the initial point was not as definite as desired because the selected IP of Columbus, Mississippi, did not give good defined radar return. The weak return received from Columbus was more readily identified by a range and bearing positioning of it from a strong and positive identification of Tuscaloosa, Alabama, lying forty-five nautical miles to the southeast.

2. Birmingham, Alabama, was easily picked up at sixty mile range and the general shape and strength of the target positively identified it as the target town. No difficulty was encountered in setting up the course to the target area but the axis of attack as flown caused a complete filling of the Scope scan by return from the target with no positive features from the area surrounding the target available for identification of the aiming point during the last ten (10) or fifteen (15) miles of the bomb run. Aiming points in a heavy industrial area can only be identified by features of the related surrounding area and an axis of attack different from the one prescribed most likely would have presented a more usable presentation of the target area. A study of the bomb run photos would indicate an impact left of the target but the last group of photos during the bomb run give no features identifying the aiming point in the clutter of returns, and range prediction is almost impossible. Attached as inclosures are scope photos taken from before the IP to the target.

1 Incl:
1. 13 Scope Photos (6 each)

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John E. Hall.

JOHN E. HALL
Major, USAF
Adjutant General

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ANNEX NO. II

RADAR OPERATORS SCOPE PHOTO ANALYSIS

RADAR OPERATOR - LST LT HAROLD RAU JR. AO 716945
Aircraft # 2027

1. Analysis of the run by scope photos is impossible due to the film being partially exposed previously to its being loaded in the camera. Last scope photo is approximately 35 miles from target and shows heading marker through target.

2. Malfunction of the Gyrosyn compass and the information being transferred to the radar set made the accomplishment of the run questionable. Decision was made by the A/C commander to complete the run with the co-pilot constantly resetting the gyrosyn compass to match the magnetic compass.

3. With this system of north stabilization and compass phasing the run was made without much difficulty.

4. IP was identified later - it was 20 miles longer - only by reference to other towns in the immediate area forming a pattern of U-turns. Turn was made approximately 5 miles N. of IP to correct heading for target.

5. Target could be seen from IP and identified positively by its shape and size and Tuscaloosa lying to the SW of the target.

6. Two lakes lying NW and SE of the aiming point were briefed as check points to aid in the identification of the aiming point. Those lakes were not seen on the scope any time during the run.

7. Sychronization was started at 19 miles range and run completed with minimum of difficulty. Hit was adjudged at bombs away at approximately 3,000 ft. right and over. The target did not break up apparently and was very bright. Aiming point could not be seen at any time and radar outline was very different from any outlined from chart photos of the city.

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JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS 11TH BOMB GROUP, (H)
CARSWELL AIR FORCE BASE
FORT WORTH, TEXAS

11BG Intell 31 May 1949

SUBJECT: Final Report, Operations Order 10-49

TO: Commanding Officer, 7th Bomb Wing (H),
Carswell Air Force Base, Fort Worth, Texas

1. In compliance with Paragraph 3X, 11, E, Operations Order 10-49, Headquarters, Eighth Air Force, 13 May 49 the following report is submitted:

a. Mission:

(1) Simulated radar bombing attack on Birmingham Bomb Plot (Birmingham R.B.S. on 20 May 49.

b. Narrative of Operation:

(1) Two aircraft, B-36-B Nos. 44-92049 and 44-92054, were scheduled for the mission and both aircraft took off on schedule with No. 2049 completing the mission and No. 2054 aborting because of communicati equipment failure which made communication the ground impossible. The crew was unable to repair the equipment in the air and landing clearance was by green light from the control tower. Total flying time was 02:50 hours.

(2) Aircraft 44-92049 made four runs on radar targets the Fort Worth area before departing on the mission which was flown as briefed. Total flying time was 08:50 hours.

c. Unusual Difficulties Encountered:

(1) The plexi-glass in the navigator radar compartment frosted up at 18,000 feet with a few spots through which pilotage check points could be observed. The pilots compartment also frosted up but to a lesser degree. This feature of the B-36 has been reported many times in the past

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11BG Intell 31 May 1949
Subject: Final Report, Operations Order 10-49.

and is definately a hinderance to navigation by pilotage or by celestial methods as well as the safety factor involved.

(2) There were no other difficulties except as reported in letter, subject, "Mission Report, Operations Order 10-49", Headquarters, 11th Bomb Group.

2. Attached hereto is the radar operator's report and radar scope photos as directed by paragraph 3X, 11, D, Operations Order 10-49.

FOR THE COMMANDING OFFICER:

1 Incl
Letter, Radar
Operators report, Opns,
Order 10-49.

CLINTON S. WICKER
Captain, USAF
Adjutant

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John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS 11TH BOMB GROUP, (H)
CARSWELL AIR FORCE BASE
FORT WORTH, TEXAS

11BG Intell 31 May 1949

SUBJECT: Radar Operator's Report, Operations Order 10-49

TO: Commanding Officer, 7th Bombardment Wing (H),
Carswell Air Force Base, Fort Worth, Texas

1. In compliance with Par 3X, 11, D, Operations Order 10-49, Headquarters, Eighth Air Force, 13 May 1949, the following report is submitted:

a. Narrative analysis: Lt. Robert M. Sikes, Radar Operator.

(1) On 20 May 49 aircraft number 44-92049 B-36-B took off from Carswell Air Force Base, Fort Worth, Texas, at 1635 C.S.T. and climbed to 30,000 ft over the base. Four R.B.S. runs were made in the Fort Worth Area, two "dry runs" which were not scored and two which were scored at 3500 ft and 360 respectively.

(2) After the R.B.S. runs were completed course was set from Carswell Air Force Base to the control point (Barksdale Air Force Base, La), arriving there at the exact time (2050). Between the control point and the inital point, three wind runs were made with winds of 240 degrees at 45 knots, 250 degrees at 40 knots, and 248 degrees at 47 knots being obtained.

(3) The initial point (Columbus, Miss) was reached at 2214 and Birmingham bomb plot was contacted 60 N.M. out and informed that an R.B.S. run was being made on R.B.S. Target No. 6.

(4) The outline of the city of Birmingham was clear and well defined at distances of 60, 50, 40, 30, and 20 miles range and scope photos were being taken.

(5) At 20 miles range the power to the radar camera (0-15 type) was switched off in order to change to "selector scan" on the Q-24. After switching to

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113G Intell 31 May 1949
Subject: Radar Operator's Report, Operations Order 10-49.

"selector scan", the power to the O-15 camera was not turned back on until after the aircraft had passed over the target. The camera power was not left off intentionally but was on an error on the part of the Radar Operator. Consequently, no radar scope photos were made during the rest of the bomb run.

(6) The following is a direct quote of the radar operator, "As we approached the target, several very bright returns began to show in the north east section of Birmingham. I picked the return I thought to be R.B.S. No. 6. At about 12 miles out it became increasingly difficult to keep orientated because the town became larger than any "sector scan" angle would cover. I was not able to see the outline of the city to the north and lost all prospective as to the exact location of the target. I estimated my bomb would fall 2,000 ft right and 2,000 ft over."

(7) No estimate as to a hit prediction can be made from the radar scope photos obtained on the mission.

2. Although a hit prediction can not be estimated from the "scope photos" obtained, a set (10 separate photos) is attached for your information.

FOR THE COMMANDING OFFICER:

Incl:
1 Set Radar Scope Photos, Nos. 1-10 inclusive.

CLINTON S. WICKER
Captain, USAF
Adjutant

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John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS 11TH BOMB GROUP, (H)
CARSWELL AIR FORCE BASE
FORT WORTH, TEXAS

11BG Intell 20 May 1949

SUBJECT: Mission Report, Operations Order 10-49

TO: Commanding Officer
7th Bombardment Wing
Carswell Air Force Base
Fort Worth, Texas

In compliance with Paragraph X, 11, C, Operations Order 10-49, Headquarters Eighth Air Force, 13 May 1949, the following report is submitted:

a. Mission:

(1) Simulated radar bombing attack on Birmingham Bomb Plot (Birmingham RBS No. 6) on 20 May 1949.

b. Number of Aircraft Scheduled:

(1) Two.

(a) B36-B No. 44-92049.

(b) B36-B No. 44-92054.

c. Number of Aircraft over Target:

(1) One.

(a) B36-B No. 44-92049.

d. Number of Aircraft aborted:

(1) One.

(a) B36-B No. 44-92054.

(2) Reasons for abort.

(a) Lost all communications with the ground shortly after take - off. Landing clearance was by green light from the tower.

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(b) Other malfunctions.

1. Left wheel "bath tub" did not retract until several minutes after take - off.

2. Air plug on number 4 engine stuck in closed position.

3. Outboard intercoolers on number 5 engine were inoperative.

4. Engines number 1 and number 5 backfired excessively at 30,000 ft.

5. Water pressure was low on engines No. 1, 2, 5, and 6.

6. "Blooming" (loss of definition) on radar scope at altitude, however, in pre - flight and post flight checks there was no evidence of "blooming" whatever.

e. Unusual difficulties encountered:

(1) See Paragraph #4 for B36-B No. 44-92054.

(2) B36-B No. 44-92049.

(a) Malfunctions.

1. All six engines stuck in single turbo at 30,000 feet.

2. All six engines backfored at 30,000 ft.

3. No. 6 engine continued to backfore at 15,000 feet on letdown.

4. No. 4 engine ran away on final approach when RPM was run up to 2600 RPM.

5. Air speed was low on the power curve.

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11BG Intell 20 May 1949
Subject: Mission Report, Operations Order 10-49

6. Gear pressure did not release until switch was returned to neutral.

f. Crew roster:

(1) Aircrew of B36-B No 44-92049.

AC Payne, George N. Captain, AO-72983 Hq 7th BW
P Black, Richard T. Lt. Col. AO-30673 26th BS
P Blitch, Harry A. Major, AO-45488 Hq 7th BW
N Proulx, Lionel A. Captain, AO-47955 Hq 11th BG
VO Sikes, Robert E. 1st Lt. AO-443718 26th BS
Fisher, William P. Colonel, CO 7th BW

(2) Aircrew of B36-B No. 44-92054.

AC Randle, Robert J. Captain, AO-55391 42nd BS
P Prim, Kent J. Lt. Col. AO-40684 42nd BS
P Royace, Clare H. Major, AO-44505 42nd BS
P Coleman, Thomas P. 1st Lt. AO-48680 42nd BS
VO Mahaffey, James D. Captain, AO-682207, 42nd BS
N Dickson, Vernon R. S/Sgt., AF-11026263 42nd BS
B Hernandez Jr. Frederick V - 1st Lt. AO-679512 42nd BS

FOR THE GROUP COMMANDER:

CLINTON S. WICKER
Captain, USAF
Adjutant

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JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS 7TH BOMB GROUP, H
CARSWELL AIR FORCE BASE
FORT WORTH, TEXAS

9 July 1949

SUBJECT: Mission Report

TO: Commanding Officer
7th Bomb Wing, H
Carswell AFB
Ft Worth, Texas

1. Six (6) B-36B aircraft were scheduled to participate in a high altitude radar bombing of Cedar Keys target # 5 or RBS target # 4, included in the mission was a scheduled gun camera interception by F-82's at 20,000 over Bergstrom, and a high altitude (40,000 ft) interception by F-80's, F-84's, and F-86's over Eglin Field enroute to the target. All aircraft were to take off from Carswell, proceed to Bergstrom, to Tallahassee, to IP at Ocala to primary target Cedar Keys # 5 or secondary target Tampa RBS #4.

2. Six (6) aircraft were scheduled, but only two (2) were dispatched. The first B-36B (2059) took off at 0115 Z and the second B-36B (2035) took off at 0230 Z on 8 July 1949.

Aircraft 2059 continued to Bergstrom and at 14,000 ft at 0134 Z a call was received from Bergstrom that no F-82's were available for interception. 2059 continued on course climbing to 39,000 ft over Mobile. At this point four (4) F-80's and two (2) F-84's intercepted them and began attacks from all quarters, which lasted for 20 minutes (0434 Z - 0454 Z) 2059 continued on course to the IP at Ocala but was unable to bomb primary target Cedar Keys # 5 because MacDill control had no clearance to allow them to bomb. 2059 proceeded to secondary where two (2) runs were attempted on Tampa RBS # 4, but could not be scored because of a radar malfunction. 2059 returned to Tallahassee at an altitude of 46,000 ft pressure and was intercepted at 0750 Z by one (1) F-86 over Eglin. 2059 returned to Carswell, landing at 1115 Z.

F-80's and F-84's made repeated passes for twenty (20) minutes while 2059 was enroute to the target at 39,000 ft. The majority of the attacks were made from eleven to one o'clock high, very few of the attacks were made from other positions on the clock because the fighters seemed to be unable to get within range.

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SUBJECT: Mission Report 9 July 1949

The one (1) F-86 which intercepted 2059 over Eglin at 46,000 ft pressure altitude on its return from the target made one (1) pass only, whereupon he called 2059 to say he was frosted up and was unable to make any more passes and therefore was returning to his airbase.

Aircraft 2035 continued to Bergstrom at 21,000 ft at 0415 Z and was intercepted by one (1) F-51 which made numerous passes from all positions of the clock. 2035 continued on course climbing to 42,500 ft over Mobile at 0645 Z where they were intercepted by four (4) F-80's and one (1) F-86. Fighters made most of their attacks from one of eleven o'clock high, but the crew beleives none of the attacks were very effectual.

2035 continued on course to target but turned back at 0725 Z because of radar malfunction, and thunderstorm activity. 2035 landed at Carswell at 1030Z.

3. No scored RDS runs accomplished. Radarscope photos taken by 2059. Gun Camera film taken by both aircraft. 2059 landed with # 2 engine feathered because of collapsed turbo at altitude.

4. No unusual difficulties encountered.

5. Aircraft 2059 was at 40,000 ft or higher for 4 hours and 55 minutes, aircraft 2035 was at 40,000 ft or higher for 1 hour and 26 minutes.

FOR THE COMMANDING OFFICER:

EDWARD RATKOVICH
Capt, USAF
Group S-2

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JOHN E. HALL
Major, USAF
Adjutant General

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Pilot's Narrative of B-36D 2059, 8 July 1949

Four F-80's and two F-84's made passes at B-36 number 2059 at 40,000 ft for a duration of approximately twenty minutes in the vicinity of Eglin Air Force Base on 8 July 1949.

Evasive action, consisting of turning into the attacking fighters, was accomplished on a number of passes. The gunners reported that most of these passes seemed less effective than those made while the B-36 flew straight and level. Most of the passes were made from a level position, with the pass appearing to start at about eleven or one o'clock and ending up at four or seven o'clock. The passes were made from twenve o'clock high, but we had no sight in operation in that position because the sights for the nose turrets are not available. However the upper forward gunners stated that they were able to keep these fighters in their sights during most of this attack.

The fighters were slow and deliberate in readying themselves for each pass. At the approximate time of the start of a pass, if we dipped a wing as if to turn, they would break-off and wait for a more opportune time to attack.

To the B-36 crew members the rate of closure seemed slower than that of F-51's making passes on B-29's at 25,000 ft. Our indicated airspeed was 150 during most of the passes. The fighters seemed to have much poorer maneuverability at that altitude than conventional fighters at lower altitudes. They took quite a long time in positioning themselves for each attack.

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Pilot's Narrative of B-36B 2059, 8 July 1949

One F-86 climbed to 46,000 ft absolute in an attempt to attack us on our return trip. He made no, even nearly, successful passes, stating that his windows were iced up and that he could not see us well enough. It took the F-86 at least twenty minutes to reach our altitude while we were circling Eglin Field. We circled in such a manner as to make his interception as easy as possible. Although we were indicating only 135 with one engine feathered, his speed relative to ours seemed slower than that of the other fighters at 40,000 feet.

The leader of the first attacking group stated that our evasive turns into the attack made their passes easier, and that our best defensive strategy would be to fly straight and level, but I do not agree. Our gunners were always able to keep their sights on the fighters in a turn, while the turn itself seemed to reduce the effectiveness of the fighter's attack.

ARTIST H. PRICHARD JR
Captain USAF 15326A
Airplane Commander

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JOHN E. HALL
Major, USAF
Adjutant General

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Narrative of 2035

While maintaining an indicated air speed of 165 MPH at 39,000 feet pressure altitude, B-36 # 44-92035 was attacked by four F-80's and one F-86 near Eglin Field, Florida, on 8 July 1949.

Attacks were made from all quadrants, level to slightly high. Evasive action was moderately successful. When passes were made from 1:30 to 4:30 and 7:30 to 10:30 o'clock, turns away from the attacking fighter forced the fighter to bradk off the attack and maneuver for a more advantageous position or make a pass in which the rate of closure was slow enough to make him an easy target. At the same time, this gave him a better deflection shot and presented a better target.

When the B-36 turned into the fighter, it appeared to cause him great difficulty in sighting on his target. The gunners reported that it was extremely easy to track the fighter because of the shallow turns and extremely long passes that he made. Passes that began at 1:30 o'clock would end up as passes at 5:00 o'clock, if the bomber maintained straight and level flight. One attack from 12:00 o'clock level was made by an F-86. Rate of closure was extremely fast and the last 200 yards of the pass the fighter was almost unidentifiable. Approximately thirty-five attacks were made in a period of thiery-five to forty minutes. We made several 360° turns to afford more time for the fighters to attack.

A TRUE COPY
John E. Hall

JOHN E. HALL
Major, USAF
Adjutant General

DEANE G. CURRY
Capt. USAF
Airplane Commander

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HEADQUARTERS 7TH BOMB GROUP, H
CARSWELL AIR FORCE BASE
FORT WORTH, TEXAS

15 July 1949

SUBJECT: Mission Narrative

TO: Commanding Officer
7th Bomb Wing, H
Carswell AFB
Ft. Worth, Texas

1. Two (2) B-36B's were scheduled to participate on a high altitude radar RBS attack on Tampa bomb plot, Birmingham bomb plot, and Fort Worth bomb plot; with a radar bomb drop on Cedar Keys target # 5, and high altitude fighter interception over Eglin AFB, Florida.

2. Two (2) B-36B's were dispatched. The first B-36B (2059) took off at 1330 Z and the second B-36B (2034) took off at 1515 Z on 13 July 1949.

a. Aircraft 2059 flew on course, arriving over Eglin AFB at 40,000 ft. Contact was made with Eglin tower and 2059 was informed that the fighter interception phase of the mission had been canceled by Eglin. From this point 2059 proceeded to the IP at Ocala, Florida, and made a successful 40,000 ft RBS run on Tampa RBS target # 4. From Tampa, 2059 went on to complete a visual bomb drop on Cedar Keys reflector target # 5. This drop was accomplished by use of the Norden bombsight, and not by radar release as briefed, because the radar bomb release circuit became inoperative. From there 2059 continued on course, successfully completing 40,000 ft. RBS runs on Birmingham RBS target # 6 and Fort Worth RBS target # 3, landing at Carswell AFB at 0010 Z, 14 July 1949.

b. Aircraft 2034 flew the same mission, completing 40,000 ft. RBS runs on Tampa and Birmingham, but did not make a visual drop on Cedar Keys because of cloud coverage, and did not make an RBS run on Fort Worth because the radar operated steering needle failed. When over Eglin, 2034 received a radio message from Eglin that the fighter interception had been canceled; however, 2034 did encounter two (2) F-86 fighters enroute and the following is a quote of the pilot's account of this incident:

"On our climb to 40,000 feet, at a point approximately 40 miles north of Mobile, Alabama, we encountered two (2)

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SUBJECT: Mission Narrative 15 July 1949

F-80's at 32,000 ft. They passed across our nose on a heading of approximately 180°. The fighters turned, came back to look us over and continued on their original course. They made no attacks or unusual maneuvers."

3. Radarscope photos were taken by both aircraft.

4. No unusual difficulties were encountered.

5. No remarks or recommendations.

FOR THE COMMANDING OFFICER:

EDWARD RATKOVICH
Capt, USAF
Group S-2

A TRUE COPY
John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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436th BOMBARDMENT SQUADRON (H)
7th BOMBARDMENT GROUP (H)
Carswell Air Force Base
Fort Worth, Texas

4 August 1949

SUBJECT: Flight Narrative

TO : Commanding Officer
436th Bomb Squadron, H
Carswell AFB
Fort Worth, Texas

1. One B-36B (2063) aircraft of the 436th Bomb Squadron, 7th Bomb Group, was ordered to fly a simulated high altitude long range bombing mission. The aircraft was to take off and fly at minimum altitude of 12,000 ft. and complete a climb to 40,000 ft, true altitude at the end of 2,550 nautical air miles. Upon reaching 40,000 ft. true altitude the aircraft would fly at least 1,900 neutical air miles, drop a bomb load of 14,000 pounds continue at 40,000 ft. for an additional 150 nautical air miles or more. Decent would be started so as to land at the completion of not less than a total of 5,300 nautical air miles.

2. Due to #3 and #6 water injection being inoperative, 0500 takeoff was delayed, however, aircraft was dispatched at 0620 local. Climb was made to 12,500 ft. on course and aircraft continued at this altitude until a climb to 40,000 ft true altitude was completed at the end of 2,545 nautical air miles. A successful bomb drop was made from 40,000 ft. true altitude after flying 2,013 nautical air miles at 40,000 ft. The mission was completed as briefed.

3. Remarks:

a. The weather was ideal for a heavy take-off having approximately 1,500 feet of runway left when wheels left the ground.

b. #3 alternator went out after take-off and we found #1 stuck in single turbo. The flight was uneventfull from El Paso to Santa Cruz to San Francisco, to Eureka California, to San Francisco, and to Santa Cruz where we started our climb to 40,000 feet, on course to Pueblo, Colorado.

c. All C.H.T. were exceedingly high during the last 500 feet of climb, nearly causing three engines to fail. Fortunately cooling off quite rapidly allowing us to continue the mission.

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SUB: Flight Narrative (Cont)

d. With the exception of some back-firing and extreme low fuel pressure on #3 and #6 engines we proceeded to bomb release point via Pueblo, Wichita, Brownsville with few difficulties. After bomb release on target in Gulf of Mexico, we were forced to feather #5 engine due to turbo breaking up and throwing pieces into wing and engine nacells.

e. A few minutes before starting our descent #3 and #6 failed due to low fuel pressure. We then dropped down to 25,000 feet getting some use of #3 and #6. Since #2 bomb bay tank pressure pump would not transfer fuel at 25,000 feet we were forced down to 15,000 feet where we remained for the rest of the mission.

f. Even though we had plenty of fuel left to continue for some time, we decided to land since we had only three good engines and one alternator left. A safe landing was made at Carswell at 0720, 4 August 1949.

4. The total distance covered was 5,750 nautical air miles, 2,311 nautical miles of whichwas flown at 40,000 feet.

4 Incls:
1. Radio Operator's Log
2. Flight Engineers Log
3. Navigator's Log
4. Radar Navigation Log

/s/ Leslie W. Brockwell
LESLIE W. BROCKWELL
1st Lt. USAF
Aircraft Commander

A TRUE COPY
John E. Hall

JOHN E HALL
Major, USAF
Adjutant General

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WB/tc 73

HEADQUARTERS 7TH BOMBARDMENT GROUP (H)
Carswell Air Force Base
Fort Worth, Texas

7BS4 26 July 1949

SUBJECT: Engine Fire on B-36B 44-92034

TO: Commanding Officer
7th Bombardment Wing (H)
Carswell Air Force Base
Fort Worth, Texas

1. While flying at 40,000 feet altitude, 19 July 1949, the #3 engine accessory section fire warning light came on. Smoke was then seen coming from #3 engine. The methyl-bromide fire extinguisher was discharged on #3 engine to no avail. The propeller would not feather and the engine continued to run. The engine continued to smoke and after four or five minutes it fell from the aircraft.

2. Shortly after the warning light came on #3 engine, the warning light for #2 engine came on. Engine instruments for #1 and #2 engines became inoperative. #2 engine was feathered, and fuel and oil shut-off valves closed. #1 engine was feathered, fuel and oil valves closed, magneto switches turned off, but it continued to fire intermittently and was stopped on the ground by shooting CO2 into the carburetor intake. The left wing was isolated from the main electrical system while in flight.

3. Smoke and fire continued to come from the #3 nacelle area, and a rapid descent and landing were made. The nose gear had to be lowered by the emergency method. The crash fire department, using CO2, extinguished the fire which was then burning in the area of the #2 engine power panel.

4. Inspection of the aircraft after landing revealed that #3 engine installation complete with the constant speed drive, alternator, and electrical power panel had fallen from the aircraft. Extensive fire damage was done to the wing trailing edge section between #2 and #3 engines, #2 engine power panel, left hand center flap, #2 and #3 fuel tanks, #2 engine air tunnel, and the entire left wing wiring system. The left horizontal stabilizer suffered collision damage. The main Wing spar and the short spar do not appear harmed by the fire. The engine broke from the engine extension mounts and was not pulled from the main spar. The engine air tunnel was damaged by heat and buckled from stresses when the engine fell.

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7B34
Subj: Engine Fire on B-36B 44-92034 (26 Jul 49)

5. The cause of the fire is undetermined. It is believed that the #3 engine power came; ,au jave beem tje spirce pf the fire with wiring insulation eventually igniting the power panel itself. The funneling effect then allowed heat to attack the upper engine mounts and sudden stoppage then tore the engine from the aircraft. The engine is to be forwarded to SAAMA for tear down inspection.

1 Incl
Set of 25 Pictures

C. D. FARR
Colonel, USAF
Commanding

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John E. Hall
JOHN E. HALL
Major, USAF
Adjutant General

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TET/wo

HEADQUARTERS 7TH BOMBARDMENT WING, HEAVY
Office of the Wing Air Inspector
Carswell Air Force Base
Fort Worth, Texas

IGAI 22 July 1949

SUBJECT: Inspection of Fire in B-36 - 44-92034.

TO: Wing A-4
ATTN: Lieutenant Colonel Marvin M. Hammack

1. Inspection revealed the fire to have centered between wing bulkheads 5 & 16, with the heaviest concentration around # 3 electrical power panel: burning out all controls and wiring between the three engines and burning through the upper and lower skin of the wing trailing edge between engine 2 & 3. Excessive heat causing the failure of # 3 engine extension mount; with a complete loss of the engine and components plus shrouding. # 3 electrical power panel is not available for check as to the extent of fire damage, may have been pulled overboard upon the breadaway of # 3 engine. All rear fuel tank sealing pads from bulkhead # 11 to 16 are badly charred. The fuel tank purging system lines from the left outboard and center tanks have been burned away above the fuel level transmitter of the center tank. Fuel valve cluster between inboard and center tanks did not receive any fire damage, except; for heat and charring of wiring. The fuel valve cluster located in the rear of the center tank received excessive fire and heat damage. All fuel hose between # 3 and 2 engine were badly charred and burned, but do not show evidence of having burned through or failing in any way. Through-out the trailing edge of the wing between bulkhead 5 to 16, the trailing edge tubes and former's are bent broken and/or crystalized from heat and fire. The tube cluster on the rear spar between the inboard and center fuel tanks shows signs of having undergone excessive heat but had not broken or cracked.

2. Visual Inspection was preformed by M/Sgt Edward F. Hilbert and T/Sgt Victor D. Lampy.

/s/t/ KENNETH W. BRUNER
WOJG, USAF
Ass't Wing Air Inspector
(Technical)

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John F. Hall
JOHN F HALL
Major, USAF
Adjutant General

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ELECTRONIC COUNTER MEASURE MISSION - 22 JULY 1949

1. NAVIGATION:

a. Mission Plan:

Operations Order 3-49, Headquarters, 2d Bombardment Wing M, 19 July 1949 (Annex #1) directed the 2d Bombardment Group M to conduct one daylight penetration of the Eglin Area at 500 feet and one night penetration at 1000 feet. Formation for both penetrations to be "line abreast", spaced ten to twenty miles apart.

Route - Chatham Air Force Base - twenty miles east of Chatham Air Force Base - Ossabaw Island - Nassau Sound - ten miles north of Daytona - Cedar Keys - 29°11'N 86°30'W - Eglin Air Force Base - Andalusia - Hattiesburg - Grand Bay - 29°20'N 86°20'N W - Eglin Air Force Base - Andalusia - Alabany Radio - Chatham Air Force Base. (Annex #2).

Nine aircraft were scheduled, formation and altitude as directed in Operations Order 3-49.

b. Actual Mission:

One aircraft #112 aborted prior to take off.

Eight aircraft completed the mission as planned. (Annex #2 and Annex #3)

c. Navigation by D. R., Pilotage, Radio & Radar fixes.

2. RADAR:

a. No scope photos were taken on this mission.

b. No unusual scope presentations.

c. AN/APN-2 was not used as a spacing aid.

3. GUNNERY:

a. Gun cameras inoperative.

b. Day Fighters:

Eight aircraft completed the daylight attack between 2200Z and 2230Z. Altitude of aircraft during attack were between 175 feet and 500 feet.

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ECM Mission - 22 July 1949

Aircraft #110 (altitude 400 feet) reported two interceptions after passing over the target area:

(1) Between 2232Z and 2240Z one F-80 was sighted at 30°35'N 86°40'W. Fighter came in high at 11 o'clock and broke away at 3 o'clock. Returned low at 6 o'clock, passing under the bomber and broke away at 2 o'clock.

(2) At 2245Z one F-82 sighted at 30°42'N 86°40'W. Fighter came in low at 6 o'clock passed under and broke away at 2 o'clock, came in again at 7 o'clock passing under bomber at 2 o'clock.

c. Night Fighters:

Eight aircraft completed the night attack between 0107Z and 0130Z altitude of aircraft during attack was 1000 feet.

(1) Aircraft #013 reported interception five miles south of Panama City, Florida at 0115Z. One F-82 circled aircraft and made attack from 7 o'clock.

(2) Aircraft #107 reported two sightings between 0123Z. No attack was made on first sighting. On second one F-82 came in at 6 o'clock passed under right wing pealed off to 9 o'clock, and circled around tail passing out of sight at 4 o'clock.

(3) Aircraft #054 reported that at 0130Z one F-82 attacked at 5 o'clock low. Fighter broke away at 3 o'clock.

(4) Aircraft #106 reported that ten miles south of target area between 0128Z and 0135Z one fighter came in at 9 o'clock, circled the aircraft and broke off in a climbing turn to 9 o'clock.

4. ECM:

Nine aircraft were scheduled for this mission. Three were assigned the frequency range 100 mcs to 130 mcs, three from 130 mcs to 160 mcs, and three from 160 mcs to 200 mcs. One aircraft aborted from the highest range.

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ECM Mission - 22 July 1949

Three operators reported interceptions presumed to be fighters. Two of these signals were jammed on the first run.

Altitudes flown on this mission were so low that some aircraft were probably beyond line of sight range of the stations.

" A TRUE COPY"

John E. Hall.

JOHN E. HALL
Major, USAF
Adjutant General

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ELECTRONIC COUNTER MEASURE MISSION - 26 JULY 1949

1. NAVIGATION:

a. Mission Plan:

Operations Order 4-49, Headquarters 2d Bombardment Wing M, 22 July 1949 (Annex #1) directed the 2d Bombardment Group M to make one daylight and one night penetration of the Eglin Area at 35,000 feet.

Route - Chatham Air Force Base - Winyah Bay - Florence Radio - Columbia, South Carolina - Macon, Georgia - Alabany, Georgia - IP - Eglin Air Force Base - Meridian, Mississippi - Memphis, Tennessee - then five aircraft to Jasper and Birmingham, Alabama, four aircraft to Chattanooga, Tennessee - all aircraft to Augusta, Georgia - Fort Benning - IP - Eglin Air Force Base - 29°30'N - Waycross, Georgia - Chatham Air Force Base.

b. Mission as Flown:

Aircraft #111 aborted at 2057Z due to failure of #2 engine and returned to base, landing at 2141Z.

Aircraft #105 made both penetrations at 35,000 feet without interception. Airplane commander reported oil leak in #2 engine and lead in hydraulic system. He reported that if you open valve (depressure valve - hydraulic) the system will maintain 400 pounds pressure. Number 2 engine had a fire in #1 zone crossing Red 30 near Jasper, Florida. The engine was feathered immediately and the fire went out in about two minutes.

Aircraft #012 lost turbo on #2 at Augusta, Georgia. The aircraft continued on course but lost #2 engine at Jasper, Alabama. Continued and made RBS run at 30,000 feet. After completing RBS run aircraft returned directly to Chatham Air Force Base.

Aircraft #106 airplane commander shortened second penetration when engineer reported they were low on fuel. Crew reported that one F-51 intercepted but could barely catch them at 35,000 feet. One fighter was unable to catch them at 35,000 feet. Airplane commander reported that at 35,000 feet he noticed aircraft tended to climb and dip when flown manually.

Aircraft #108 flew mission without radar and without radio compass. Airplane commander reported that surging turbo gave them some trouble but that if you see your head a mission can be completed. He also reported that with a high gross weight 195 indicated is about the limit and that 190 indicated is too low.

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ECM Mission - 26 July 1949.

Aircraft #054 made both penetrations at 35,000 feet. Crew reported that one fighter followed contrails on first penetration breaking off at 150 feet. On second penetration an aircraft was seen passing from left to right in front of bomber. It was estimated to be approximately 1000 feet below.

Aircraft #052 flew mission as briefed. Crew reported interception at 35,000 feet but remarked that the F-51 could barely make a pass at that altitude and in combat they could have picked it off.

Aircraft #107 completed mission except for last half of second penetration, which was cut short due to lack of fuel.

Aircraft #110 aborted at Columbus, Georgia, prior to starting second penetration and returned to Chatham Air Force Base. This aircraft made first penetration at 35,000 feet de spite the fact that supercharger on #2 was out. Airplane commander reported that B-50 handled fine at that altitude despite the fact they were only on three engines. One F-80 intercepted on first penetration. A pursuit was flown but with B-50 flying 190 indicated the fighter "just drifted".

c. Navigation by DR, Pilotage, Radio and Radar fixes.

2. RADAR:

a. No scope photos were taken on this mission.

b. No unusual scope presentations.

c. AN/APN-2 was not used as spacing aid.

3. GUNNERY:

a. Gun cameras inoperative.

b. Day Fighters:

Aircraft #106 reported between 2145Z and 2150Z two F-51's were sighted near Athens, Georgia. Fighters were three miles east at 35,000 feet - course 270°. Fighters continued on course for a tail attack. One pulled alongside very slowly and pealed off toward 9 o'clock. The other struggled along behind and below and finally gave up.

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ECM Mission - 26 July 1949

Aircraft #108 reported at 2152Z one F-80 sighted high at 5 o'clock. Fighter broke off at 400 feet at 2 o'clock.

Aircraft #054 reported one F-80 attacked from 6 o'clock broke off at 200 feet. It is believed that fighter followed contrails.

Aircraft #052 reported at 2152Z one F-51 sighted twenty miles NW of Brainbridge at 36,000 feet. Attack started from 3 o'clock level and followed a pursuit curve toward tail.

c. Night Fighters:

Aircraft #106 reported at 2400Z one unidentified aircraft was sighted approximately 5,000 feet below. No attack was made.

4. ECM:

Nine aircraft were scheduled for the mission. Three were briefed to search from 100 mcs to 130 mcs, three from 130 mcs to 160 mcs and three from 160 mcs to 200 mcs.

One aircraft briefed to search 130 mcs to 160 mcs aborted at 2057Z. Two other aircraft briefed to search 130 mcs to 160 mcs and 160 mcs to 200 mcs aborted before completing second penetration. The AN/14/APT carried by the third aircraft in the 130 mcs to 160 mcs range became inoperative and an attempt was made to substitute an AN-18/APT with some slight success.

One aircraft reported jamming on 134 mcs and 153 mcs, using the AN-18/APT on the first and second passes respectively. The operator believes that his second pass jamming signal would have been more effective, if it had been placed on earlier in the run.

Another operator reported that he jammed 154 mcs for five minutes and a third that he jammed 156 mcs for fifteen minutes, both jammed on the second penetration. Both of these operators suffered equipment failure.

Other signals were reported from 110 mcs to 185 mcs were reported as fighter control and some of these were reported jammed. The instructor operator who listened with headsets reported that several signals definately identified as GCT by voice contact carried on long conversations that could not be distinguished from tower or VHF point to point conversations by visual means.

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John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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Hq 27th Fighter Wing
Bergstrom Air Force Base
AUSTIN, TEXAS
6 May 1949

RESTRICTED

OPERATIONS ORDER: 1-49

CHART OR MAP REFERENCES: 1:1,000,000 World Aeronautical Charts 469, 468, 467, 466

TASK ORGANIZATION:

27th Fighter Group	Colonel Cy Wilson
27th Air Base Group	Lt. Col. Ira Hassler
27th Maintenance & Supply Group	Lt. Col. L. D. Van Mullem
27th Medical Group	Major B. H. Bennett

1. GENERAL SITUATION: An Operational Readiness Test will be conducted by Strategic Air Command from 0800 hours on 9 May 1949 to 1700 hours on 13 May 1949 to determine combat readiness of the 27th Fighter Wing.

a. ENEMY FORCES: Omitted.

b. FRIENDLY FORCES: Air-Sea Rescue Service will be alerted to patrol in vicinity of 29° 20' N 86° 00' W during period fighter squadrons will be in area.

2. MISSION: Long range tactical radius of action mission utilizing combat wing tanks, departing Bergstrom Air Force Base, AUSTIN, TEXAS, 30° 12' N 97° 41' W on 9 May 1949 on a round-robin flight to ORLANDO, FLORIDA, 28° 32' N 81° 22' W to DE FUNIAK SPRINGS, FLORIDA, 30° 43' N 86° 07' W and return to Bergstrom Air Force Base, AUSTIN, TEXAS, 30° 12' N 97° 41' W.

3. TASKS FOR SUBORDINATE UNITS:

a. 27th Fighter Group

(1) Dispatch two (2) squadrons direct to ORLANDO, FLORIDA, 28° 32' N 81° 22' W thence to DE FUNIAK SPRINGS, FLORIDA, 30° 43' N 86° 07' W and return to BERGSTROM AIR FORCE BASE, 30° 12' N 97° 41' W.

(2) Dispatch one (1) additional squadron to fly direct to DE FUNIAK SPRINGS, FLORIDA, 30° 43' N 86° 07' W and rendezvous with main task force and return to BERGSTROM AIR FORCE BASE, 30° 12' N 97° 41' W.

x. Mission will be conducted in accordance with existing regulations and standard operating procedures.

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4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. 27th Air Base Group - Provide required base facilities.

b. 27th Maintenance & Supply Group - Provide required maintenance and supply support.

c. 27th Medical Group - Provide medical care as required.

5. COMMAND AND SIGNAL MATTERS:

a. Central Standard time to be utilized on all reports.

b. Normal position reports to be made as required. Periodic position reports during course of over-water flight to be made at discretion of Group Commander.

c. Command Post of Officer in Charge, Lt. Col. William D. Dunham, will be Borgstrom Air Force Base, AUSTIN, TEXAS.

ASHLEY B. PACKARD
Colonel, USAF
Commanding

OFFICIAL:

William E Bertram
WILLIAM E. BERTRAM
Lt. Col., USAF
A-3

DISTRIBUTION:
5 cys CG SAC Offutt AFB, Nebraska
5 cys CG 8th AF, CAFB, Ft Worth, Texas
5 cys CO 5th Rescue Sq., MacDill AFB, Fla.
5 cys Lt Col Dunham, OIC ORT, (Asgd SAC)
5 cys CO 27th Ftr Wg, BAFB, Texas
10 cys CO 27th Ftr Gp, BAFB, Texas
5 cys CO 27th AB Gp, BAFB, Texas
5 cys CO 27th M&S Gp, BAFB, Texas
5 cys CO 27th Med Gp, BAFB, Texas

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Hq 27th Fighter Wing
Bergstrom Air Force Base
AUSTIN, TEXAS
6 May 1949

RESTRICTED

OPERATIONS ORDER: 2-49

CHARTS OR MAP REFERENCES: 1:1,000,000 World Aeronautical Charts 469, 406, 40

TASK ORGANIZATION:

27th Fighter Group	Colonel Cy Wilson
27th Air Base Group	Lt. Col. Ira Hassler
27th Maintenance & Supply Group	Lt. Col. L. D. Van Mullom
27th Medical Group	Major B. H. Bennett

1. GENERAL SITUATION: An Operational Readiness Test will be conducted by Strategic Air Command from 0800 hours on 9 May 1949 to 1700 hours on 13 May 1949 to determine combat readiness of the 27th Fighter Wing.

a. ENEMY FORCES: Omitted

b. FRIENDLY FORCES: Omitted

2. MISSION: The 27th Fighter Group will conduct a medium range night mission on 10 May 1949 utilizing the standard operating procedure for range letdown and landing at Bergstrom Air Force Base. The route to be flown will be from Bergstrom Air Force Base, AUSTIN, TEXAS, 30° 12' N 97° 41' W direct to BIG SPRINGS, TEXAS, 32° 15' N 101° 30' W direct to AMARILLO, TEXAS, 35° 15' N 101° 45' W direct to OKLAHOMA CITY, OKLAHOMA, 35° 30' N 97° 30' W returning direct to BERGSTROM AIR FORCE BASE, 30° 12' N 97° 41' W.

3. TASKS FOR SUBORDINATE UNITS:

a. 27th Fighter Group. Dispatch three (3) squadrons at sunset on 10 May 1949 to navigate course outlined in paragraph two above in group formation. Spacing between squadrons on last leg of course from OKLAHOMA CITY, OKLAHOMA, to BERGSTROM AIR FORCE BASE will be at the discretion of the group commander, in order to provide a safe interval during the insuing holding and letdown procedure.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Omitted.

5. COMMAND AND SIGNAL MATTERS:

a. Austin Radio Range will be contacted for the purpose of coordinating estimated time of arrival and letdown procedure.

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Opns Order 2-49 dtd 6 May 1949 (Cont)

b. Command Post of Officer in Charge, Lt. Col. William D. Dunham, will be Bergstrom Air Force Base, AUSTIN, TEXAS.

ASHLEY B. PACKARD
Colonel, USAF
Commanding

OFFICIAL:

/s/ William E Bertram
WILLIAM E. BERTRAM
Lt. Col., USAF
A-3

DISTRIBUTION:

5 cys CG SAC Offutt AFB, Nebraska
5 cys CG 8th AF, CAFB, Ft Worth, Texas
5 cys Lt Col Dunham, OIC ORT, (SAC)
5 cys CO 27th Ftr Wg, BAFB, Texas
10 cys CO 27th Ftr Gp, BAFB, Texas
5 cys CO 27th AB Gp, BAFB, Texas
5 cys CO 27th M & S Gp, BAFB, Texas
5 cys CO 27th Med Gp, BAFB, Texas

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Hq 27th Fighter Wing
Bergstrom Air Force Base
AUSTIN, TEXAS
6 May 1949

RESTRICTED

OPERATIONS ORDER: 3-49

CHART OR MAP REFERENCES: 1:1,000,000 World Aeronautical Charts 469, 406, 407

TASK ORGANIZATION:

27th Fighter Group	Colonel Cy Wilson
27th Air Base Group	Lt.. Col. Ira Hassler
27th Maintenance & Supply Group	Lt. Col. L. D. Van Mullem
27th Medical Group	Major B. H. Bennett

1. GENERAL SITUATION: An Operational Readiness Test will be conducted by Strategic Air Command from 0800 hours on 9 May 1949 to 1700 hours on 13 May 1949 to determine combat readiness of the 27th Fighter Wing.

2. a. ENEMY FORCES: Omitted.

b. FRIENDLY FORCES: Omitted

2. MISSION: The 27th Fighter Group will fly an intercept mission with a rendezvous of two or more forces at a predetermined point, utilizing GCI if available.

3. TASKS FOR SUBORDINATE UNITS:

a. 27th Fighter Group

(1) One (1) squadron will fly BERGSTROM AIR FORCE BASE, 30° 12' N 97° 41' W direct to SANTA FE, NEW MEXICO, 35° 37' N 106° 05' W thence to ALBUQUERQUE, NEW MEXICO, 34° 59' N 106° 37' W and return direct to BERGSTROM AIR FORCE BASE.

(2) One (1) squadron will fly direct from BERGSTROM AIR FORCE BASE, 30° 12' N 97° 41' W to SANTA FE, NEW MEXICO, 35° 37' N 106° 05' W thence to ALBUQUERQUE, NEW MEXICO, 34° 59' N 106° 37' W and return to Bergstrom Air Force Base, AUSTIN, TEXAS.

(3) One (1) squadron will fly direct to ACOMITA RADIO, NEW MEXICO, 35° 03' N 107° 40' W thence to ALBUQUERQUE, NEW MEXICO, 34° 59' N 106° 37' W and return direct to BERGSTROM AIR FORCE BASE, 30° 12' N 97° 41' W.

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x. All squadrons will be dispatched separately and timed so as to effect a rendezvous over ALBUQUERQUE, NEW MEXICO, utilizing GCI if available. Mission will be conducted in accordance with existing regulations and standard operating procedures.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: The 27th Air Base Group, 27th Maintenance & Supply Group, and 27th Medical Group will provide necessary support.

5. COMMAND AND SIGNAL MATTERS:

a. Direct liaison is authorized between 27th Fighter Group and the GCI Unit at Kirtland Air Force Base, ALBUQUERQUE, NEW MEXICO.

b. Command Post of Officer in Charge, Lt. Col. William D. Dunham, will be Bergstrom Air Force Base, AUSTIN, TEXAS.

ASHLEY B. PACKARD
Colonel, USAF
Commanding

OFFICIAL:

William E Bertram

WILLIAM E. BERTRAM
Lt. Col., USAF
A-3

DISTRIBUTION:
5 cys CG SAC Offutt AFB, Nebraska
5 cys CG 8th AF, CAFB, Ft Worth, Texas
5 cys CO Kirtland AFB, New Mexico
5 cys Lt Col Dunham, OIC ORT, (SAC)
5 cys CO 27th Ftr Wg, BAFB, Texas
10 cys CO 27th Ftr Gp, BAFB, Texas
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R E S T R I C T E D

Hq 27th Fighter Wing
Bergstrom Air Force Base
AUSTIN, TEXAS
6 May 1949

RESTRICTED

OPERATION'S ORDER: 4-49

CHART OR MAP REFERENCES: 1:500,000 Austin Sectional Chart T-5, San Antonio Sectional Chart C-5

TASK ORGANIZATION:

27th Fighter Group	Colonel Cy Wilson
27th Air Base Group	Lt Col Ira Hassler
27th Maintenance & Supply Group	Lt Col L. D. Van Mullom
27th Medical Group	Major B. H. Bennett

1. GENERAL SITUATION: An Operational Readiness Test will be conducted by Strategic Air Command from 0300 hours on 9 May 1949 to 1700 hours on 13 May 1949 to determine combat readiness of the 27th Fighter Wing.

a. ENEMY FORCES: Omitted.

b. FRIENDLY FORCES: Omitted.

2. MISSION: The 27th Fighter Group will demonstrate its ability to perform a tactical close support mission using an armament loading of .50 cal ammunition, rockets, and bombs.

3. TASKS FOR SUBORDINATE UNITS:

a. 27th Fighter Group

(1) One (1) squadron will fire air-to-air gunnery.

(2) One (1) squadron will fire air-to-ground rocketry.

(3) One (1) squadron will dive bomb.

x. The route to be flown by all squadrons will be from BERGSTROM AIR FORCE BASE, 30° 12' N 97° 41' W to MATAGORDA ISLAND BOMBING AND GUNNERY RANGE 28° 20' N 96° 28' W via the approved hot-gun route. Mission will be conducted in accordance with existing regulations and standard operating procedures.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: The 27th Air Base Group, 27th Maintenance & Supply Group, and 27th Medical Group will provide necessary support.

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Opns Orders 4-49 dtd 6 May 1949

5. COMMAND AND SIGNAL MATTERS:

a. Direct liaison is authorized between 27th Fighter Group Commander and Commanding Officer, MATAGORDA ISLAND BOMBING AND GUNNERY RANGE.

b. Command Post of Officer in Charge, Lt. Col. William D. Dunham, will be Bergstrom Air Force Base, AUSTIN, TEXAS

ASHLEY B. PACKARD
Colonel, USAF
Commanding

OFFICIAL:

William E. Bertram

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DISTRIBUTION:
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5 cys CG 8th AF, CAFB, Ft Worth, Texas
5 cys CO Matagorda Bomb & Gunnery Range, Texas
5 cys Lt Col Dunham, OIC ORT, (SAC)
5 cys CO 27th Ftr Wg, BAFB, Texas
10 cys CO 27th Ftr Gp, BAFB, Texas
5 cys CO 27th AB Gp, BAFB, Texas
5 cys CO 27th M & S Gp, BAFB, Texas
5 cys CO 27th Med Gp, BAFB, Texas

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HEADQUARTERS 97TH BOMBARDMENT GROUP, MEDIUM
97TH BOMBARDMENT WING, MEDIUM
Biggs Air Force Base, Texas

DGS2 373.3 6 September 1949

SUBJECT: Narrative Report

TO : Commanding General
Eighth Air Force
Fort Worth, Texas

1. The 97th Bomb Group was directed to provide a fly-over of six (6) B-29 aircraft for the attendance of President Truman and Secretary of Defense Johnson at the American Legion Convention held in Philadelphia, Penn, on 31 August 1949.

Eight (8) aircraft were dispatched from the 97th Bomb Groupl two (2) of which were airborne spares. When it was ascertained that six (6) aircraft would be able to make rendezvous point, the two (2) spare aircraft were released and proceeded to Fort Worth, Texas, and Phoenix, Arizona, to make RDS runs before returning to Biggs Air Force Base.

The following was the flight data as planned:
Take-off; 0844Z 31 August 1949.

Route Out: Direct to Allentown, Penn. Radio, to Willow Grove Radio, to Philadelphia International Air Terminal, to Millville, N. J., to Philadelphia International Air Terminal and to Convention Hall in Philadelphia.

Rendezvous: Allentown Radio.

I. P. : First Run-- Willow Grove Radio
Second Run- Millville, N. J.

Target time: First Run--1804Z
Second Run-1844Z

After attempting the runs, all six (6) aircraft proceeded to Chatham Air Force Base, Savannah, Georgia, RON the night of 31 August 1949, then returned to Biggs

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Air Force Base on 1 September 1949, making RBS runs on Birmingham, Ala, and Fort Worth, Texas.

2. Eight (8) aircraft, including two (2) airborne spares, were scheduled and dispatched at two (2) minute intervals starting at 0844Z. Shortly after take-off, two (2) aircraft aborted leaving six (6) aircraft to continue on with the mission. Rendezvous was made as scheduled over Allentown Radio at an altitude of 1500 ft. The formation departed Allentown Radio at 1746Z for the IP of Willow Grove Radio. At 1705, prior to reaching the IP, the flight deviated from its course as per instructions from Able Control and set course for Newark Radio, a new IP for the first run over the target. At 1814Z, prior to reaching the IP, the formation was split and individually started on course for Chatham Air Force Base, Savannah, Georgia.

All six (6) aircraft arrived at Chatham Air Force Base by 2200Z 31 August 1949.

3. The target time for the first run was 1904Z to be made on a true heading of 198°. Prior to reaching the IP of Willow Grove Radio, Able Control informed the formation to change their axis of attack to a heading of 040°. This necessitated changing the IP to Newark Radio and making the first target time impossible. On course for Newark Radio, the formation met up with adverse weather conditions and a decision was made by the flight commander to abort the mission. The control was informed of same and the aircraft proceeded on course for Chatham Air Force Base.

4. Able Control at Philadelphia apparently did not expect two (2) B-29 formations. One was the 28th Bomb Group and the other the 97th Bomb Group. The 97th was designated as Item 1 (call sign) when contact was made with Able Control over Allentown Radio. Later, when the 28th contacted Able Control, they were also designated as Item 1 and were cleared in for a run on a heading of 018°, target time 1756Z. The 97th Bomb Group formation at that time was on a heading of 198°, planning to make their target time good of 1904Z. Contact was made immediately with Able Control, the difficulty was cleared up and the 97th was redesignated as Item 2. The flight commander then set course for Newark Radio, planning to make a run on a heading of 040°.

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Adverse weather conditions were encountered throughout the formation flight. Visibility at no time was more than one (1) mile and in frequent rainshowers visibility was nil. Resultant was a most dangerous situation both from the standpoint of formation flying and possible collision with other aircraft.

3. With reference to TWX Hq Eighth Air Force, ODO 3207, dated 29 August 1949; the following is the compilation of flying hours accomplished on demonstration:

B-29 Number	Hours
1982	19:20
6430	20:00
6439	18:25
6384	16:55
6443	19:15
6393	20:30

Total 114:25 hours

INFORMATION TO:

CG SAC OMAHA, NEBRASKA

D. E. BAILEY
Colonel, USAF
Commanding

A CERTIFIED TRUE COPY

Elmer M. Swallow

ELMER M. SWALLOW
WOJG, USAF

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HEADQUARTERS
1ST STRATEGIC SUPPORT SQUADRON
BIGGS AIR FORCE BASE, TEXAS

1SSS 3 22 September 1949

SUBJECT: Final Report of Service Test on YC-97A #559595

TO : Commanding Officer
1st Strategic Support Squadron
Biggs Air Force Base, Texas

1. Departure and flight to Seattle on the 25th April 1949 was uneventful with the aircraft performing satisfactorily. Immediately upon landing, Boeing personnel placed the aircraft upon jacks and proceeded with the modifications. The modifications were as follows, to install an anti-skid device in the normal brake system, to remove all "GEM" equipment (lockers, heater, special bus panel) except the special hoist, and to remove the wing spoilers. The aforementioned modifications were completed in approximately forty (40) hours elapsed time. No formal A.M.C. approval was evident for any of the modifications other than release by the Air Force Plant Representative. After test runs on the brakes and a short-test flight the aircraft was accepted. Boeing was informed by the undersigned that unless official A.M.C. or USAF approval was seen the original Technical Orders maximums of 130,000 pounds gross for take-off and 120,000 pounds for landing would be complied with. In the meantime a wire to the AFPR had come in stating that further pilot pick-up was necessary at Wright-Patterson Air Force Base. By this time the freight load and passengers to be carried would have made the payload potential from MacDill AFB negligible. Since the SAC A-3, Colonel Wheeles and the SAC A-4, Colonel Tibbetts, were in Seattle, a conference was arranged and both concurred with change in itinerary. The accountability of the YC-97A parts and supplies on the airplane was transferred to Biggs AFB by means of shipping tickets initiated by Colonel Tibbetts. Enroute from Seattle to Wright-Patterson AFB, backfiring was esperienced on all engines and altitude was reduced from twenty thousand to ten thousand feet. Shortly after descent back-firing occured again but was remedied by placing the mexture controls in the Auto-Rich position. Considerable time and energy was consumed in the loading of the 4360-35 Engine Dolly at Wright-Patterson AFB since the only help available was a fork lift driver. The flight was resumed to Andrews AFB, where the flight was to pick up the Boeing and Pratt and Whitney personnel. In completing the first inspection at Andrews AFB it was found that RB-19-R-2 spark plugs had been installed and were

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severely leaded up. This type plug was replaced by the AC 181 type. No other difficulties were encountered on this inspection. After a talk with Major General Kuter, MATS CG, in which the general aims of the test were made somewhat clearer, the undersigned obtained foreign clearance for Stephenville, Newfoundland. The aircraft was refueled with grade 100/130 fuel for the first time, after all possibilities for the proper fuel were exhausted. No further back-firing occurred and all was routine from Andrews to Port Lyautey, French Morocco via Stephenville and the Azores with the exception of a loss of the number three inter-coller door. This item was presumably lost in a severe thunderstorm off the coast of Africa. The decision to approach Rhein-Main via Port Lyautey was maide for two reasons; winds were such that a safe gas load would entail a wait for winds, and briefing at Lagens, Azores indicated that 115/145 grade fuel was available at Port Lyautey on a Form 446. This information proved to be unreliable and fuel was purchased on a Form 15.

2. The aircraft arrived Rhein-Main late in the afternoon of the 1st of May 1949. The flight was met by the 61st Troop Carrier Group Executive Officer, Major Royce Olson. He obtained transportation and gave the location of the crew quarters. The crew was ordered to report in the morning at 0800 local. At approximately 1730 that evening the undersigned was called at the crew quarters and asked to come to the aircraft because General Tunner, Commanding General of the Combined Airlift Task Force, wanted to see the airplane. The undersigned and the co-pilot immediately left for the base and met General Tunner and members of his staff at the airplane. Also present was the Commanding Officer of the 61st Troop Carrier Group, Colonel R. W. DaVania and his staff. After an inspection of the plane, General Tunner departed. The undersigned was told by Colonel DaVania to bring the Boeing and Pratt and Whitney representatives to his office in the morning where transportation would take them to Task Force Headquarters in Weisbaden, for a staff meeting and discussion of the project.

3. The staff meeting opened with the undersigned, Mr. Mortlock, Mr. Whitney, and Mr. Whalen as YC-97A spokesmen. It was immediately made clear by General Tunner that the Operations Orders designating a seven (7) day service test were null and void. He indicated that the test would be for a thirty (30) day period with a part of that period being a twenty-four (24) hour a day extended operation. The following points were then made clear by the YC-97A personnel: that the incomplete stock of parts available on the aircraft probably would not carry throughout that period, that the proper grade fuel and the necessary ADI fluid were not available hence the performance figures were erroneous, and that only one flight crew was available.

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None of these points were given a definite answer. Next on the agenda was a discussion of the payload, and traffic control for the aircraft. Both of these points were worked out and the payload was to be determined by a maximum landing weight of 130,00 pounds as authorized by Major General Carroll of the Air Materiel Command in a TWX to the Boeing Aircraft Company. T.O. AN-01-20-CAF-1 (revision of March 20, 1949) was procured and it gave authorization for the higher gross weight and load factors. It was agreed that the crew would make a route flight in a C-54 for familiarization and the first C-97 load was to be left to the discretion of the pilot. The Staff then moved on to a discussion of just how many people would be required to make the test. The undersigned gave the CALTF A-3 names and locations of flight personnel (Stateside) who were checked out in the aircraft and also informed the staff that it would be impossible to maintain the aircraft with the one experienced and trained crew chief (M/Sgt Clayton DeCarmo) available. This was overruled and it was decided that the Task Force would be screened for men with experience on this type aircraft. Colonel DaVania was directed to appoint a field grade Officer of his Group as a Project Officer.

4. The following day was spent at a lower staff level with the 61st Group wherein the above information was repeated. Major Arthur Dern was appointed Project Officer, Lt. R. Moss, Engineering Officer, Capt. Ross, Supply Officer and a group of airmen to keep the complicated time studies on every phase of the operation even to a supposedly accurate count of the cotter keys, and feet of safety wire used and available.

5. The airplane was unloaded by the original crew on the afternoon and night of May 2nd. The entire supply was placed under guard, and the following day inventory was completed by S/Sgt Mancel, Project Supply NCO, M/Sgt DeCarmo, Mr. Whitney and Mr. Mortlock. The undersigned was not given a hand receipt for the supplies and special tools although such was repeatedly requested.

6. On 3 May while the maintenance crew was completing a seventy-five (75) hour inspection, the flight crew made a "route check" flight to Berlin on a C-54. For the first load on the YC-97A it was decided that a half load of 20,000 pounds would be carried. No difficulties were encountered, reversing was utilized on all four engines, and brakes were used to a minimum extent. A return load of 4000 pounds was carried mainly for weight and balance purposes. The period from the 4th through the 9th of May was utilized completely by a total of eight (8) trips and all except the initial trip with a 40,000 pound payload. Difficulties encountered were mainly with the loading personnel and it was easily seen that an upper forward loading door and wider opening rear doors would greatly facilitate this type of operation. Maintenance difficulties were

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slight with the exception of the cowling which was coming apart on almost every flight. During this period the undersigned was informed by Colonel DaVania's office that in order to comply with General Tunner's directive for an extended service test, two more crews would be checked out. The undersigned asked for a written order on this checkout, stating that his command had given him no authority as an instructor pilot. This request was complied with and the aircraft was used for transition for a period of about one hour at that time. Ever since the first flight into Berlin a progressive deterioration of the propeller deicer boots had become evident. At this time it was deemed advisable to remove the boots. No Tech Orders or AMC approval could be obtained to waive the prop balancing required by the removal, so the aircraft was flown to Erding Air Depot where the boots were removed and the propellars balanced. Upon return to Rhein-Main approximately eleven hours remained on the aircraft prior to the 200 hour aircraft inspection. The second transition flight was completed and both the Task Force pilots, Capt. Norman Robinson and Capt. Charles Morgan, completed the necessary empty landings and take-offs. During this second transition flight the gear failed to come up once and required two extensions on another instance. Both discrepancies were noted and the entire control and power circuit was checked and found OK. After running the time on the aircraft up to the 200 hour mark, the project officer and the engineering officer decided, against all advice of the crew and the Technical Representatives, to take the aircraft to Burtonwood Air Depot so that a retraction test could be performed. At this time to further add to the confusion three more field grade assistant Project Officers were assigned. Against all advice the aircraft was flown to Burtonwood, where it was washed and a retraction test performed. A total of approximately 45 hours was spent at Burtonwood without completing the 200 hour inspection. After the flight returned to Rhein-Main on the 17th of May the 200 hour inspection still had to be completed. On this inspection a rocker box cover on #1 cylinder of "A" bank on number one engine was removed because of a leaky gasket. Upon removal the bearing in the rocker arm was found to be badly worn. The rocker arm was replaced. Mr. Whalen was questioned concerning this failure. He stated that the failure was uncommon and did not feel that further inspection was necessary. All other discrepancies were cleared up and the airplane was run up about two hours before dark. An excessive magneto drop (100-120) showed on number two engine. This was traced, supposedly, to the fact that some of the new plugs installed hadn't been bomb tested. The faulty plugs were replaced and the following morning with the ceiling 1000 feet and the visibility 3 miles a test hop was ordered to be flown against the crew's verbal protest. It was impossible to complete a test hop correctly because of the weather and duration of the test was fifteen minutes. At 0855Z on the 20th of May 1949 the extended test was started. During the first twenty-four hour period a total of five trips with a gross payload of one-hundred tons were airlifted. Approximately six hours of the twenty-four

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hour period was spent loading, a figure which could have been materially reduced. The extended operation continued with the necessary delays for inspections until the evening of the 24th of May when the aircraft made a forced landing at Gatow, a Royal Air Force Base in Berlin, due to engine failure on number one and two engines.

7. With considerable hindsight it is now possible to trace the progressive failure of the engines. During the first twenty-five hours of operation on the lift #2 engine had an increasing magneto drop which was attributed to "leading" of the plugs. During the last of the transition period and prior to the 200 hour inspection while the undersigned was checking Capt. Morgan on loaded take-off, a back-firing on #2 engine during take-off was detected. All this was attributed to the excessively extended periods of ground run while awaiting traffic clearance. As previously mentioned the test hop after the 200 hour inspection was delayed because of a magneto drop and all of the non-tested plugs were changed. The aircraft was then accepted with still a magneto drop but within limits. Another factor possibly having some bearing on the engine performance was the repeated minor malfunctions of the ADI system. All four pressure switches were bench reset to cut in at 52" Hg, so that we could utilize the ADI with 100/130 fuel. The system still wasn't completely reliable with #1 ADI cutting in and out. Maintenance was being pushed by operations and the system was never completely satisfactory. Another malfunction which occurred, but it also believed to have no bearing on the failure, was a runaway turbo. With T/Sgt Donahue as engineer the following occurred: Engine runup was complete and ready for take-off (turbo off as per T.O.) the throttles were opened for take-off and #1 manifold pressure went to about 75 to 80 inches. The power was immediately cut and the aircraft was returned to the line. No excessive RPM was noted. The inspection revealed no intake failure and visual inspection indicated no other failure. The turbo amplifier fuse was removed and the engine runup and found OK. The lift was continued with the fuse removed. At various times the crews commented on what seemed to be excessively slow take-offs and inability to get climbing speed but this was blamed on the warm weather and possibly "pilot talk".

8. The May 24th flight was made with Capt. Norman Robinson as aircraft commander, Lt. Nunes as pilot and T/Sgt Hargraves as engineer. Take-off was sub-normal, climb OK. Cruising about forty minutes out of Rhein-Main a back-fire was heard on number one engine. The mixture was placed in auto rich and the flight continued. Heavy rainshowers were being encountered and the possibility of flooding was not overlooked. Approximately ten minutes later #2

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back-fired very violently, power was reduced and all measures to control it were taken. Severe vibration and complete power loss necessitated feathering. Emergency procedures for the route were accomplished and descent to the emergency altitude of 4500 feet was started. About this time #1 started back-firing and the same procedures were gone through. This time it was found that the engine could be kept operating, although back-firing intermittently, at a maximum of 20" Hg. and 2400 RPM. 51" Hg. and 2550 were being used on #3 and #4, (3" in excess of recommended continuous power for 100/130 fuel) and altitude could not be maintained. Gross weight was calculated to be 131,000 with a 40,000 payload. A decision was made to salvo as much cargo as possible. The airspeed was reduced and the slavo started. Cargo and equipment in the amount of 210 boxes of food at 55 pounds each and miscellaneous tools and equipment, were dropped by the co-pilot and two maintenance men. The total weight lost in ten minutes was 11,500 pounds. Altitude was still not being maintained but Gunpost (Radar) had steered the aircraft to within sight of Gatow, a Royal Air Force base on the outskirts of Berlin. The crew completed the check list and were cleared to land east on PSP (Pierced Steel Plank) runway. This runway has a 1500 foot overrun of asphalt at both ends. Due to the unbalanced power a faster than normal approach was made. Touchdown was made about one half way down the runway. As soon as brakes were applied, a rippling of the runway was encountered so the brakes released and the outboard engines were reversed (#1 still semi-operative). Reversal resulted in a slight slowing down but also in a swerving to the right. Props were returned to normal and cautious application of brakes again started. Upon reaching the asphalt overrun considerable speed was still evident, the wheels were locked and all four tires blew out. The aircraft skidded on the rims and came to a halt ninety paces from the end of the runway and thirty degrees off the runway heading. The engines were cut and immediate inspection of the aircraft indicated that the damage (landing) was confined to (flying rubber as cause) the nacelle doors on the right side, the right nacelle and a bent stringer in the flap track airfoil. One rock hole was also found in the flaps. Considerable difficulties were encountered in removing the aircraft from the runway since it was an RAF field and no USAF equipment was available.

9. An aircraft with the Project Officers and Boeing Representatives departed Rhein-Main with two mounted tires, tow bar and other special tools as soon as the condition of the aircraft could be ascertained. Approximately ten hours had passed before the runway was reopened. Early the following day the SAC crew was able to get to Gatow and by late that evening four new wheels had been mounted, all the nacelle doors taken to Rhein-Main for repair and the airplane ready for run-up. Run-up was decided as a logical course since Task Force seemed obsessed by the idea that carburetor

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ice, water in the gas or poor fuel caused the engine malfunction. All four engines started normally and preflighted, neither #1 or #2 could be run over 26" Hg. without back-firing. All seven plug banks were checked and noted. Number 3 and 4 engines were also run-up and #4 was found to have a 100 magneto drop. The aircraft was taxiied to the hangar side of the field where immediate checks were made to localize the trouble. Number 2 engine was slected as a check engine and the following items were replaced and the engine run after each replacement; harness on #1 bank, magneto on #2 bank, neither of which improved performance. Prior to these steps the sumps had been checked for possibility of engine internal failure. The trouble was now defined as being either carburetion or vales. Since the valves would be the easiest to replace and inspect, they were checked first. This was found to be the trouble. A-1 rocker arm was found to have no bearing at all, with no evidence of having received any oil for some time. Further checks on the rocker arms revealed the same difficulty in an inverse ratio to A-1 on all the top cylinders not protected by crossover tubes. This process of elimination consumed a working period of two complete days. It was decided that the engines would have to be replaced and after checking #3 and #4 engines it was deemed advisable to change them also. Rather than order four new engines and keep our spare for future use, three engines were requisitioned by USAFE on the 30th of May. An exchange of TWX's with AMC revealed that the information we had from Pratt and Whitney concerning a modification to the oil metering screw was not yet AMC approved and such information had not reached USAFE. The power package we had available at Rhein-Main was airlifted by C-82 to Gatow, and in General Tunner's presence, put on the aircraft in two hours elapsed time. The period between the 30th of May and the 12th of June was utilized by the maintenance personnel in completing a 100 hour inspection, overhaul of the APU and correction of various aircraft gigs. The three new engines arrived at Rhein-Main by Military Air Transport Service C-74 on the 12th of June (a two week period for shipment) and twenty-four hours were lost because of a malfunction of the C-74 loading system. The engines were flown to Gatow late in the afternoon of the 14th of June. Since the oil inlet screw modification had not been completed at SAAMA, work was started removing the top four cylinders in completion of this modification with three men at a time working on each engine, twenty-four hours a day. After completion of the modification on the 15th of June, engine removal at the ring mounts was started. Inspection of the accessories revealed failure of three engine driven generators. Completion of the three engine changes was accomplished and first run-up made on all four on the 20th of June, seven days after the arrival of the engines. Considerable delay was encountered due to the unavailability of parts, some gaskets were locally manufactured and particularly because of transportation and the use of heavy equipment which had to be brought from Templehof, some sixteen miles distant. During the engine

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changes a total of twenty-seven men were utilized eight hours a day. M/Sgt DeGarmo was recalled to the Zone of the Interior on the 16th of June leaving the maintenance crew without a completely qualified crew chief. Boeing representatives were utilized to the maximum. The Pratt and Whitney representative, not being able to get along as well with the men, wisely remained away from the work scene. All during this period supplies and tools were flown from Rhein-Main to Gatow, and Lt. Moss, the engineering officer, was asked by the undersigned to keep the special tools together, as it was obvious that a great many were missing. The aircraft was test flown enroute to Templehof (for a flight duration of one hour) on the 22nd of June and the retraction test and remaining sheet metal work was completed there. The B-29 nacelle doors were fitted and okayed and the aircraft released for flight. The aircraft departed Templehof for Rhein-Main about 1400 Local and had trouble on the return trip with #2 engine back-firing, after being placed in Auto Rich it smoothed out. In making a descent (instrument approach) severe back-firing and vibration occurred. The engine was feathered and a normal three engine landing was made. The engine was inspected and a spark plug from cylinder B-4 was found to be out of the cylinder and dangling from the harness. This was repaired but it was decided to test fly and determine if that was the only trouble. Take-off was normal and climb to five thousand feet started. Number one engine back-fired at 4000 feet and the airplane was leveled off and flown for thirty minutes auto rich then in auto lean with no further backfires. Flight was performed at ten and fifteen thousand feet to further check the induction and carburetion systems. No further troubles occurred. Previous to the test flight all the defective (original equipment) generators had been removed and replaced the R-1, Jack and Heintz generators. These generators supply 300 amperes at a cut-in speed of 1460 RPM. A question of suitability for this aircraft arose because of the absolute necessity of reversal at Templehof. the undersigned was directed to report to Task Force Headquarters, where he was questioned by Colonel A. Reed, A-4 and General Alexander, Chief of Staff as to the advisability of using the R-1 generator, and it seemed that they were attempting to fix the responsibility for the decision on the undersigned. The staff was told that since interchangeability list did not so designate these generators he would need direct orders or authority from AMC, prior to a loaded landing at Templehof. The first landing of the test flight was made with full reversing to check the generators. Major Dern, the project officer who was observing the flight, stated that he felt another landing and reversal would give us enough information and complete the test hop. On this take-off #1 engine back-fired severly at full power, take-off was refused and the airplane returned for maintenance. All plugs were checked and changed, all magnetos retimed, the pickled used carburetor off a failed engine was placed on the engine, and all the cylinder compression checked and all found to be badly off.

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The engine was run up, test flown and accepted as satisfactory on the 30th of June. Operation was again put on a 24 hour a day basis. Four trips were flown between the evening of the 30th of June and the morning of the 2nd of July when a 25 hour inspection came due. One eight hour delay in the operation occurred due to an ADI pump failure. The inspection revealed no major discrepancies save a failed generator on #4 engine caused by a loosening of the terminals and a burnt out #2 tubo amplifier. Subsequent to the twenty-five hour inspection five trips for a total of one-hundred tons were flown between 1800 of July 2nd and 1600 of July 3rd. On the fifth trip, while in the traffic pattern at Templehof, puffs of smoke from the cowl flap gaps and the instruments were checked with no discrepancies noted. As soon as the aircraft touched down oil was seen to pour over the exhaust shroud. Five gallons of oil was lost and a swiftly falling cylinder head temperature on #3 engine was the only engine instrument indication at this time. While off-loading, the engine was inspected, and broken stud bolts were found in the cowling. A-1 cylinder was found to be one to two inches off the crankcase. The airplane was taxiied to the Maintenance Hangar at Templehof where the sumps were drained and screens found to have metal in them. Inspection of the broken stud bolts indicated that improper torqueing of the hold down bolts caused the failure. The airplane was left with a guard and the entire crew returned to Rhein-Main by C-54. It was again requested that when ordering the engine, two engines be requisitioned so that a spare could be made available. One engine arrived seven days after the failure, on the 10th of July. It was immediately flown to Templehof and three shifts were put to work, modifying the engine and building it up. The "run-in" was completed by 2000 on the 11th of July and found satisfactory. The extended ground run brought to light severe hydraulic leaks in the rudder boost system. This was repaired by reinstallation of an O-ring seal but darkness had set in and test flight was postponed till the following morning. The airplane was test flown enroute to Rhein-Main. No further serious troubles occurred, a slight oil leak and failure of the ADI system being the only write-ups. Inspection of the ADI system revealed that in resetting the pressure switches at Templehof, the instrument man had failed to reduce the pressure to absolute and as a result the switches were set to cut in at 29.92" plus 52" Hg. Since facilities were not available to again reset them, the switches were removed and the ADI controlled exclusively by the pump switch. Operation was again resumed, three flights, two by Capt. Robinson and one by the undersigned were completed before the aircraft again was AOCP. This time #1 engine oil shut-off valve was replaced. 115/145 grade fuel arrived the 13th of July-74 days after the urgency of the item was explained to all levels of the Task Force Staff. Regular twenty-four hour a day operation was again started and continued with breaks for inspections and maintenance. A transition flight of two hours and a half was flown with Capt. Faison, followed by two loaded trips to

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Berlin when the operation was again halted at 0800 the 19th of July due to the exhaustion of the 115/145 fuel. It was deemed inadvisable to return to the 100/130 fuel because in going from the 100/130 to 115/145 fuel stocks were again replenished on the 22nd of July but in refilling the tanks severe fuel leaks were discovered and a fifty hour delay onsued while the fuel interconnect gaskets were replaced. A TWX from AMC confirmed our belief that a different shrinkage index in the two fuels was the cause of these leaks. At this time the aircraft was due for a 300 hour inspection, supply "due outs" were received for all the replacement parts, so the inspection was completed and the forms "red dashed" pending the parts. Flights were again started and continued on normal schedule until the 100 hour engine inspection was due on the 25th of July. At this time a front booster pump on #4 tank was out and not available. The inspection proceeded and was completed on the 27th of July. The three flight crews were summoned to Airlift Task Force Headquarters where a TWX from the Secretary of the Air Force, requesting flight crew comment on the YC-97A performance on the lift, was read. A transcribed discussion was led by General Alexander and the information therein condensed for use as crew commentary on the aircraft. Subsequent to the performance discussion further service test was discussed and General Alexander agreed that make-shift generators, overdue replacement parts, and a burnt out booster pump made further test impractical and the test was ordered complete. The next day, the 27th of July, orders from Task Force came through grounding the airplane until either parts for the 300 hour inspection (already 44 hours overdue) or AMC approval for further flight came through. The 100 hour inspection was complete and test hop was necessary but permission to test fly could not be obtained. All Form 1 write-ups were cleared, the airplane washed and cleaned and the make up of a return load was accomplished during this period. Mr. Whalen, the Pratt and Whitney Representative, reappeared on the 30th of July with a TWX from AMC authorizing him to install a new idler gear in the oil pump, new type oil screens and bypass valves. This modification was ordered completed by Task Force under the supervision of Mr. Whalen, Final work was completed by the noon of the 31st and the aircraft was preflighted. The following morning Task Force ordered that the oil screens be pulled and the rocker arms checked. This was accomplished by noon of the 1st of August. Mr. Whalen arrived at about 1500 with orders to do the same thing, so the airplane was again run for about thirty minutes, the screens and rocker arms checked in his presence. On the same day the undersigned made an attempt to clarify the situation by an interview with Colonel Bogue, the new 61st Troop Carrier Commanding Officer. Mr. Whalen and Lt. Moss were present. The object of the discussion was to discover why they were holding the airplane. It was discovered that though no vouchered AOCP requisitions were evident, USAFE had the

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aircraft AOCP for generators-- which we had been without since the 30th of June, a period of thirty days - while Combined Airlift Task Force had the aircraft AOCP for parts due for replacement on the 300 hour inspection which was already 44:00 hours overdue. It was finally decided to again submit AOCP requisition for all the subject items. This was accomplished at 1500 on the 1st of August. The aircraft, in flyable condition but AOCP by two command directives, was kept in this peculiar status until 1200 on the 9th of August when release was given. No questions were asked and the aircraft proceeded to its home station via Lagens and Bermuda. A turn around was made on the departure from Lagens due to back-firing. New plugs were installed and new carburetor placed on #2 position. The balance of the flight was routine, the flight reaching El Paso on the 13th of August.

RICHARD F. HELLER JR.
1st Lt., USAF
15089A

A TRUE COPY
John E. Hall.
JOHN E. HALL
Major, USAF
Adjutant General

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HEADQUARTERS
4003D BASE SERVICE SQUADRON
Kearney Air Force Base
Kearney, Nebraska

AUG 23 1949

S1P 314.7

SUBJECT: Monthly Unit Historical Report, RCS SAF-AC-U1

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

1. The following is a history report of the 4003d Base Service Squadron at Kearney Air Force Base, Kearney, Nebraska, consolidated to include period 19 March through 31 July 1949.

a. Major William M. Thompson, AO427050, assumed command of the 4003d Base Service Squadron on 19 March 1949.

b. Major Richard W. Elliott, AO406933, Executive and Surveying Officer.

2. The 4003d Base Service Squadron was activated at Kearney Air Force Base for the purpose of deactivating Kearney Air Force Base.

3. The 4003d Base Service Squadron receives all disposition instructions from the Commanding General, Eighth Air Force.

4. Strength report:

a. Military:
Two (2) officers on DS at this station (Commanding Officer and Executive Officer) and five officers assigned as of 31 July 1949.

b. Civilian:
Fifty-two (52) as of 31 July 1949. The civilian personnel program was set up in three phases: Phase I; Phase II comprised of 140 civilians; and Phase III comprised of 52 civilians. Phase III was in effect as of 31 July 1949.

5. Supply activities:

a. Over 6,000 tons of equipment were shipped or transported by air from Kearney Air Force Base since 20 March 1949. The majority of this equipment going to Chatham Air Force Base and a great deal going to Offutt Air Force Base.

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b. Since the 4003d Base Service Squadron began deactivation operation at Kearney Air Force Base, two accounts have been cleared by a final audit and approximately 86% of all supplies have been shipped. The approximate percentage of outgoing shipments for each of the accounts of USAF 403 and SPC 1376 is indicated below:

ACCOUNT	PERCENT SHIPPED
Ordnance	90%
Quartermaster	75%
AF	80%
Chemical	90%
Troop Engineers	50%
R&U	90%
Signal	85%
Medical (final audit conducted 2 Jun 49)	100%
Surplus Property (final audit 3 Jun 49)	100%
Commissary	100%

6. Air Installations Section:

a. On 1 July 49 the strength of the Air Installations section was returned to one officer, fifteen graded positions including twelve (12) Firefighters, and fourteen (14) ungraded positions.

b. Forms No. 337 were prepared and submitted requesting disposal of about three-fourths of the 40 type buildings on the base.

c. Inventory of installed property was made on about 85% of the buildings on the base.

d. All memorandum receipt property except that required for minimum operations turned in.

e. Real property cards have been reviewed and numerous corrections were made to bring cards up to date.

f. Approximately 1 July 1949 a belt 300 feet wide around the perimeter of the base was sprayed with a mixture of chlorinated camphene to eradicate grasshoppers.

g. Routine maintenance work is being carried on.

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Subject: Monthly Unit Historical Report, RCS SAF-AC-U1

h. All refrigeration equipment on the base has been removed and dropped from installed property records.

i. The members of the Fire Department double as Guards and Watchmen. There were no fires up to 28 July 1949.

j. A number of buildings have been turned over on Memorandum Receipt to the Kearney Air Port Corporation.

Richard W. Elliott

RICHARD W. ELLIOTT
Major, USAF
Commanding

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EIGHTH AIR FORCE

HISTORY

1 September - 31 December 1949

Prepared by Historical Section,
Adjutant General's Office, Headquarters Eighth Air Force,
Fort Worth, Texas

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CHRONOLOGY

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8 Sept 49	Electronics Conference - Dayton	71
10 Sept 49	First Mission, "Operation Lookout"	143
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CHAPTER I

MISSION

The Eighth Air Force, commanded by Major General Roger M. Ramey, is one of three numbered air forces assigned to Strategic Air Command (SAC). Headquarters for this air force is located at Carswell Air Force Base, Fort Worth, Texas, while the tactical and service organizations assigned to the command are based in six states, most of them in the Southwest. The striking force of the Eighth is composed of two heavy bombardment groups, four medium bombardment groups and one fighter group. Aircraft employed by these groups include B-36's for heavy units, B-29's and B-50's for the medium units and F-82's in the lone fighter unit. During the closing months of 1949, the fighter group initiated a training program designed to prepare the organization for receipt of Jet type aircraft.

As an equal partner of the Army and Navy in the National Military Establishment, the Air Force has three major responsibilities, namely, air defense of the United States, strategic air warfare and tactical support of land and sea operations. It is with the second of these major responsibilities that SAC units are concerned, as is evidenced by the mission of this air force:

> "Man, train, and equip assigned combat and service units for the primary purpose of conducting strategic air warfare with either atomic or conventional weapons.

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Be prepared to perform those tasks assigned in the current emergency plans and related operations orders.

Participate in the Reserve Training Program to the maximum extent by training and administering assigned Reserve personnel and units.

Be prepared to participate in disaster relief and other domestic emergencies.

Perform such other special missions as the Commanding General, Strategic Air Command, may assign." 1/

The above mission was published and assigned on 15 September 1949, and attention is invited to the fact that this mission does not contain some of the provisions included in the mission effective during the period 10 January 1947 through 14 September 1949. Reference is made to that portion of the old mission which states in part - "reconnaissance, photographic mapping, sea search, anti-submarine patrol." Since in actual practice and training operations this command has concentrated on the primary mission of preparing for long range offensive bombardment, General Ramey wrote General LeMay on 16 September 1949, suggesting that the part of the mission quoted above be deleted. 2/ He pointed out that the Eighth Air Force might be called upon to perform some of these requirements in case of an emergency in some future conflict, but he did not feel that they should be included in the mission

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1/ Regulation No. 23-1, SAC, Subj, "Mission - Eighth Air Force," 15 Sept 49. See exhibit #1.

2/ Ltr, Gen R. M. Ramey to CG, SAC, Subj "Mission of the Eighth Air Force," 16 Sept 49. See exhibit #2.

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of this command. It should be noted that this letter was written prior to receipt of the new mission and that the mission is in line with General Ramey's suggestions.

Although the mission change resulted in no actual change in the training activities of the command, new mission assignments for tactical units were prepared and published on 13 October 1949. 3/ Except for B-36 units, the primary mission of the Eighth Air Force bombardment groups is identical. In the heavy units no provision is made for air-to-air refueling training. The secondary mission of all tactical units is the same except in the case of the 97th Bombardment Wing. That organization is responsible for administrative control and logistical support of the 1st and 2d Strategic Support Squadrons.

3/ a. Reg No. 24-1, 8AF, "Mission - 7th Bombardment Wing," 13 Oct 49, See exhibit #3.
b. Reg No. 24-2, 8AF, "Mission - 97th Bombardment Wing," 13 Oct 49. See exhibit #4.
c. Reg No. 24-3, 8AF, "Mission - 509th Bombardment Wing," 13 Oct 49. See exhibit #5.
d. Reg No. 24-4, 8AF, "Mission - 43d Bombardment Wing," 13 Oct 49. See exhibit #6.
e. Reg No. 24-5, 8AF, "Mission - 2d Bombardment Wing," 13 Oct 49. See exhibit #7.
f. Reg No. 24-6, 8AF, "Mission - 27th Fighter Wing," 13 Oct 49. See exhibit #8.

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CHAPTER II

ORGANIZATION AND ADMINISTRATION

During the closing months of 1949 there were a number of changes in the component units of this command. These changes included activation of two WAF Squadrons, deactivation of one base service squadron, deactivation of assembly stations and separation points, announcement of changes in command of several units, announcement of plans to move the 2d Bombardment Wing from Chatham to Hunter AF Base, and reorganization of the 27th Fighter Wing. These and other changes will be discussed in the following pages.

Activation of the 4006th and 4007th WAF Squadrons

For several months there have been recurring rumors and reports that WAF Squadrons were to be assigned to several of the wing bases of this command, however it was not until September of this year that any concrete progress was made toward actually providing these organizations. Indications are that within the next few months a number of stations will have such squadrons, however at the end of the calendar year, the only stations actually assigned WAF Squadrons were Walker and Davis-Monthan AF Bases.

On 23 August 1949, SAC advised this headquarters that a request to USAF for additional non-T/O&E spaces to provide for the administrative overhead incident to organization of WAF Squadrons had been denied. In view of this situation

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stations desiring organization of WAF Squadrons were required to provide the necessary spaces from their current authorizations. The following statement from the SAC letter covers this point: "It is desired to organize WAF Squadrons as expeditiously as possible in order to reassign the number of WAF's who are now available for reassignment within this command. Therefore, it is necessary that the SSN's of the one officer and three airmen spaces to be deleted from each of the stations of your command at which you desire to establish WAF Squadrons be furnished this headquarters not later than 29 August 1949." 1/ The letter went on to say that tentatively WAF Squadrons would be organized at the following stations: Walker, Fairfield-Suisun, March, and Davis-Monthan AF Bases.

In a first indorsement dated 26 August 1949, Headquarters Eighth Air Force, notified SAC that the required number of spaces for overhead personnel were to be deleted from authorizations at Walker and Davis-Monthan AF Bases. Facilities were available at both stations for immediate assignment of from 40 to 50 WAF personnel. Requirements for other units within the command were listed as follows:

Chatham AF Base - Desires assignment of 50 WAF personnel after 1 October 1949.

1/ Ltr, Hq SAC to CG, 8AF, Subj "Authorization of Spaces for WAF Overhead Personnel," 23 Aug 49, File SAC 320.

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Carswell AF Base - Desires assignment of WAF personnel, but lack of adequate housing precludes assignment in near future.

Biggs AF Base - Desires 50 to 70 WAF personnel after 1 January 1950.

Bergstrom AF Base - Does not desire assignment of WAF's. 2/

Paragraph 6, AFR 35-44, provides for WAF Squadrons to be organized and established as non-T/O&E Administrative Headquarters, charged with supervising WAF enlisted personnel assigned to other units of the base. Personnel of the Administrative Headquarters will be assigned directly to the WAF Squadron. All other enlisted WAF personnel at the installation will be attached to the WAF Squadron for housing, supply, discipline and well-being.

Formal designation and organization of the 4006th WAF Squadron, Walker AF Base, Roswell, New Mexico, was provided for in SAC, General Order No. 55, 6 September 1949. Effective date for organizing the unit was 7 September 1949. 3/ The one officer and three enlisted personnel required in the Administrative Headquarters of the Squadron were covered in non-T/O Personnel

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2/ 1st Ind, Hq 8AF to Hq SAC, 26 Aug 49, to Ltr, Hq SAC to CG, 8AF, Subj "Authorization of Spaces for WAF Overhead Personnel," 23 Aug 49, File PLD 320.

3/ Gen Order No. 55, SAC, 6 Sept 49. See exhibit #9.

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Authorization Voucher, No. 4006-1, 15 September 1949. This authorization was for one Captain, one Master Sergeant, one Staff Sergeant, and one Corporal.

The second of these squadrons was activated at Davis-Monthan AF Base, Tucson, Arizona, on 1 October 1949. This was the 4007th WAF Squadron, and formal organization of the unit was authorized by a SAC order dated 12 September 1949. 4/ The first commanding officer of the squadron was First Lieutenant Margaret H. Coe. The unit was assigned to the 43d Air Base Group.

Discontinuance of 4003d Base Service Squadron

In an earlier history of this command reference was made to the organization and activation of the 4003d Base Service Squadron at Kearney AF Base, Kearney, Nebraska. Activation of this squadron was necessary to handle the deactivation of Kearney AF Base following the movement of the 27th Fighter from that station to Bergstrom AF Base, Austin, Texas. The squadron was organized effective 1 March 1949, with Major W. M. Thompson as commanding officer. 5/ The deactivation of the station was to be accomplished in three stages as follows:

Phase I - From activation of squadron to 31 March, seven

4/ Gen Ord No. 56, SAC, 12 Sept 49. See exhibit #10.

5/ Gen Ord No. 10, SAC, 28 Feb 49.

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officers and 185 civilian employees; Phase II - 1 April to 30 June, six officers and 140 civilian employees; and Phase III - 1 July until station officially closed, four officers and 52 civilian employees.

In general the deactivation of Kearney AF Base followed the schedule as outlined. The station was placed on the inactive list on 1 April 1949 and early in October the station appeared on a list of surplus USAF stations. 6/ Subsequant reports indicate that the station was to be turned over to the City of Kearney, following it's deactivation by the Air Force, and consequently buildings at the installation were turned to the local community as quickly as they were vacated. 7/ Early in December 1949, Major F. J. Sogaard, Directorate of Materiel, Headquarters Eighth Air Force, made a staff visit to Kearney to check on progress toward deactivation, and he reported that out shipment of supplies had been completed. The consolidated stock record account was audited on 2 December and everything was found in order. Stock Record cards were prepared for shipment to the Records Disposition Center, St. Louis, and the remaining nine civilian employees had been given their termination notices effective 9 December 1949. All remaining aircraft fuel was shipped to Offutt AF Base,

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6/ Ltr, Hq SAC to CG, 8AF, Subj "Reduction of Maintenance and Repair Work at Certain Air Force Bases," 7 Oct 49.

7/ Report of Staff Visit, Dir of Mat to CG, 8AF, 25 July 49.

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and the last two vehicles at the station were picked up by SAC drivers on 8 December 1949. All commands were notified that Air Force personnel had departed Kearney AF Base and the account was closed on 9 December 1949. 8/ The 4003d Base Service Squadron was officially discontinued effective 1 January 1950. 9/

Clovis AF Base Remains on Stand By Status

As indicated in the preceding history, Clovis AF Base, Clovis, New Mexico, was also carried on the list of surplus Air Force stations, and late in September of this year representatives of Strategic Air Command, Eighth Air Force, the City of Clovis, and personnel from the Albuquerque Office of the United States Corps of Engineers, met at Clovis to formulate an agreement granting temporary right-of-entry to the base to the City of Clovis. At that time it was thought the base would be leased to the City of Clovis and consequently it was agreed that right-of-entry would be effective 30 September, and formal leases would be prepared by the Corps of Engineers. 10/ Subsequent to this meeting it was learned that Headquarters USAF had advised the Chief of Engineers to withhold action on drawing leases on Clovis AF Base. 11/

8/ Report of Staff Visit, Major F. J. Sogaard, Directorate of Mat, 8AF to CG, 8AF, 6 Dec 49.

9/ Gen Ord No. 77, SAC, 16 Dec 49. See exhibit #11.

10/ Report of Staff Visit, Lt. Wright, Asst AIO, Hq 8AF, to CG, 8AF, dated 3 Oct 49. See exhibit #12.

11/ Report of Staff Visit, Major Rector, AIO, Hq 8AF to CG, 8AF, 7 Nov 49.

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Thus, for the time being at least, Clovis AF Base has been removed from the list of surplus stations and is being maintained on a stand by status. The organization maintaining the station is the 4000th Base Service Squadron, command by Major R. W. Elliott. As of the end of December 1949, the squadron was composed of one officer and sixteen civilian employees.

Discontinuance of Certain Air Force Activities

The last three months of the year saw the discontinuance of all Air Force Assembly Stations, Staging Areas and Separation Points within this command. Effective 1 October 1949, Air Force Assembly Stations at Carswell, Davis-Monthan and Walker AF Bases, were discontinued under the provisions of Section III, General Order No. 56, Strategic Air Command. 12/ The next activity to be discontinued was the Air Force Staging Areas. This order was effective on 14 November, and stations affected were Carswell, Davis-Monthan and Walker. 13/ Air Force Separation Points were discontinued effective 16 December 1949, and Eighth Air Force stations concerned were Bergstrom, Biggs, Carswell, Davis-Monthan, and Walker. 14/

12/ Gen Ord No. 56, SAC, 12 Sept 49. See exhibit #10.

13/ a. Gen Ord No. 69, SAC, 10 Nov 49. See exhibit #13.
b. Gen Ord No. 73, SAC, 28 Nov 49. See exhibit #14.

14/ Gen Ord No. 73, SAC, 28 Nov 49. See exhibit #14.

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Discontinuance of Lead Crew Training Squadron (Provisional)

On 10 May 1949, Headquarters Eighth Air Force issued a General Order providing for the organization of a Lead Crew Training Squadron, Bombardment Medium (Provisional), at Walker AF Base, Roswell, New Mexico. The mission of this unit was to provide specialized training for selected lead crews from the medium bombardment groups of the Eighth and Fifteenth Air Forces. During the relatively brief period this squadron was active, three Lead Crew Classes were taught with approximately 18 crews assigned to each class. Classes were of approximately five weeks duration with the first two classes conducted at Walker AF Base and the last class moved to Davis-Monthan AF Base. The last class was completed on 30 September 1949, and training activities of the squadron ceased as of that date. Official discontinuance of the unit was ordered in an Eighth Air Force directive dated 17 November 1949. 15/

Movement of Strategic Support Squadrons Still Pending

Due to the crowded conditions existing at Biggs AF Base, El Paso, Texas, serious consideration is being given to the possibility of moving the Strategic Support Squadrons from that installation. In the preceding history it was stated that the Fifteenth Air Force had requested that the 2d Strategic Support Squadron be assigned to that command. At that time this headquarters was queried by SAC regarding the transfer of the

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15/ Gen Order No. 19, 8AF, 17 Nov 49. See exhibit #15.

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squadron and it was recommended that the unit not be transferred from the command. No action was taken on the matter during the first quarter of Fiscal Year 1950, however in December it was learned that present plans call for the transfer of the squadron to the Fifteenth Air Force, with the unit to be based at March AF Base, California. Possible movement of the 1st Strategic Support Squadron to some other Eighth Air Force base will be a matter to be decided by this headquarters. Consideration is being given to the possibility of moving the unit to Davis-Monthan AF Base. 16/ Such a move would be timed to take place after movement of the 2d Air Refueling Squadron, presently attached to the 43d Wing at Davis-Monthan, to the base occupied by it's parent organization, the 2d Bombardment Wing. Officials of the 43d Wing were queried on movement of the 1st Strategic Support Squadron to Davis-Monthan AF Base, and the base commander, Colonel James C. Selser, advised this headquarters that his station could accomodate the organization. 17/

In passing, it should be noted that responsible officials of this command continued to voice opposition to the proposal to split the 1st and 2d Strategic Support Squadrons between

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16/ Secret, Report of Staff Visit, Dir of Plans, 8AF to CG, 8AF, 14 Dec 49.

17/ a. Secret, Ltr, Dir of Plans, 8AF to CO, 43d Wg, Subj "First Strategic Support Squadron," 16 Dec 49. File 8AF PLD 322.
b. Secret, Ltr, CO, 43d Wg to CG, 8AF, Subj "First Strategic Support Squadron," 28 Dec 49. File 43W A3 322.

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the Eighth and Fifteenth Air Forces. The chief argument for retaining the present set-up with both squadrons assigned to the same base and the same command, is that it affords greater efficiency of operation from the standpoint of personnel, equipment and accomplishment of primary mission. 18/

2d Wing To Move To Hunter AF Base

One of the most important developments of the year concerning a unit of this command was the announcement on 23 November 1949, that the 2d Bombardment Wing, presently stationed at Chatham AF Base, would move to Hunter AF Base sometime during the first half of 1950. The announcement by Colonel Frederic E. Glantzberg, commanding officer of the wing, was made after a series of conferences between representatives of the Air Force and officials of the City of Savannah, Georgia. Although a comparative survey of the two stations, both located at Savannah, had been made and there had been considerable speculation prior to the announcement, the news of the move was still met with considerable surprise by wing personnel as well as the population of Savannah. Persons directly affected, such as families and businesses occupying buildings at Hunter, commercial airlines and National Guard units also located on the field, opposed the transfer, while the average citizen

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18/ Secret, Ltr, CO, 1st SSS to CG, 97th Wg, Subj "Consolidation of Strategic Support Squadrons," 19 Dec 49; 1st Ind, CG, 97th WG to CG, 8AF, 19 Dec 49; and 2d Ind, CG, 8AF to CG, SAC, 23 Dec 49, File 8AF 322. See exhibit #16.

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wondered at the necessity of the move and why that field had not been chosen originally as the home of the 2d Bombardment Wing. To present an explanation of the necessity for the move, Colonel Glantzberg held a press conference on 30 November 1949, at which time he explained the attitude of the Air Force. While both bases were inadequate in their present condition, Hunter offered greater opportunity for future development and expansion. Colonel Glantzberg went on to explain that when Chatham AF Base was reactivated early in 1949, the Air Force needed an installation immediately capable of sustained operations for a medium bombardment wing. Hunter with 5,000 foot runways did not meet requirements. On the other hand, Chatham had three 7,000 foot runways and this was one of the main factors for reactivating that base. In the meantime, the City of Savannah, operating Hunter as a municipal airport, extended one of the runways to 7,000 feet which will be adequate for B-29 and B-50 operations. Other factors entering into the decision to accept Hunter Field from the City of Savannah as the future home of the 2d Wing are listed in a letter from the commanding officer, 2d Wing to Major General W. F. McKee, Assistant Vice Chief of Staff, USAF. Some of the factors are as follows: Hunter has mobilization type buildings whereas those at Chatham are of the theater of operations type, Hunter has an 800 bed hospital as compared to a 25 bed dispensary at Chatham, fuel storage at Hunter amounts to 600,000 gallons

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while at Chatham the total capacity is only 84,000 gallons. To develop Chatham according to master plan development would require acquisition of a large amount of acreage, possibly as much as 900 acres, while Hunter is of adequate size to master plan a two group station. 19/ Initial notice of acceptance of Hunter Field from the City of Savannah by the Air Force was made in a letter, dated 23 November 1949. 20/

Details for movement of the 2d Wing to Hunter had not been worked out by the end of this reporting period, however tentative plans call for the movement to coincide with TDY of the bombardment group in England during the coming spring. The initial step in preparing for the move was the approval on 20 December 1949, of a request from Colonel Glantzberg to establish a Detachment "A", Headquarters and Headquarters Squadron, 2d Air Base Group, at Hunter Field to be effective 8 February 1950. This detachment will be the advance echelon in movement of the wing from Chatham AF Base to Hunter Field. 21/

19/ Ltr, CO, 2d Wing to Maj Gen W. F. McKee, USAF, 17 Nov 49. See exhibit #17.

20/ Ltr, Maj Gen James B. Newman, Director of Installations, USAF to Mayor O. F. Fulmer, City of Savannah, Savannah, Georgia, 23 Nov 49. See exhibit #18.

21/ Ltr, CO, 2d Wg to CG, 8AF, Subj "Authority to Establish Detachment "A" at Hunter Field," 12 Dec 49 and 1st Ind, CG, 8AF to CO, 43d Wg, 20 Dec 49.

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Hood Airstrip Designated Gray AF Base

On 29 November 1949, Camp Hood Airstrip, Killeen, Texas, was redesignated Gray AF Base in honor of Captain Robert Manning Gray, Killeen, Texas. Captain Gray was born and reared in Killeen, Texas. He entered aviation Cadet Training at Love Field, Texas, in May 1941 and was a B-25 pilot on General Doolittle's raid on Tokyo. Captain Gray was later killed on a mission over the Hump, India. Recommendation that the station be renamed for Captain Gray was made by citizens of Killeen, Texas, in a meeting held on 25 July 1949.

Although the actual change in designation was authorized during the period covered by this history, correspondence regarding the change was spread over several months and in order to complete the entire story, a summary of the official correspondence is being included in this history.

As previously reported, an Eighth Air Force minimum operation station was activated at Camp Hood, Killeen, Texas, on 1 July 1948. This station was designated as Camp Hood Airstrip with the occupying unit being the 4001st Base Service Squadron. Adjacent to this airstrip is another base operated as a liaison base for Camp Hood proper and carries the designation of Killeen Base, Killeen, Texas. The location of the two bases in the same area and their proximity to Camp Hood led to considerable confusion among individuals and organizations not completely familiar with the two stations. On 24 March 1949,

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the Commanding General, Camp Hood, wrote the Commanding Officer, 4001st Base Service Squadron suggesting that action be initiated through proper Air Force channels to have the station designation changed. Prior to this on 14 January 1949, SAC had written USAF requesting that the station be officially designated Hood AF Base. Since no definite action had been taken by higher headquarters on the original request, the letter from the Commanding General, Camp Hood, was forwarded to SAC on 6 April 1949, with an indorsement from Headquarters Eighth Air Force that the airstrip be designated either Hood AF Base or Meehan AF Base, honoring the name of Colonel Arthur W. Meehan, United States Army Air Corps, reported missing on a flight from Australia in November 1942.

On 13 May 1949, Headquarters, USAF, wrote the Commanding General, SAC, requesting recommendations for the redesignation of the Air Force installation located at Camp Hood, Texas. In a first indorsement dated 30 June 1949, SAC advised this headquarters to contact local community organizations at Killeen, Texas, for recommendation on renaming of the subject station. The letter expressly stated that the feeling of the local community should be determined relative to naming the base in honor of Colonel Meehan. This letter was transmitted to the Commanding Officer, 4001st Base Service Squadron, under second indorsement, dated 8 July 1949. Along with this letter and indorsement was a copy of Colonel Meehan's military and

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war record, which showed his place of birth as Woodstock, Illinois. Supplementary information indicated his wife and children now reside at Newburgh, New York. In third indorsement dated 26 July 1949, the Commanding Officer, 4001st Base Service Squadron, advised this headquarters that a meeting of local citizens was held at Killeen, Texas, 25 July 1949, and at that meeting representatives of local community organizations expressed disapproval of the recommendation that the station be named for an out-of-state individual. The suggestion was made that the base be named for Captain Robert Manning Gray, O-403862. In line with this request on the part of the citizens of Killeen, Texas, this headquarters recommended on 4 August 1949, that the station be designated as Gray AF Base. The recommendation was forwarded through channels to Headquarters, USAF, and on 17 November 1949, that headquarters advised SAC of the official redesignation of Camp Hood Air Force Base as Gray Air Force Base, effective 29 November 1949. 22/

Reorganization of the 27th Fighter Wing

In the summer of 1947, the 27th Fighter Wing was reactivated at Kearney AF Base, Nebraska, and was equipped with F-51 aircraft. During the period these aircraft were used the wing operated under a Table of Organization and Equipment designed for a single engine fighter unit. In the spring of 1948,

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22/ Gen Order No. 99, Dept of AF, 29 Nov 49.

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the wing was re-equipped with twin engine F-82 aircraft and with this change came a new T/O&E providing for additional personnel. The increase in personnel was necessitated because of the increase in flight crew requirements of the F-82. During the period covered by this history, the unit again experienced a change in the type of aircraft employed with the conventional F-82 scheduled to be replaced by F-84E Jets. Although only a limited number of transition training Jet aircraft were actually received during the closing months of the year, and the unit continued to operate it's F-82's, organizational changes were necessary in preparing for the change-over to the Jets.

The actual change in T/O&E for the organization was made on 16 December 1949, when the unit designation was changed from 27th Fighter Wing (Twin Engine) to 27th Fighter Wing (Jet). 23/ This change resulted in loss in authorization of approximately 200 personnel. An example of this loss is in the number of pilots required to fly aircraft assigned to each of the three fighter squadrons. Operating with F-82 aircraft each squadron is authorized 55 officers, whereas in F-84E aircraft the number of officers drops to 30. At the same time the number of airmen assigned to each fighter squadron drops from 135 to 114.

23/ Gen Order No. 76, SAC, 2 Dec 49. See exhibit #19.

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Although the change of T/O&E for this unit results in a loss of personnel, the necessary reduction of overages will not be effected until such time as the 27th Wing is equipped with the new aircraft. All assigned personnel are required during the transition period.

At the same time the change in designation of the 27th Fighter Wing was made, the 27th Base Service Squadron was inactivated. This squadron was composed of the negro personnel assigned to the 27th Wing, and with the implementation of the integration program and the transfer of negro personnel to regular units, the service squadron was inactivated effective 16 December 1949. 24/

Organization of Comptroller Office in Wing Headquarters

The organization of Air Force combat wings is provided for in Air Force Regulation 20-15, dated 13 December 1948, however under this directive there was no provision for a wing Comptroller Office as is found in headquarters of higher echelons. Instead of one office combining the functions normally coming under a Comptroller's office, the activities were scattered through the wing headquarters and it's sub-ordinate units. For example, Statistical Services were assigned to wing headquarters, while Finance and Budget and Fiscal were assigned to the Air Base Group Headquarters, with Finance being handled by a Finance Disbursing Unit. Realizing the need for establishment of a Wing Comptrollers Office combining these activities, USAF published amendment to AFR 20-15 on 9 June

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24/ Ibid

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1949. 25/ This regulation provided for the organization of a Comptrollers Office in the wing headquarters. The purpose of the new section was to provide the commander and chiefs of major staff sections with the necessary data to support the accomplishment of command objectives in the most efficient and economical manner within available resources. The office was divided into three sections as follows:

Accounting and Disbursing - This section combines accounting functions formerly performed by budget and fiscal personnel, with the finance disbursing unit.

Management Analysis - This section handles all budgeting functions.

Reporting - This section assumes duties formerly performed by statistical services.

Detailed responsibilities of the three sections referred to above are outlined in greater detail in Air Force Regulation 170-10. 26/ Additional information on implementing the changes necessary to consolidation of Comptroller activities was forwarded to the wings of this command on 27 July 1949. 27/ Several weeks were required for setting up the new staff section in the wings of this command, however unit histories

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25/ Air Force Reg 20-15A, 9 June 1949.

26/ Air Force Reg 170-10, 12 July 49. See exhibit #20.

27/ Ltr, Hq 8AF to CO's all Wing Bases, Subj "Comptroller Activities," 27 July 1949, File 8AF PLD 320. See exhibit #21.

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indicate the change was effected with a minimum of confusion. One of the last actions necessary to complete the change was inactivation of the Finance Disbursing Units in all wings of this air force. 28/

Suggested Changes in Mobility Plan Manning

During the past year several references have been made in the command history to the SAC Mobility Plan. The provisions of the plan are outlined in SAC Manual 67-50-1, September 1949. During October 1949, officials of the 2d Bombardment Group, made a detailed study of the plan and came up with several recommendations pertaining to the manning phase of the plan. This organization indicated that both the "900" and "1300" plans contained serious deficiencies in manning. Of particular note was the allotment of one sergeant major and one clerk typist to perform the administrative functions for 900 men at group level as compared to the allotment of five administrative specialists for the Medical Group to perform similar functions for only 34 men. Personnel strength for the Operations and Intelligence Staff and Supply and Maintenance Staff were considered inadequate. Recommendations concerning the two manning plans were submitted by the group and the recommendations also contained a suggested chart on minimum manning requirements for a Group Headquarters Staff. 29/

28/ Gen Order No. 62, SAC, 13 Oct 49. See exhibit #22.

29/ Ltr, CO, 2d Bomb Gp to CO, 2d Bomb Wg, Subj "Manning of Combat Echelon," 25 Oct 49. See exhibit #23.

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Recommendations for Changes in AFR 20-15

As already indicated, organization of combat wings is provided for in Air Force Regulation 20-15, 13 December 1948. On 4 August 1949, Headquarters United States Air Force sent a letter to Headquarters Strategic Air Command requesting recommendations for changes in the wing structure. 30/ This request was passed down to the wings with the stipulation that recommended changes in wing organization be in Headquarters Eighth Air Force not later than 5 November 1949. Following receipt of recommendations from the individual tactical organizations, this headquarters consolidated the information, and a report was submitted to SAC on 12 November 1949. 31/ Recommendations for changes in the present wing structure are summarized as follows:

Civilian Personnel Section - It was recommended that this section be placed directly under the Wing Personnel Officer instead of operating under the Air Base Group. Since the Wing Personnel Officer is responsible to the Wing Commander for monitoring all personnel activities, including determining requirements and establishing ceilings, it is felt that the entire personnel function should be in one office.

Intelligence - It was further recommended that the Intelligence Section be established as a separate staff office

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30/ Ltr, Hq USAF to Hq SAC, Subj "Wing Organization, Air Force Regulation 20-15," 4 Aug 49.

31/ Ltr, Hq 8AF to CG, SAC, Subj "Wing Organization, Air Force Regulation 20-15," 12 Nov 49, File PLD 320. See exhibit #24.

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rather than continue under Operations as is now the case. It was suggested that Intelligence should be available to the various commanders without passing through any other staff section in which it might be subjected to dilution or "coloring." Operations and Intelligence are seldom in consonance, as they exist to obtain two distinct planning factors, ie, the Operations Officer determines the unit's capabilities, and the Intelligence Officer determines the enemy's capabilities and probable line of action. Any resolution of differences in recommendations should be left to the Group Commander.

Manpower and Organization Section - It is recommended that the Wing Command Section be changed to include a section for handling manpower and organization. In view of the present economy trend it is felt such a section would be a great help to the commander in obtaining maximum utilization of his personnel.

Air Installation Officer - This headquarters recommended that subject regulation be amended to include the assignment of an Air Installation Officer under the Materiel Section. At present the commander of the Installations Squadron also acts as special adviser to the Wing Commander. This places him in the position of being both a staff officer and a line officer which is not believed desirable. If the Senior Air Installations Officer performs his required staff duties in connection with new construction, master planning, budgetory

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matters and maintenance and utility operation, he has little time left to devote to squadron activities.

In addition to the above changes with respect to the Wing Organization, it was recommended that ground safety personnel be consolidated in the Air Base Group rather than function in both Wing and Air Base Group. It was also recommended that in the Air Base Group, Information and Education activities be moved from the Personnel Section and added to the Personnel Service Section. In the Maintenance and Supply Group, it was recommended that Commercial Transportation Section be placed in the Supply Squadron, instead of being in the Maintenance and Supply Group headquarters.

With reference to the system of specialized maintenance employed in units of this command, the report contains the following statement:

> "The implementation of Strategic Air Command Regulation 66-12 precluded complete compliance with paragraph 3, AFR 20-15, however it is felt that a specialized maintenance program of this nature is necessary for maximum efficiency and utilization of personnel in the maintenance field. To effect a consolidated maintenance program such as directed by Strategic Air Command Regulation 66-12 and still remain within the purview of AFR 20-15 would require considerable modification of AFR 20-15 as well as the T/O&E's for the Combat Group and the Maintenance and Supply Group. Such modification is probably not advisable due to the scope of AFR 20-15, and that consolidated maintenance might not be adaptable to all commands." 32/

Specific comments on the specialized maintenance program were received from the 509th Bombardment Wing, Medium, and

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32/ Ibid

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were appended to the report from this headquarters to SAC. 33/

Changes in Key Personnel September - December 1949

The period from 1 September through 31 December 1949, saw a minimum number of changes of personnel in key positions in this command. In Headquarters Eighth Air Force only two changes were recorded. One of these was in the position of Chief of Staff where Colonel William J. Clinch was appointed to the position formerly held by Colonel John A. Roberts. Colonel Clinch is an Air Force veteran of more than twenty years service and came to his present assignment from Headquarters USAF. 34/ His appointment as Chief of Staff, Headquarters Eighth Air Force, was effective 17 October 1949. 35/ During the period between the transfer of Colonel Roberts to the 7th Bombardment Wing and the appointment of Colonel Clinch, the position of Chief of Staff was filled by Colonel Cecil E. Combs, Deputy Commander, Eighth Air Force.

The other change in key personnel was in the job of

33/ Ltr, CG, 509th Wg to CG, 8AF, Subj "Wing Organization, Air Force Regulation 20-15," 1 Nov 49, File WC 300.8. See exhibit #25.

34/ Biographical Sketch and Photograph, Colonel William J. Clinch, See exhibit #26.

35/ General Order No. 17, 8AF, 17 Oct 49. See exhibit #27.

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Headquarters Commandant, Headquarters and Headquarters Squadron, Eighth Air Force. Colonel Joseph G. Russell was appointed to this position on 5 October 1949. 36/ Colonel Russell reported to Headquarters Eighth Air Force following a tour of duty on Okinawa. 37/

Although there were no changes in wing commanders during this period, announcement was made in December that the following changes would be made effective early in January 1950:

Colonel James C. Selser, Jr, CO, 43d Bombardment Wing to SAC.

Colonel William P. Fisher, CO, 7th Bombardment Wing to 43d Bombardment Wing.

Brigadier General Clarence S. Irvine, CG, 509th Bombardment Wing to 7th Bombardment Wing.

Colonel Hunter Harris, Jr., Deputy Air Force CO, Sandia Base to 509th Bombardment Wing.

Roster of Key Personnel - 31 December 1949

Following is a list of key personnel of this command on 31 December 1949:

Headquarters Eighth Air Force

Major General Roger M. Ramey, Commanding General

Colonel Cecil E. Combs, Deputy Commander

Colonel William J. Clinch, Chief of Staff

Colonel John B. McPherson, Director of Personnel

36/ Special Order No. 110, 8AF, 5 Oct 49.

37/ Biographical Sketch and Photograph, Colonel Joseph G. Russell. See exhibit #28.

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Lieutenant Colonel Edwin M. Kirton, Director of Intelligence

Colonel William H. Blanchard, Director of Operations

Colonel Marion D. Unruh, Director of Materiel

Colonel William C. Kingsbury, Director of Plans

Colonel William B. Offutt, Inspector General

Colonel Don D. Flickinger, Air Surgeon

Lieutenant Colonel Thomas C. McNeal, Comptroller

Lieutenant Colonel Cecil H. Scott, Public Information Officer

Major John E. Hall, Adjutant General

Lieutenant Colonel Russell L. Blaisdell, Air Chaplain

Lieutenant Colonel Donald S. Dundas, Judge Advocate

Colonel Joseph G. Russell, Headquarters Commandant 38/

Field Units

Colonel F. E. Glantzberg, CO, 2d Bombardment Wing (M)

Colonel W. P. Fisher, CO, 7th Bombardment Wing (H)

Colonel J. C. Selser, CO, 43d Bombardment Wing (M)

Brigadier General D. W. Hutchison, CG, 97th Bombardment Wing (M)

Brigadier General C. S. Irvine, CG, 509th Bombardment Wing (M)

Colonel A. B. Packard, CO, 27th Fighter Wing

Lieutenant Colonel A. J. Ladd, CO, 1st Strategic Support Squadron

Major E. A. Powell, CO, 2d Strategic Support Squadron

Major R. W. Elliott, CO, 4000 Base Service Squadron

Major A. D. Lucas, CO, 4001st Base Service Squadron

Lieutenant Colonel C. C. Woolwine, CO, 4002d Base Service Squadron

Major W. M. Thompson, CO, 4003d Base Service Squadron

38/ Roster of Officers, Hq 8AF, 15 Nov 49. See exhibit #29.

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Lieutenant Colonel A. F. Briggs, CO, 4004th Base Service Squadron

Organizations and Stations - 31 December 1949

The following is a list of major organizations and stations assigned to this command on 31 December 1949:

Headquarters Eighth Air Force	Carswell AF Base
7th Bombardment Wing (H)	Carswell AF Base
2d Bombardment Wing (M)	Chatham AF Base
27th Fighter Wing	Bergstrom AF Base
43d Bombardment Wing (M)	Davis-Monthan AF Base
97th Bombardment Wing (M)	Biggs AF Base
1st Strategic Support Squadron	Biggs AF Base
2d Strategic Support Squadron	Biggs AF Base
509th Bombardment Wing (M)	Walker AF Base
4000th Base Service Squadron	Clovis AF Base
4001st Base Service Squadron	Gray AF Base
4002d Base Service Squadron	Campbell AF Base
4003d Base Service Squadron 39/	Kearney AF Base
4004th Base Service Squadron	Matagorda Island

Irvine Promoted

On 16 September 1949, Colonel C. S. Irvine, Commanding Officer, 509th Bombardment Wing, was promoted to the rank of Brigadier General. 40/

39/ General Order No. 77, SAC, 16 Dec 49. See exhibit #11.

40/ Sp Order No. 181, Dept of AF, 16 Sept 49.

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General Ramey Receives Fort Worth's "Man of the Year" Award

Major General Roger M. Ramey, Commanding General of the Eighth Air Force since January 1947, was named Fort Worth's 1949 "Man of the Year," in an announcement released by the Fort Worth Chamber of Commerce on 29 November 1949. This is an annual award given for distinguished service and marks the first time the award has been bestowed upon a member of the armed forces.

The award recommendation cites four reasons for selection of General Ramey as winner of the distinguished service honor. They are as follows:

"As commanding general of the 8th Air Force, General Ramey has supervised a course of training and experimentation which has made the B-36 airplane, made only in Fort Worth, one of our primary instruments in maintaining peace and in the preservation of national security.

"His insistence that the famous round-the-world flight of Lucky Lady II originate and return to Fort Worth resulted in worldwide datelines and tremendous favorable publicity for our city.

"In the emergency resulting from the devasting floods of the spring of 1949, General Ramey, with characteristic swiftness and understanding, put all available resources of his command at the urgent work of rescue and protection and was thus directly responsible for the saving of many lives.

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"With generosity and hospitality he has helped to entertain many distinguished visitors to Fort Worth and has made many occasions memorable as a speaker on matters of local and national interest and importance."

Formal presentation of the award was made at the annual Chamber of Commerce banquet held in Will Rogers Memorial Coliseum on 15 December 1949. Principal speaker for the meeting was General Dwight D. Eisenhower, now president of Columbia University. The dinner was attended by 3,250 Chamber of Commerce members and their wives.

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CHAPTER III

PERSONNEL

As stated in past histories of this command, the primary mission of the Eighth Air Force is to man, train and equip tactical organizations and their associated service units to the end that long range offensive operations can be launched immediately and effectively. With this in mind it is quite obvious that the matter of personnel is of major consideration in discussing the activities of the command. The success with which this air force is capable of performing it's assigned mission is primarily contingent upon the percentage of personnel assigned with relation to existing authorizations and the proper utilization of those personnel.

In view of current budget limitations and the prospect of additional restrictions in the future, it is of the utmost importance that each individual assigned to this command be effectively utilized. To effect such a program requires adjustment of overages and shortages in the various command units, proper utilization of personnel in their respective SSN's and the use of available training facilities in an effort to transform non-effectives to effectives. With reference to the economy trend, a letter was dispatched from this headquarters to all tactical units on 7 November 1949. 1/ It was pointed out that requests for additional personnel should

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1/ Ltr, CG, 8AF to All CO's, 8AF Wings, Subj "Requests for Additional Personnel Authorizations," 7 Nov 49. PLD 200.3

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be kept to an absolute minimum and that a continuing study be made of the utilization of the personnel presently available in the various units. The following excerpt is quoted from that letter:

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> "This condition makes it increasingly necessary that each Wing Commander insure the most efficient utilization of every man presently assigned to his organization. It is no longer possible to count on getting additional personnel to assist in bringing up some section or function that has slipped below a desired degree of efficient operation. Only thru the most careful study of the utilization of your personnel can you expect to meet present day requirements of operational efficiency with the tools available." 2/

It might be pointed out that a further indication of the tightening personnel picture was the cut-back in reserve officers which took place in November of this year. Additional reference to this point will be made later in the chapter.

Authorized and Assigned Strength

In the overall personnel picture the first point of consideration is in regard to the number of personnel authorized and the actual assignments. Figures available in the Directorate of Personnel, this headquarters, reveal that at the beginning of this reporting period this command was authorized a total of 23,831 personnel as against assignments amounting to 23,204. This represents assigned strength of 97.3 percent. On 31 December 1949, the command was authorized a total of

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2/ Ibid

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23,460 as compared to total assignments of 23,239. Thus at the end of the calendar year the command had assigned strength of a fraction over 99 percent of it's authorized personnel. In passing, it should be stated that the slight drop in authorized strength was due mainly to reorganization of the 27th Fighter Wing during the month of December 1949. Only slight decreases were noted in other organizations. From the above it will be noted that during the last four months of the year the personnel situation remained somewhat static insofar as total authorizations and assignments were concerned. This is in contrast to the early months of the year when authorizations rose sharply. Most of these increases took place during the first quarter of 1949 and were occasioned by the organization of several new units, including the 2d and 97th Air Refueling Squadrons and the 2d Strategic Support Squadron, and the change from peace to war strength in the 2d and 97th Bombardment Wings. 3/ In this connection it should be pointed out that the two other medium bombardment wings assigned to this command, the 43d and 509th, switched from peace to war strength late in 1948.

Authorizations, assignments and other pertinent data relative to the personnel picture in this command are shown in the table below.

3/ History, 8AF, Jan-Apr 1949.

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Authorizations and Assignments - 31 Dec 48 to 31 Dec 49
(As of End of Month)

	Dec 48	Jan	Feb	Mar	Apr	May	Jun
Officers Authorized	2875	3390	3431	3825	3849	3859	3868
Airmen Authorized	16151	18007	18599	20114	19932	20196	20486
Total Authorized	19026	21397	22030	23939	23781	24055	24354
Officers Assigned	2297	2543	2680	2882	3003	3133	3343
Airmen Assigned	15865	16011	16467	17065	17333	17842	19587
Total Assigned	18162	17554	19147	19947	20336	20975	22930

	Jul	Aug	Sept	Oct	Nov	Dec 49
Officers Authorized	3838	3838	3844	3765	3775	3697
Airmen Authorized	19993	19993	20021	20079	19910	19763
Total Authorized	23831	23831	23865	23844	23685	23460
Officers Assigned	3432	3562	3664	3801	3868	3948
Airmen Assigned	19540	19642	19414	19640	19485	19291
Total Assigned	22972	23204	23078	23441	23353	23239 4/

From these figures it can be seen that authorizations increased from 19,026 on 31 December 1948 to 23,460 exactly a year later. This represents a net increase of 4,434. During the same year assignments increased from 18,162 to 23,239, or a net increase of 5,077 personnel. Percentages of assignments by historical reporting periods are as follows: 31 December 1948 - 95.4, 30 April 1949 - 85.5, 31 August 1949 - 97.3, and 31 December 1949 - 99.05. The low point reached at

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4/ Command Books, 8AF July, October, November, and December 1949, and January 1950. See exhibits #30, 31, 32, and 33.

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the end of April was due to increased authorizations and the time required to bring assignments back to normal. A net gain of approximately 2,000 personnel during the month of June restored balance to the matter of personnel assignments, and for the remainder of the year there was a continuous increase in the percentage of available personnel.

Effectiveness of Personnel

The information presented above indicates that the personnel situation during the closing months of the year was in very good shape. Insofar as bodies were concerned this was true, however from the standpoint of effectiveness the situation was far from the level desired. This is illustrated by the fact that although the command lacked only 221 people having 100 percent of authorizations on 31 December 1949, the total number of non-effectives on the same date was 2,943. In other words, the command had enough people to man all units to peace or war strength as authorized, but a relatively large segment of the available personnel did not fit the jobs authorized. The following chart shows the effective percentages of officers and airmen assigned from September through December 1949:

	September	October	November	December
Officer Effectives	86.5	88.6	89.4	89.4
Airmen Effectives	84.7	85.2	85.6	85.8

With regard to these percentages it should be mentioned

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that they represent both those personnel assigned in their primary SSN, as well as those "training in" or "working in" authorized positions. Since the latter are not considered fully qualified in the specialty for which they are training, the term "potential effective" is usually applied. These "potential effectives" constitute a segment of approximately five percent of the effective percentages shown.

From the percentages shown above it is obvious that the increase in effectiveness was very slight during the four months covered by this report, with officer effectives picking up approximately three percentage points and airmen effectives making only a one point gain. In order to appreciate the progress made in this respect it is necessary to look at the situation over a longer period. For example, at the end of 1948, officer effectives were 69.4 percent of total authorizations and airmen effectives were 70.7 percent of authorizations. Thus during the period of one year the increase in effectives was 20 percent for officers and approximately 15 percent for airmen. During the same twelve month period there was a corresponding increase in the percentage of authorized personnel assigned, therefore, it can be concluded that the increase in effectives is not entirely due to the training effort of the various stations but partially as a result of personnel input.

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Factors Adversely Affecting Manning Effectiveness

Since the ultimate objective of the command manning program is to man all units to 100 percent strength with properly qualified and trained personnel, consideration should be given to some of the factors that adversely affect the manning program. These include such elements as, personnel input from sources outside the command, shortages in certain SSN's, overages in SSN's, manning of newly activated units, losses through completion of enlistment contracts, and losses of reserve officers due to budget limitations. Like taxes, most of these factors are a source of constant concern to officials responsible for the command manning program.

Of major concern is the matter of personnel input. Figures already cited in this chapter show that there was a considerable gain in personnel assigned during the past year. It is true that the net gain during the closing months of the year was negligible, however for the full year the command had a net gain of approximately 5,000 personnel. If all these personnel had fitted into authorized positions the effective rates would have shown a marked rise, however this was not the case. Manning officials in this headquarters indicate that a large percent of the inputs are non-effectives. Definite percentage figures on this point are not currently available, however beginning with January 1950, such statistics will be maintained in the Directorate of Personnel, and will be discussed in subsequent histories.

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During the past year one of the major problems in the manning picture has been the existance of critical shortages of trained personnel to fill many authorized positions. Briefly, these shortages include the following: electronics officers (0141), flight engineers (1028), medical officers (3100), nurses, general duty (3439), radar observers, RCM (7888), navigator-bombardiers (1037), message center officers, cryptographic (0224), medical officer, internists (3139), construction worker (188), legal clerks (279), refrigeration mechanics (322), remote control turret repairman (575), remote control turret mechanic (580), airplane armorer-gunner (612), radio repairman aircraft equipment (647), air force policeman (677), airplane power plant mechanic (684), radio operator, high speed, manual (766), radio repairman, single channel teletype (792), cryptographic technician (805), radar mechanic, RCM (852), radar mechanic, navigation (853), radar mechanic, bombardment (867), munitions workers (901), camera technician (941), airplane electrical instrument mechanic (957), and food service apprentice (062).

This list is by no means allinclusive of specialties wherein critical shortages exist, however it does include major shortages appearing month after month. 5/ Most of the specialties listed above are of a technical nature requiring specialists to perform the function. In addition to these

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5/ Ibid.

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shortages there are numerous others in the more general fields, and these can, in many cases, be filled through on-the-job training.

As stated earlier in this chapter, there was a total of 2943 "non-effectives" in the command on 31 December 1949. These men are the overages and before they can be properly utilized, training programs or other adjustments such as transfers, etc, will be required to place them in jobs where their services can be utilized to full advantage. With respect to overages, one of the points being stressed in the general manning program is the matter of monitoring shortages and overages in personnel at the squadron, group, wing, and command headquarters level. This point was emphasized in letters sent to all Eighth Air Force bases on 19 May 1949 and 9 November 1949, and was reemphasized during a personnel and manning conference held at this headquarters on 9 November 1949. 6/ During this conference it was pointed out that before submitting requests for additional personnel to the next higher echelon, each unit should make a study of personnel within it's own organization. In other words, personnel control

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6/ Ltr, Dir of Pers, 8AF to All Organizations, Subj "Eighth Air Force Airmen Manning Criteria," 19 May 49. 8AF PDP2B 200.3

Ltr, Dir of Pers, 8AF to All Organizations, Subj "Adjustment of Shortages and Overages of Airmen Personnel," 9 Nov 49. 8AF PDP2B 320.2

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should be tightened. For example, if the commanding officer of the air base group needs a certain number of clerk typists (405) in one section, all other sections in the group should be checked for 405's before the request is sent to the wing. Assuming that the request for 405's does go forward to the wing, then the personnel officer at that level should check the bombardment group, medical group and maintenance and supply group to determine if overages in 405's exist in either or all of those organizations. If available personnel are located then transfers should be effected to remedy the shortage-overage situation. For proper personnel utilization the same system is applied between different wings of the command, as well as between different commands assigned to SAC.

Although on-the-job training is discussed later in this history, it should be noted at this point that the same monitoring program should be applied in a unit's OJT program. It was stated in the manning conference that a great deal of this command's OJT effort is wasted by needlessly training individuals in one squadron to fill a shortage when an overage in the same SSN exists within another squadron. This waste of time, manpower and administration should be eliminated by proper application of the manning criteria listed in the letter of 19 May. Paragraph ten of subject letter states that - "it is the responsibility of the Wing Commanders to continuously scrutinize the distribution of available trained personnel

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among the groups to insure that there is not an overage within one group while a shortage exists within another. Likewise, it is the responsibility of the Group Commanders to study the distribution of available personnel among the squadrons and continuously effect leveling-off of SSN's whenever necessary." 7/

One of the factors affecting the manning program is the constant turn-over in personnel caused by discharges. Statistics covering discharges and reenlistment rates in this command are presented in the following table:

	Sept	Oct	Nov	Dec	Totals
Bergstrom					
Discharges	55	57	84	135	331
Reenlistments	25	33	77	114	249
Percent of Reenlistments	45.4	57.8	91.6	84.4	75.2
Biggs					
Discharges	104	134	167	282	687
Reenlistments	41	50	95	225	411
Percent of Reenlistments	39.4	37.3	56.8	79.7	59.5
Carswell					
Discharges	163	137	131	309	740
Reenlistments	69	81	116	204	470
Percent of Reenlistments	42.3	59.1	88.5	66.0	63.5
Chatham					
Discharges	121	73	111	180	485
Reenlistments	43	35	73	131	282
Percent of Reenlistments	35.5	47.9	65.7	72.7	58.1
Davis-Monthan					
Discharges	99	131	191	271	692
Reenlistments	56	96	143	184	479
Percent of Reenlistments	56.5	73.2	74.8	67.8	69.2
Walker					
Discharges	121	91	115	287	614
Reenlistments	67	33	89	208	397
Percent of Reenlistments	55.3	36.2	77.3	72.4	64.8

7/ Ibid.

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	Sept	Oct	Nov	Dec	Totals
8AF Totals					
Discharges					3549
Reenlistments					2288
Percent of Reenlistments					64.4

8/

The above summary represents those airmen eligible for reenlistment and does not take into consideration those separated for administrative causes. A comparison of the command reenlistment rate for 31 August and 31 December 1949, shows that during the current period the rate increased approximately 17 percent over the previous four months. This increase was due primarily to the new pay program which was effective on 1 October 1949. The 64.4 percent reenlistment rate for the current period not only exceeds the previous period, but is the highest rate attained by the command for both 1948 and 1949, and is very close to the 70 percent reenlistment goal sought by the Air Force. Even with the increased reenlistment rate, there remained approximately 35 percent of the eligible discharged personnel who did not reenlist, and it is this group that has to be taken into consideration in the manning program. Having been in the service for one or more enlistments, the majority of these men were effective personnel and their loss required qualified replacements. It goes without saying that if qualified and effective replacements are not readily available then the personnel effectiveness percentages drop accordingly.

8/ Command Book, 8AF, Jan 50. See exhibit #33.

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It is evident that except for a possible slight increase in the future reenlistment rate of the command, there is little that can be done in this respect. Discharges will continue and the only solution to the manning problem involved is to have qualified replacements available.

With respect to officer personnel, one significant event occurred during the closing months of the year which should be reported in this history. Earlier in this chapter reference was made to the loss of reserve officers because of budget restrictions. The blueprint for effecting this reduction was provided in Air Force Letters 36-3, 5 August 1949 and 36-26, 29 November 1949. 9/ These two letters prescribed the criteria for selecting the personnel to be separated or converted from flying to non-flying status. During the early stages of the program only rated officers were affected.

As a result of the program covered by the letters referred to above, this air force was notified on 10 November 1949, that 162 officers were to be separated and 81 others were to be converted to non-flying status. 10/ This letter was followed by another on 16 November 1949, containing a supplementary list of 25 officers to be separated and 11 to be converted. 11/

9/ Air Force Letter 36-3, 5 Aug 49. See exhibit #34.

10/ Ltr, SAC to CG, 8AF, Subj "Separation or Conversion of Rated Officers on Extended Active Duty," 10 Nov 49. SAC 210.8

11/ Ltr, SAC to CG, 8AF, Subj "Separation or Conversion of Rated Officers on Extended Active Duty," 16 Nov 49. SAC 210.8

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Notices were given the officers on approximately 21 November 1949, with those being separated given 60 days notice. Officers listed for conversion were required to accept or reject the change to non-rated status within five days. Due to the fact that the actual separation from the service was to be at the end of 60 days, final action was not effected until late in January 1950. Subsequent reports indicate that with minor exceptions the initial phase of the separation and conversion program was accomplished as scheduled. One such exception was the retention of most of the triple-threat 1037's whose names appeared on the list.

An unofficial summary of the personnel separated or converted under the provisions of AFL 36-3, 5 August 1949, is shown in the following tables:

Separations

Unit	0142	1034	1035	1037	1024	1051	1028	Totals
2 BW	2	2	4	0	14	0	0	22
7 BW	0	2	4	1	13	0	5	25
27 FW	0	0	0	0	0	14	0	14
43 BW	0	5	0	1	24	0	1	31
97 BW	2	5	4	0	14	0	0	25
509 BW	6	3	4	1	30	0	0	44
Totals	10	17	16	3	95	14	6	161

Conversions

Unit	0142	1034	1035	1037	1024	1051	1028	Totals
2 BW	2	3	1	1	15	0	0	22
7 BW	0	2	0	1	5	0	0	8
27 FW	0	0	0	0	0	8	0	8
43 BW	1	1	4	1	9	0	0	16
97 BW	1	0	0	0	17	0	0	18
509 BW	0	0	3	0	9	0	0	12
Totals	4	6	8	3	55	8	0	84

12/

12/ R&R, PDA to Staff Offices, Hq 8AF, 21 Feb 50.

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Additional separations and conversions accomplished under this program will be discussed in subsequent histories.

Utilization of Technical Schools

It has already been pointed out that at the end of December 1949, there were a total of 2,943 non-effective personnel assigned to the various units of this command. This means that of a total of 23,239 personnel assigned to the command on 31 December, 12.6 percent were non-effective. In order to bring the personnel effectiveness to the 100 percent effective utilization desired, requires that non-effectives be trained to fit into authorized SSN's, thus eliminating the shortages previously referred to. A certain amount of these shortages can be taken care of by the input of personnel into the command, however, since the command is almost 100 percent manned body-wise it has become increasingly difficult for higher headquarters to obtain an input of personnel in SSN's in which critical shortages exist. It is evident then that the answer to the problem of non-effectives lies primarily in utilization of OJT in the units and in greater utilization of technical school facilities. As previously stated, OJT is discussed in chapter six.

During the last four months of 1949, organizations of this command continued to make use of the technical school facilities available, and a breakdown of this training is shown in the following table:

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Technical School Attendance

Officers

	September	October	November	December	Totals
Entered School	67	29	73	6	175
Graduated	58	34	33	80	205
Average in School	171	144	171	81	141.7

Airmen

	September	October	November	December	Totals
Entered School	142	88	149	36	415
Graduated	152	258	249	149	808
Average in School	659	478	376	250	440

13/

From the above it can be seen that during this period a total of 205 officers and 808 airmen were graduated from the various technical schools. By adding the total number of graduates shown in the two preceding histories of the command, totals for the year amount to 906 officer graduates and 2664 airmen graduates. Thus approximately 3500 personnel of this command graduated from technical schools during the past year. This would indicate that during a similar year the 2,943 non-effectives in the command could receive technical school training. This is not true of course, since a large percentage of graduates are men taking advanced courses, which do not actually increase the command's percentage of effectives. A review of the year's technical training accomplishments indicates that the major courses or schools attended by officers were Air Tactical,

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13/ Reports on file, Directorate of Personnel, Hq 8AF.

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Arctic Indoctrination (Nome, Alaska) and Air Command and Staff. Courses drawing the most students from the airmens ranks were: Automotive Equipment Technician, Firefighter and Crash Rescuemen, Photography, Powerman, Statistical Clerk, Budget-Fiscal-Cost Clerk, Airplane Hydraulic Mechanic, Airplane Sheetmetal Worker, Intelligence Specialist, Air Force Policeman, Airplane Power Plant Mechanics (V-1710) (R-3350) (R-2000) R-4360) (Jet), Airplane Electrical Mechanic, Airplane Instrument Mechanic, Airplane Propeller Mechanic, Flight Engineer - Ground Phase, Airplane and Engine Mechanic, Radio Mechanic - General, Radio Operator - General, Supply Technician, Radar Repairman - Bombardment, Remote Control Turret Technician, and Classification Specialists.

A check of statistics for the entire year shows that the 509th Wing ran the 7th Wing a close race for the total number of airmen graduating from technical schools. A breakdown of the year's total of 2664 airmen graduates shows the following: 7th Bombardment Wing, Heavy - 626, 509th Bombardment Wing, Medium - 608, 43d Bombardment Wing, Medium - 467, 97th Bombardment Wing, Medium - 466, 27th Fighter Wing - 265, and 2d Bombardment Wing, Medium - 232. With reference to the relatively small number of graduates in the 2d Wing, it should be pointed out that during the early part of the year when the wing headquarters was being organized and the unit moved to Chatham AF Base, the organization had little opportunity to participate in the school program. 14/

14/ Ibid.

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No comparison can be made between the technical school utilization program of the 27th Fighter Wing and the larger bombardment organizations because of the vast difference in equipment used and the numbers of personnel authorized.

Continuation of Integration Program

In the preceding history, attention was given to the program for integration of colored personnel into the regular units of this command. This program is provided in Air Force Letter 35-3, 11 May 1949, from which the following is quoted: "It is the policy of the United States Air Force that there shall be equality of treatment and opportunity for all persons in the Air Force without regard to race, color, religion, or national origin." The initial phase of the program dealt with the screening of negro personnel to determine their training and qualifications for assignment to regular units, and their subsequent assignment to duty in those units. This phase of the program was accomplished by all organizations of this command by the end of August 1949, and a report to this effect was forwarded to higher headquarters on 9 September 1949. 15/

This was to be followed by the integration of negro personnel into the housing and messing facilities of the wings, thus doing away with separate barracks and mess halls for white and negro personnel. In a letter from General LeMay to General

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15/ Ltr, Gen Ramey to Gen Kissner, 9 Sept 49.

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Ramey, dated 10 October 1949, this command was directed to proceed with the implementation of the housing and messing phase of the program. 16/ General LeMay pointed out that integration of negro troops is expected to reach general accomplishment by the end of the calendar year, and if local commanders are to have the maximum time available to smoothly effect the program then they should proceed to the housing and messing phase immediately. This information was disseminated to all wing commanders on 17 October 1949. Subsequent reports from the wings indicated accomplishment of the desired changes and on 16 December 1949, General Ramey reported to General LeMay that all bases of this command had accomplished that part of the program dealing with housing and messing. 17/

Prior to accomplishment of this phase of the general integration program, negro personnel had been billeted and fed in the Base Service Squadrons. The 27th Base Service Squadron at Bergstrom AF Base was inactivated on 16 December 1949, and Base Service Squadrons assigned to other wings were inactivated effective 10 February 1950. 18/

16/ Ltr, Gen LeMay to Gen Ramey, 10 Oct 49.

17/ Ltr, Gen Ramey to Gen LeMay, 16 Dec 49.

18/ Gen Order No. 76, SAC, 2 Dec 49. See exhibit #19.
Gen Order No. 6, SAC, 6 Feb 50.

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CHAPTER IV

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In general, problems encountered in the supply and maintenance functions of this command during the closing months of 1949, were much the same as those experienced during the past year and a half. For the most part, current operations continued to be plagued by shortages in various items of maintenance equipment and spare parts. The shortage of parts had to do primarily with B-50 and B-36 type aircraft. Shortages of some items required for F-82 fighters were encountered, however this caused no particular concern since operation of these aircraft by the 27th Fighter Wing will cease in the near future. The organization is in the process of training and equipping preparatory to the receipt of F-84E aircraft. It is expected that assignment of jet aircraft to this wing will result in the usual number of problems inherent in new types of aircraft, however advance preparations, including the detailing of maintenance personnel to jet engine courses and the Republic Factory, is expected to bridge some of the maintenance gaps which might occur. Supplies of necessary parts and equipment peculiar to these aircraft are already being delivered to Bergstrom AF Base, and it is hoped the supply situation will be pretty well in hand before wholesale assignment of the new aircraft. As of the end of December, the 27th Wing had received two F-84E's and six T-33's. These aircraft were being used for jet transition training.

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Units operating with B-29 type aircraft also experienced supply and maintenance difficulties, however they were of a less critical nature than parts shortages affecting the B-50 and B-36 programs. The most serious development concerning B-29 operations occurred late in 1949, when B-29s were grounded pending modernization of R-3350 engines. Although this had the effect of bringing practically all B-29 operations to a screeching halt, the aircraft were restored to flying status immediately after the necessary engine changes, whereas in the case of the other two types of bombers employed by units of this command, parts shortages and related maintenance work was a month after month problem.

Before proceeding to a discussion of some of the factors affecting operational status of the various types of aircraft in this command, attention is directed to a significant change in the maintenance organizations of the wing bases assigned to this air force, as well as other SAC units.

Specialized Aircraft Maintenance

By 28 November 1949, the provisions of SAC Regulation 66-12, dated 30 August 1949, were placed in effect in the wing bases of this command. 1/ This regulation provided for the establishment of a specialized aircraft maintenance organization replacing the crew chief system of maintenance formerly used. The purpose of the new system is to establish a functional aircraft maintenance

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1/ Regulation 66-12, SAC, 30 Aug 49; change No. 1, 18 Nov 49; and Annex No. 1, 30 Aug 49. See exhibit #35.

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organization within the wing base organization which will insure full utilization of personnel and facilities to produce the maximum availability of aircraft. Prior to this time, the tactical group S-4's controlled the maintenance activities within their respective squadrons. The squadron engineering officers were responsible for the maintenance of aircraft and proper keeping of all maintenance forms and reports. Squadrons operated their own inspection systems and maintenance shops, resulting in duplication of functions and the spreading of maintenance equipment, which was, in many cases, in very short supply. Under this system each crew chief performed all maintenance, including engine changes, alternator changes, control surface changes, etc, with the assistance of Field Maintenance facilities. The chief difficulty with this system was that maximum utilization of personnel was impossible. The ramifications of this one factor were such that maximum availability of aircraft was denied. Under the crew chief system the varying degrees of experience of maintenance personnel was revealed by the fact that some aircraft were out of commission for longer periods of time than others for the accomplishment of the same identical maintenance job. Also, the most effective utilization of specialists was impaired inasmuch as it was impracticable to withdraw them from one job prior to it's completion, even though other required maintenance with a higher tactical priority, had become necessary.

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Under the new system, centralized control of all maintenance and maintenance personnel is effected even though personnel remain assigned to their own organizations. Thereby maximum utilization through consolidation of all personnel, equipment and base facilities is attained. Efficient utilization of personnel is obtained by reducing the number of personnel assigned to each aircraft ground crew, the formation of "dock" crews and the consolidation of Tactical Group and Maintenance and Supply Group maintenance specialists. Tactical requirements as related to available aircraft can be more readily met as the centralized control section of this system is in a position to properly evaluate all job requests from an overall wing standpoint. Also, the varying levels of experience of maintenance personnel can be more effectively utilized in that these personnel will have specific and routine duties to accomplish, thereby eliminating the need for an extensive knowledge of the aircraft which is necessary when performing varied and sundry maintenance.

Under the specialized aircraft maintenance organization structure the wing A-4 coordinates with operations in the determination and fulfillment of operational requirements and exercises control of maintenance capabilities and functions. This responsibility is maintained through the Maintenance Control Officer who is the key person in the new system. The Maintenance Control Office is divided into five operating units: (1) Administrative, Personnel and Training; (2) Supply Liaison and Maintenance Property; (3) Control; (4) Technical Order

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Compliance; and (5) Inspection and Flight Test.

The functional responsibilities of the Maintenance Control Officer and the sections within his office are as follows:

1. Wing Maintenance Control - The officer in charge of this office will: direct the overall conduct of aircraft maintenance within the wing; assign the control maintenance personnel within the aircraft maintenance organization; schedule Technical Order compliance; schedule and assure readiness of aircraft declared available to operations; maintain supply liaison; maintain necessary records; insure that the proper number of skilled specialists are available to prevent loss of time in the initiation of maintenance on aircraft prior to take-off and after landing; and direct and supervise assistants responsible for organizational maintenance, field maintenance and base flight and transient alert.

2. Administrative, Personnel and Training Unit - The officer in charge of this unit will supervise the administrative sub-unit; supervise the personnel sub-unit which will maintain a current roster of all personnel assigned to each aircraft maintenance section by name, rank, serial number, SSN, duty assignment, and organization; advise control unit of the personnel situation; and coordinate with organization orderly rooms concerning unauthorized absentees.

3. Control Unit - The officer responsible for this unit will locate and know: the position of all aircraft, status of all aircraft, status of aircraft maintenance, workload in each

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section and shop, and the location and assignment of all maintenance personnel.

4. Supply Liaison and Maintenance Property Unit - The officer in charge of this unit will: provide centralized responsibility for the distribution of all maintenance equipment and will supervise requisitioning of spare parts and material required by the specialized maintenance organization, keep the maintenance control officer advised of the overall supply situation, procure authorized and required maintenance equipment, effect the distribution of this equipment throughout the maintenance organization, maintain records on maintenance equipment, and maintain constant liaison with service stock and base supply for the purpose of anticipating maintenance requirements.

5. Technical Order Compliance Unit - Maintains all Air Force Forms 60A, 60B and 61, requisitions Tech Order compliance kits and parts, keeps in touch with control unit to insure immediate compliance with Technical Orders, and keeps master Technical Order compliance records.

6. Inspection and Flight Test Unit - Performs the inspections necessary to keep the Maintenance Control Officer informed relative to the quality of maintenance, maintenance procedures, and condition of forms and records existing throughout the specialized maintenance organization; maintains master file of Technical Orders, regulations and other directives for the

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Maintenance Control Section; maintains liaison with the Wing Air Inspector's Office; conducts flight tests; and corrects discrepancies noted in flight tests if within the section's capabilities.

Under the new maintenance system, the tactical groups are responsible for the performance of organizational maintenance. This includes flight line maintenance, periodic inspections and the accomplishment of technical order compliances. Engine changes and certain other major unit changes are performed by specialists crews from the field maintenance organization, assisted by organizational maintenance personnel. The maintenance structure within a group consists of an Officer in Charge of Organizational Maintenance, at Group level; a Periodic Maintenance Section at Group level and Flight Line Maintenance Sections at squadron level. The officer in charge of Organizational Maintenance is responsible for the overall conduct of the maintenance progran within the group. The officer in charge of Periodic Maintenance is responsible for the performance of intermediate and major inspections. Squadron maintenance, referred to as Flight Line maintenance, performs the following functions: pre-flight and post flight inspection and maintenance, minor repairs and adjustments, replacement of other than major units and assemblies, and servicing of aircraft and equipment.

The change over to the new maintenance system was completed by units of this command within approximately 90 days following the issuance of the basic regulation. First stations to switch

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to the specialized maintenance organization were the 27th and 509th Wings. These organizations made the change about the first week of October. During the following weeks the change was effected in the 2d, 7th, 97th, and 43d Bombardment Wings, with the last named unit making the switch on 28 November 1949. The late date for the changeover at Davis-Monthan AF Base was due primarily to the TDY of the 43d Group in England. At Biggs AF Base several changes in physical location of units was necessary before the new system could be started. Units moved were the 1st and 2d Strategic Support Squadrons, with the North-South Runway being closed to provide parking space for aircraft of the two squadrons.

The change in the maintenance structure was made with a minimum of confusion in all units of the command. Due to the fact that the complete changeover was effected late in this reporting period, no figures are available to indicate the resulting effect of the new system on the maintenance picture. Statistics for the month of December show an increase in the percentage of aircraft AOCM in the 97th, 509th, 43d, and 7th Wings, however this increase was a result of grounding of B-29's, B-50's, and B-36's for various inspections and modifications ordered by higher headquarters, and should not be considered a result of the new maintenance system. It is expected that subsequent reports will show an improved maintenance situation.

The B-36 Program

Supply support of the B-36 aircraft and the loss of manpower productivity on the maintenance line were regarded as the two

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principle deterrents affecting the development of the B-36 program during the early period covered by this report. These two factors were stressed in an inspection report on work productivity by Colonel E. M. Day, SAC, Inspector General, on 22 September 1949. The following is quoted from that report:

* * * * * * *

"There is a loss of manpower productivity on the maintenance line and to a degree in the supply activity. This is due to the inexperience of personnel with a new and complex type aircraft, inexperience of engineering officers supervising maintenance, and to the present "crew chief" type maintenance system. The new "dock and specialist" system of maintenance should correct this to a significant degree. Highly experienced group and squadron engineering officers should be assigned to the tactical groups.

Supply support of the B-36 program remains the major source of difficulty. The Carswell base is striving to correct deficiencies as they appear but must give more attention to stock levels and to the service stock function. The assignment of the most experienced and mature supply officers available to key positions is mandatory. An excessive amount of detailed supply action is being performed by higher echelons which should be accomplished at base level. A large percentage of aircraft spares are "new" items causing large AOCP rates. This will continue until the aircraft has completed a full time cycle. Many of the supply deficiencies related to procedure and work application have been corrected subsequent to a previous 1949 meeting of joint agencies." 2/

The Day Report points out that with reference to manpower available in the 7th Wing, the unit is manned to 130.2 percent

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2/ Inspection Report, 7th Wing, by Col Day, SAC, IG, 22 Sept 49. (Copy of report in September 1949, History, 7th Wing)

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of authorized strength. Effective manning is 92.7 percent with 89.1 percent of the effective personnel working in their primary SSN. It is noted however, that all personnel connected with the maintenance program are more or less engaged in gaining "know how" and experience on a new type aircraft. This condition will improve as personnel become more experienced with the B-36. 3/ Regarding the lack of experience and knowledge by squadron and group engineering officers, it is pointed out that these man are enthusiastic, but in the main are young pilots who have picked up a limited technical knowledge but are not fully equipped to handle the job. Thus the recommendation that the most experienced and mature engineering officers should be made available for these positions.

Weather is mentioned as one of the factors that slows the maintenance work on the B-36 and this is of considerable concern inasmuch as operation of the aircraft out of Rapid City, South Dakota, Limestone, Maine, and Alaskan bases, will require maintenance in extremely low temperatures. The factory producing the B-36 has designed a sheltered maintenance stand which is portable, light and covers the entire working area of the B-36 wing. The stand is mobile and can be carried in the bomb bay of the aircraft, and at least one such stand was being used in the 7th Wing by the end of the year.

3/ Photograph, "Comparison of B-36 and B-29." See exhibit #36.

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With reference to the supply support of the aircraft it was noted that of 70 stock record cards on aircraft spares checked, 35 showed a zero balance on hand. These cards covered items frequently requested by the bomb squadrons and items currently required for aircraft undergoing maintenance or aircraft carried as AOCP. Of the 70 items, AMC reports 15 of them to be critical or headquarters regulated. Base supply reports submitted monthly show that for the month of August 1949, 65 percent of all air force items requisitioned from base supply were marked - not available in base stocks. Colonel Day reports that a list prepared recently at Carswell AF Base shows 700 line items in short supply and out of this number 80 percent were in zero balance. The list contained items affecting or grounding B-36 type aircraft. Base supply at the station is working against almost insurmountable obstacles to support the B-36. Not only are many items required for the first time and are not available in base stocks but there is no way of determining if the items are available in depot stock or have even been procured. Many items are not even listed in current stock lists. Out of 215 AOCP items requisitioned during July and August 1949, almost all are due to factors beyond control of the base. Quoting again from the report - "It is the opinion of this office that deficiencies in supply at Carswell have only a minor effect upon the overall supply problem and that the real solution lies

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primarily with AMC."

In summarizing the overall situation it was recommended that Carswell AF Base: (1) Correct internal deficiencies existing in base supply, (2) Officers responsible for supply functions drill their personnel on proper methods of establishing and revising levels and determining reorder points and quantities to requisition from air materiel areas, (3) Establish levels on all items as soon as the first such item is required, provided maintenance personnel believe that repeated failures are probable, (4) Require all requests for spare parts to be made to service stock where not-in-stock bin cards should be maintained for all items on which a service stock level has not yet been established, (5) Be permitted to request on PCS orders the best known supply personnel with SAC. It was recommended that SAC continue to negotiate with AMC to reduce the number of critical and headquarters regulated items not now available for stock at Carswell, and that AMC be requested to change the authorized stockage objective from 45 to 90 days. If the last recommendation is not considered feasible on all aircraft spares for reasons of economy, it is recommended that this headquarters (SAC) request AMC to allow bases to increase the stockage objective of aircraft expendable non-recoverable items to 90 days. Local manufacture of these items, when required, is extremely expensive. If appropriate action is taken by AMC while the aircraft is still in production, these less expensive items could be

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furnished by manufacturers in quantities sufficient for the expected life of the aircraft without excessive costs.

In discussing the relationship between AOCP rates and the effectiveness of supply support, the report points out that AOCP rates are apparently used to register air materiel area effectiveness and, if so, the importance of the figure is overrated. If AOCP's are to be interpreted as absolute indicators of the efficiency of supply support, the figures should be classified into four categories, only one of which is a reflection on the depot. The four categories are as follows: (1) First time consumption - attributable to no one, (2) Failure of base stock control personnel to revise levels, observe reorder points and to submit special requisitions to prevent zero balance - attributable to the base, (3) Inability of depot to fulfill requisitions from bases for non-critical items from either depot stock or by extraction causing zero balance - attributable to depot, and (4) Inability of depots to furnish for stock items that have become critical or headquarters regulated through inadequate procurement and master repair schedule - attributable to AMC.

Colonel Day concluded his report by recommending that SAC endeavor to remove the stigma attached to AOCP and concentrate on ways and means of reducing the percentage of line items requested marked due out, and that this headquarters (SAC) go on record as favoring a more liberal USAF policy on procurement of spares to allow larger stock in base supply and

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fewer critical and headquarters regulated items in the AMC system.

Many of the major maintenance problems which continue to arise are a direct result of the supply difficulties referred to in the report just discussed. For example, since the advent of the B-36 in the 7th Bombardment Wing, the inability to secure Quick Engine Change Kits (QEC Kits) for R-4360 engines has been a constant hold-up in maintenance. This problem has been relieved to some extent through the daily submission of re-caps to service stock. Supply personnel started assemblying these kits on 19 September and by the end of the month nine had been completed. All shortages are placed on order through service stock with a shortage list attached to each kit. Faster and more complete receipt of the necessary items needed for the build-up of the R-4360 engine will result in fewer man hours being expended by both maintenance and supply personnel. Also when Engine Build-up Kits are obtained they usually contain a misfit of parts. The lack of standarization of B-36 aircraft parts presents a problem of having to build-up one engine to fit one particular aircraft. This condition slows, or halts entirely, necessary maintenance on the aircraft.

Another thing that slows maintenance is the shortage or lack of maintenance equipment. This is illustrated by the fact that the lack of test equipment, Class 17C 7800-898666 (Tester, Gyrosyn Compass, Type P-1) has resulted in slow and inefficient maintenance on the Gyrosyn system. In addition to the Gyrosyn

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equipment, the shortage of 00-30-218 kits, required by bombsight and auto-pilot personnel, is a handicap. As a result of a lack of air-filtration system and proper test equipment maintenance on Computers and Free-Gyros has been halted. Expected date of delivery of the above equipment is about 1 January 1950.

During the month of October one of the most difficult problems encountered was with leaking fuel tanks in the B-36. The question of finding a suitable remedy to reduce the number of aircraft rendered inoperative by this difficulty was the topic of discussion at a conference held at Headquarters Eighth Air Force, 10 October 1949. 4/ After discussion of the problem a number of temporary measures were recommended and included the following: All B-36 aircraft be inspected for fuel leaks during maintenance and before and after each flight, and at any other time conditions indicated a leakage of fuel. During inspection a record be kept to include time, date, type of inspection, tank number, where leak occurred, amount of fuel drained from each flak pad, and the quantity of gas aboard the aircraft. Corrective action to be taken included repair of those leaks which were not within the minimum allowances per technical orders, immediately; repair leaks between flak pads and gas tanks where fluid in excess of one quart was found in

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4/ Ltr, Dir of Materiel, 8AF to CO, 7th Wg, Subj "Conference on B-36 Fuel Leaks and Temporary Corrective Measures Decided On," 11 Oct 49. (Copy of Ltr in Oct History, 7th Wg)

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any 24 hour period; and replace flak pads that showed signs of deterioration. Wing A-4 officials noted that fuel leaks were developing in new aircraft at about the same rate as in older aircraft. This seemed to indicate, though not conclusively, that the leaks in the tanks might be caused by the shrinking of the sealing compound, used to seal the tank seams, during the time the tanks were partially empty. For example an aircraft might sit for a period of time on the ground with the fuel tanks half empty, providing an opportunity for shrinkage of the sealing compound in the seams of the tanks. When the tanks were "capped off" prior to a flight the fuel could escape through the spaces left by the shrinking of the compound. Whatever the cause of the fuel tank leaks, repairs to structural leaks require two fuel tank repair crews from CVAC in addition to the regular maintenance crews. 5/ The wholesale nature of the leaking tank difficulty is illustrated by a report to the commanding officer of the 7th Wing on 3 November. 6/ The subject report covered a two week period from 16 to 31 October 1949, and during this period fuel leaks developed in 21 different B-36 aircraft. With the exception of one of these aircraft, all of them developed leaks at multiple positions.

During this same period work on loading the bomb bay cargo bins (platform structures in the bomb bay to haul freight

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5/ Report, 7th Wing, Subj "Semi-Monthly B-36 Operations Report," 21 Oct 49.
6/ Ltr, CO, 7th Gp to CO, 7th Wg, Subj "B-36 Fuel Leaks," 3 November 1949.

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and equipment) of B-36 aircraft continued with assistance of personnel from CVAC. It has been determined that to satisfactorily load the Gem type B-36 (aircraft equipped to carry the Atomic bomb) a minimum of four, instead of two, C-9 Bomb Hoists are necessary. At present, only two C-9 hoists are authorized for each Gem type aircraft, and recommendations were made that two additional hoists be authorized.

In an effort to cut the time required to service a B-36 with fuel, four double Rigs (one tractor and two gas trailers complete one Rig) were coupled together to be utilized as one refueling unit. A test was then conducted by the Refueling Section, using the old system of one tractor and trailer unit servicing an aircraft, as against the new double Rig system servicing an aircraft. The results demonstrated that the single tractor and trailer serviced an aircraft with 16,000 gallons of fuel in eight hours, where the double Rig serviced an aircraft with the same amount of fuel in five hours, showing a saving of three hours in the operation. During the same period, a new unit which pumps 600 gallons of aviation fuel per minute and which is being tested for AMC was introduced at Carswell AF Base.

A 30 day service test of the new refueling trailer was completed on 20 November, and it was determined by this test that the new unit was far superior to F-1A units presently in operation. A report on the service test was forwarded to Headquarters Air Materiel Command by the 7th Maintenance and Supply Group on 22 November 1949.

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In November and December, the 7th Wing reported that two major difficulties affecting operations of the B-36 (leaking fuel tanks and engine fires) were being overcome. The problem of fuel tank leaks was relieved to a great extent by the resealing of fuel tanks and the relocation of booster pumps on number 3 and 4 engines. The modification in regard to booster pumps has been completed on all 7th Group aircraft. Because of the high percentage of B-36 engine and nacelle fires attributed to failure of the exhaust collector ring assembly or parts thereof, items of this assembly which have indicated a tendency to fail at low operating time are being replaced at any time a failure is indicated or suspected, with a complete change mandatory after 120 hours of operation. This order was received from AMC and resulted in restriction from further flights of all B-36 type aircraft that had accumulated 120 hours of operation of the subject parts. 7/ Only six aircraft were not affected by the order. Five of these had already had the parts replaced and the sixth aircraft had a total flying time of only 83 hours. A newly designed exhaust collector ring assembly is becoming available in limited quantities and they are being installed as fast as received. Complete replacement of these assemblies is expected to take about 90 days.

At about the same time the above restriction was placed on B-36 operations by AMC, Headquarters Eighth Air Force ordered

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7/ TWX MCMMXT 23-12-2, CG, AMC to CO, 7th Wg, 6 Dec 49.

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the grounding of all B-36's until necessary modifications could be accomplished on propeller limit switches. 8/ This action was necessitated by the increasing number of malfunctions occurring in the limit switches, causing the propellers to inadvertantly go into reverse pitch.

A third directive requiring engineering changes on the B-36 during the month of December, was received from higher headquarters and forwarded to the 7th Wing on the 19th. 9/ This directive required that inspections be performed relative to the proper routing and anchoring of oil dilution lines to further flight. Lines from the carburetor and solenoid valve were to be anchored to prevent their coming in contact with other parts of the aircraft. The order also required the replacement of low pressure torque meter lines with medium or higher pressure lines.

The job of accomplishing these engineering changes during the month of December resulted in an increase of about ten percent in the "hours out-of-commission rate" of B-36's assigned to the 7th and 11th Groups.

Statistical data on the B-36 aircraft maintenance status is shown in the following table:

8/ TWX MOM 4158, CG, 8AF to CO, 7th Wg, 12 Dec 49.

9/ TWX MDM 4265, CG, 8AF to CO, 7th Wg, 19 Dec 49.

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	Sept	Oct	Nov	Dec
Avg. No. B-36's on Hand	21.3	21.8	21.5	21.2
Avg. No. In Commission	5.2	4.6	3.9	2.1
Percent In Commission	24	21	18	10
Percent Out of Commission:				
7th Group - Maintenance	58	55	51	54
Parts	17	23	33	37
Other	0	1	0	0
11th Group - Maintenance	63	69	45	50
Parts	16	9	27	37
Other	0	0	0	0

10/

The seriousness of the maintenance program is well illustrated in the figures above and any increase in maintenance effectiveness as a result of the new specialized maintenance system is highly desirable. As stated many times in the past, both the parts and maintenance problems stem from the fact that the B-36 is a new and highly complex aircraft still in the shakedown stage of developing and operating. Additional data on the commission status of these aircraft is presented in reports appended to monthly histories of the 7th Bombardment Wing. These reports show aircraft status by weeks and during the first week in December the "hours out-of-commission" rate reached a high of 95 percent with 79 percent of the out-of-commission time due to maintenance reasons. This particular situation was caused by a virtual maximum effort on 30 November for the benefit of the Weapons Evaluation System Group headed by Lieutenant General John E. Hull. This mission resulted in

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10/ Command Book, 8AF, Jan 50. See exhibit #33.

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an abnormal number of B-36's being carried in an AOCM status commencing on 1 December. The condition was further aggravated by the flying restrictions or grounding orders previously referred to.

In the preceding history, reference was made to the possibility of flying B-36's direct to depots when serious malfunctions or damage occur in flight. Early in November, officials of the 7th Wing were advised that B-36 aircraft that encountered malfunctions or damage in flight to the extent that depot maintenance will be required after landing may, at the discretion of the aircraft commander, be flown directly to Oklahoma City AMA for accomplishment of that maintenance. 11/

Another problem encouhtered in the B-36 program has been the maintenance and operating difficulties experienced in the use of AN/APQ-24 Radar Sets. This problem was the subject of a conference held at Wright-Patterson AF Base on 8 and 9 September 1949. During the course of this meeting a summary of the electronics problem in this command plus recommendations for improvement of existing training programs, was presented by General Ramey. 12/ In addressing the conference, General Ramey pointed out that of all the operations that can nullify the combat effectiveness of this command, the placing of bombs on the target is causing the most concern, and at present is the

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11/ Weekly Activity Report, Hq 8AF, 12 Nov 49.

12/ Remarks by Gen Ramey, Electronics Conference, Wright-Patterson AF Base, 8-9 Sept 49. See exhibit #37.

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fartherest from solution. He voiced the opinion that a re-evaluation of the training program and of the scheduling of new equipment into the tactical organizations should be made in order to prevent a continuation of the conditions existing in the APQ-24 program and to prevent a recurrance of these conditions in the forthcoming K-1 program. Considered as the most serious of these conditions is the training of the individual mechanic and operator of these electronic systems. The following is quoted from the General's remarks to the conference:

> "Since I have been connected with radar bombing I have been told and, I believe the Training Command has operated, on the principle that before a mechanic can perform any electronics maintenance he must have a complete theoretical electrical background. By this means he is supposedly capable of performing maintenance upon any electronic system which he might encounter on the field with a minimum of On-the-Job training. In like manner, if an operator is thoroughly checked out on one system he supposedly can skillfully operate any radar bombing system with a short transition period. Both of these suppositions have proved fallacious after ten (10) months experience with the AN/APQ-24." 13/

He goes on to point out that maintenance personnel who are graduates of this type of training have not been capable of doing normal calibration and alignment, and operators have aborted many missions because they have not known the proper operation of the APQ-24 and have tried to apply APQ-13 and APQ-23

13/ Ibid.

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techniques unsuccessfully. For this reason, this command has had to exert major effort in instruction at a level which could be taught prior to these personnel being assigned to tactical units. Command experience indicates that the theoretical background given in the present electronics maintenance courses is unnecessary for the accomplishment of 75 percent of normal calibration and alignment of this equipment.

The second condition which has contributed to the ineffectiveness of current bombing has been the arrival at tactical organizations of new bombing systems without people trained in the system, without the necessary test equipment for alignment of the system and without maintenance spares being in regular supply channels.

To rectify these two conditions, General Raney recommended the following steps be taken:

1. The generalized course in electronic theory and miscellaneous radar equipment for the radar mechanic be changed to a course designed to give a minimum of electronic background and a maximum of training in the immediate bombing problem on equipment currently in use and how the system solves the problem functionally so that the trainee will be capable of aligning, calibrating and performance checking this system when he arrives at an Eighth Air Force station. These personnel will be able to perform 75 percent of the workload of the organizational maintenance shops.

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2. The remaining 25 percent of the maintenance load can be accomplished by a mechanic with considerable functional knowledge of the equipment. This man would be the systems analyst, and has the ability to assess symptom and reason from cause to effect in order to isolate malfunctions in particular units. It was recommended that this level of training be conducted by the manufacturer of the equipment.

3. Increase T/O & E's in maintenance personnel. Command studies show a 200 percent increase in organizational maintenance personnel is required in aircraft such as the B-36 as compared to the B-29.

4. That the AOB school incorporate in it's curriculum operational and in-flight maintenance training on the systems the students will be required to operate in the tactical units. At the present time this command is converting to APQ-24 while new operators being received are being trained on the APQ-13 and APQ-23.

5. Prompt remedial action should be obtained for the obvious engineering defects which appear during tactical operations. An example of this is the APQ-24 cable harness in the B-36. This was reported in April and in June it was determined that the only permanent solution was a retrofit of this cable harness. To date there has been no positive action to retrofit aircraft affected. General Ramey points out that the manufacturers construction technique has imporved considerably with late model

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aircraft. To illustrate this point, in a ten month period B-36 aircraft below #073 made 96 scored runs with an average circular error of 7,080 feet, while in a five week period, there were a total of 48 runs in aircraft #073 and above with an average circular error of 2,970 feet.

6. That positive action be taken to deliver maintenance spare, test mock-ups and test equipment to the tactical organization at least four months prior to delivery of aircraft. He also recommended that two bombing systems such as APQ-24 and K-1 should not be mixed on the same base at the same time.

7. When the decision is made to buy a certain electronics system in quantities for the Air Force, arrangements be made for Training Command to have instructor personnel thoroughly indoctrinated in the equipment at the factory. Upon their return to the command, these men could be utilized in training officers and airmen of units scheduled to receive the new equipment. 14/

General Ramey's recommendations were concurred in by conferees and formed the basis for action by the committees dealing with maintenance, training and training equipment and training aids. Changes in the courses of instruction at Keesler AF Base were initiated prior to the end of the year and it is expected that several of the other recommendations will be followed during the coming year.

14/ Ibid.

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Supply and Maintenance in Medium Units

During the period covered by this report, primary mission aircraft assigned to the medium units of this command included B-50 aircraft in the 2d and 43d Bombardment Groups and B-29 type aircraft in the 97th and 509th Groups. Air Refueling Squadrons of the medium units were also equipped with B-29 type aircraft. Problems common to both of the B-50 organizations included shortage of parts, shortages in maintenance personnel and maintenance difficulties brought on late in the year by grounding of B-50's for replacement of surface control bearings and modification of the exhaust system. Reports from the two stations indicate that the most common items on the shortage lists were: turbosuperchargers, propellers, C-11 regulators, power package assemblies, carburetors, and fuel and oil transmitters.

During the early part of this period the supply and maintenance functions at Davis-Monthan AF Base were complicated by requirements for supporting three major projects. These projects included the Lead Crew School, maneuvers of the tactical group in the United Kingdom, and advance preparation for the SAC Bombing Competation staged at that base between 3 and 7 October. Past experience has demonstrated that normal B-50 operations are handicapped by parts shortages and the extra burden of maintaining aircraft used in the Lead Crew School and those

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participating in the bombing competetion only added to the strain on supply and maintenance. As an example of the requirements of these extra activities, during the short period the Lead Crew School operated at Davis-Monthan there were ten engine changes, 15 turbo changes, 9 carburetor changes, and five oil cooler changes, plus numerous minor items.

Difficulties experienced by the 43d Wing in securing spares for the tactical group operating in England were a constant problem. One example of this was the effort required to procure a B-50 power package assembly. Upon receipt of a request for this unit a call was placed to Class 01-F, O anoma City AMA, who extracted the power pack on the 832d Specialized Depot, Topeka, Kansas. This depot advised that the power package was not in stock. Air Materiel Command was then contacted and that headquarters advised that the unit could be found at San Antonio AMA. Contact with that depot revealed that the item was not in stock. A repeat call was made to Headquarters AMC, and availability was then given at Warner-Robbins AMA. Upon contacting Warner-Robbins a power package was located in stock but it was in need of technical order compliance. In order to meet requirements of the maneuvers the power package was accepted in that condition and immediate shipment was made to the tactical group in the UK. The tactical unit was able to make the necessary modifications for compliance with the technical order. Similar experiences were encountered in procuring

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ailerons and wing assembly requisitioned for the UK maneuvers.

The critical shortage of turbosuperchargers affected not only the tactical unit operating in the UK, but also B-50 units operating at home. A similar shortage was experienced during the early part of 1949 and at that time turbos were removed from B-50A aircraft in storage awaiting modification. During the current period this solution could not be counted on. The explanation for the shortage is that General Electric has changed over to the production of the type B1 Turbos and that no spares are available for the type A1. Insufficient spares were procured before the changeover. It is reported that repairable turbos are being received at Oklahoma City AMA minus certain parts, and, consequently, they have insufficient parts to make repairs. The reason these turbos are received incomplete from the tactical units is that the serviceable turbos are received incomplete and in order for the tactical organization to put them in service they must remove parts from the repairable turbos prior to shipping them to the AMA.

During October, inspection of type A1 superchargers revealed an excessive number beyond the allowable tolerances specified by the applicable technical order. A 43d Wing report for a fifteen day period showed a total of 23 turbos either failed or were condemned. Another 26 were listed as marginal and would require change in the near future. The majority of these turbos had over 350 hours of operating time and it was indicated that this was the life expectancy for this

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type turbo. On 22 October 1949, the 43d Wing recommended that turbo replacement be changed from 600 to 300 hours.

Both B-50 organizations reported excessive maintenance and engine changes were encountered due to oil starvation to the upper banks of cylinder rocker arms and valves and Impeller Oil Seal leakage. Both of these malfunctions become predominant at approximately 300 hours of engine operating time and grow progressively worse. The oil starvation is caused by the oil passages becoming restricted by carbon particles. Present oil screens are inadequate in that after a very few hours of operation they become completely clogged and either collapse or split open and allow unscreened oil to circulate throughout the engine. Corrective measures being pursued include cleaning oil screens after each flight, changing oil at 100 hours, cleaning oil passages insofar as possible, changing rocker arms and push rods, changing cylinders, and constant repair of oil screens. It was recommended that the new type Main Oil Screen Assembly, Part No. 152626 and the larger master metering screw in the rocker oil manifold be made available for installation in all R-4360-35 engines.

Reports from the 2d Bombardment Wing, Chatham AF Base, indicate that the recently instituted system of specialized aircraft maintenance at that station received an excellent test of effectiveness during the month of November, when a heavy work load was placed on aircraft maintenance personnel due to the

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unit's Operational Readiness Test and extensive sea search missions. The results of the ORT and the effectiveness of the search mission are direct reflections of the practicability of the new system. Grounding of B-50 type aircraft for replacement of surface control bearings also added to the maintenance work load of B-50 organizations during the last two months of the year. These bearings were replaced due to the fact that they were corroding and in some instance were actually broken down. Since access to the rudder bearings is gained only by lowering the vertical stabilizer, this one operation entailed many man hours. Work on this job was completed in December and was followed, late in the month, by the grounding of B-50's for modification of the exhaust system of the aircraft in compliance with Technical Order 01-20-ELA-82. During this period the grounded aircraft underwent C-11 regular modernization and oil manifold modification. These two projects are expected to lower the rate of engine changes by an appreciable amount.

Toward the end of the year, plans were being made in the 2d Maintenance and Supply Group to meet the needs of the tactical group during forthcoming overseas TDY. The engine build-up section had an allocation of 46 R-4360 and 24 R-3350 57M engines to build-up prior to the departure of the bombardment group, scheduled after the first of the year.

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Ever since the reactivation of Chatham AF Base early in the year the 2d Bombardment Wing operations have been handicapped by the shortage of fuel storage facilities. Available storage amounts to approximately 84,000 gallons. Instructions from Headquarters USAF to AMC require that gasoline be delivered by rail, however due to shortage of storage facilities the 2d Wing received permission from SAC to receive 50 percent of the gasoline delivered to the base by tank truck, with the remaining 50 percent to come by rail. In June a contract (ASPPA 1543) was let to provide for procurement, transportation, storage and delivery of grade 145 gasoline. Grade 145 gasoline constitutes approximately 90 percent of the aircraft fuel used on the base, and the letting of this contract eliminated the acute fuel storage problem. The fuel is procured by the Armed Services Petroleum Purchasing Agency who also designate the source of supply. The Air Material Command provides overwater transportation from source of supply to point of storage. Tankers of the 75,000 barrel class are used for this operation. The Colonial Oil Company, Savannah, Georgia, furnishes two storage tanks with a 75,000 barrel capacity for storage of the gasoline. The Petroleum Carriers Corporation is under contract to deliver the gasoline from the Colonial Oil Company to Chatham AF Base. The first actual test of the adequacy of the new method of procuring gasoline came in November, when in addition to normal operations of aircraft, the 2d Wing

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participated in the sea search for a B-29 aircraft down in the Atlantic. During November the refueling and aqua system at Chatham issued a total of 769,290 gallons of gasoline and 63,876 quarts of oil, and personnel manning the fueling system indicated that refueling of search aircraft would have been extremely difficult except for the new system being used. Transient search aircraft refueling at the Georgia installation required 55,836 gallons of gasoline and over 3,000 quarts of lubricants.

As already indicated, the 97th and 509th Bombardment Groups and four Air Refueling Squadrons assigned to this command, are equipped with B-29 type aircraft. These units had their own troubles with respect to supply and maintenance, however they were mild in comparison to the troubles of the B-50 equipped organizations. Age of the B-29's and other factors resulted in heavy maintenance requirements and high AOCM rates in the using organizations, however in the matter of spare parts shortages these units maintained good records. The last statement is substantiated by AOCP rates of the two bombardment groups during the last two months of the year. Aircraft maintenance status records show that during the month of December 1949, the 509th Group had an AOCP rate of zero. The same organization also had a zero AOCP rate during July.

In November 1949, the 97th Bombardment Wing arrived at a zero AOCP rate for the first time in the history of the

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organization. This was accomplished through diligent effort over a period of several months. It was decided in September that the policies on AOCP's should be revised. This was accomplished by adding one aircraft inspector (SSN 925) to work with the AOCP clerk. His primary duty was to coordinate between all maintenance activities on AOCP's to determine if substitutions could be made for some particular part, if AOCP parts could be manufactured locally, or other methods could be arrived at to keep the aircraft from being AOCP. Concentrated effort was made each time an aircraft was reported AOCP, and all service stocks, stock record cards, and warehouses were checked to ascertain stock levels. After all efforts on the base were exhausted, the AOCP clerk contacted other bases for the part or substitute, and in many cases the parts were procured from these efforts. Personnel responsible for this record were commended by the Commanding General, 97th Bombardment Wing, on 8 November 1949. 15/

The improved AOCP situation in the B-29 organizations was offset by the relatively high AOCM rates. As previously indicated, this situation is due largely to the age of the aircraft which requires almost continuous modernization and modification of the aircraft and it's related equipment. One

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15/ Ltr, CG, 97th Wg to CO, 97th M&S Gp, Subj "Letter of Appreciation," 8 Nov 49.

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example of this is the large number of engine changes required on B-29 aircraft over the entire period covered by this report. On 18 November 1949, SAC ordered all B-29's grounded for engine modification and fire wall seals. As a result of this action, B-29's with R-3350-57 engines with bronze valve guides had engines modified with cast iron valve guides. This action required approximately 45 engine changes on B-29 type aircraft assigned to the 43d and 2d Air Refueling Squadrons. The 97th Group had approximately 163 standard engines to be changed with only 43 modernized engines on hand. SAC directed that first changes be made on aircraft requiring the least number of engines changed. In the 509th Group, about 90 percent of the R-3350-57 engines had to be changed as quickly as they could be made available.

Thus, in the B-29 and B-50 organizations as well as the B-36 Groups, grounding of aircraft for necessary modifications resulted in increased AOCM rates toward the end of the year. Statistics on B-36 aircraft status were shown earlier in this chapter, therefore the following table is a consolidation of maintenance data on B-29's and B-50's.

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Primary Mission - Aircraft Maintenance Status

	Sept	Oct	Nov	Dec
97th Group - B-29's				
Avg. No. A/C Assigned	31.7	33.4	33.6	33.4
Avg. No. In-Comm.	13.0	17.4	15.6	6.7
Percent In-Comm.	41	52	47	20
Percent Out-of-Comm.				
Maintenance	57	47	52	68
Parts	2	1	0	3
Other	0	0	1	9
509th Group - B-29's				
Avg. No. A/C Assigned	52.2	55.5	53.8	51.7
Avg. No. In-Comm.	39.8	41.9	30.6	15.6
Percent In-Comm.	76	76	57	30
Percent Out-of-Comm.				
Maintenance	22	23	30	40
Parts	1	1	13	0
Other	1	0	0	30
2d Group - B-50's				
Avg. No. A/C Assigned	28.0	31.0	31.0	30.7
Avg. No. In-Comm.	14.8	9.0	8.9	6.3
Percent In-Comm.	53	29	29	20
Percent Out-of-Comm.				
Maintenance	21	38	30	26
Parts	26	33	21	25
Other	0	0	20	29
43d Group - B-50's				
Avg. No. A/C Assigned	57.8	59.4	64.9	57.3
Avg. No. In-Comm.	53.2	43.2	35.6	18.3
Percent In-Comm.	93	67	56	37
Percent Out-of-Comm.				
Maintenance	6	11	32	38
Parts	1	22	12	22
Other	0	0	0	3

16/

Tenant Units a Problem at Biggs

One of the problems facing maintenance personnel in the 97th Bombardment Wing at Biggs AF Base is the matter of providing

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16/ Consolidated Data, Command Book, SAF, Jan 50. See Exhibit #33.

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maintenance support to the tenant units located at that station. The seriousness of the situation is evidenced by the fact that approximately 15 percent of the field maintenance effort of the 97th Maintenance Squadron is being devoted to the 1st Tow Target Squadron. This unit, assigned to the Continental Air Command, has 21 B-26s, six F-80s, one B-29, three C-45s, ten T-14s, six L-13s and six L-5s. The unit is also scheduled to receive 18 B-45s sometime in the near future. It was recommended that this unit be moved to another station, however the recommendation was not accepted, and present indications are that there is no chance of this unit being moved in the near future.

In order to provide adequate field maintenance for this unit without seriously affecting the maintenance effort allocated to the 97th Wing, the personnel section in the 97th Wing prepared a list of 67 maintenance personnel required over and above their present authorization. Headquarters Eighth Air Force will then request Continental Air Command for the additional spaces required.

Another satellite unit, the Air-Sea Rescue Squadron, is adding to the over crowding of Biggs AF Base. This unit has approximately eleven aircraft including three helicopters, one C-47, two C-82s, one B-17, one L-5, and three L-13s. This organization occupies two hangars and a sizeable amount of parking space on the ramp. A study was made of the facilities at

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Walker and Davis-Monthan AF Bases with a view toward moving the Air Sea Rescue Squadron to one of those stations, and following this survey it was recommended that the unit be moved to Walker AF Base. 17/ The proposed movement was sanctioned by Headquarters SAC, however at the end of this reporting period no decision had been made by Headquarters USAF. 18/

27th Fighter Wing

Reports from the 27th Fighter Wing indicate that during the last four months of 1949, the supply and maintenance functions were complicated by the program of converting the organization from conventional to Jet aircraft. As a result of this changeover in aircraft the wing has actually been operating both F-82's and F-84E's. Plans for the conversion require that the unit continue to be combat operational with the twin engine F-82's until the new Jet aircraft are assigned. 19/ In effect, this places a double load on supply and maintenance personnel. Shortages of parts for the old F-82's continue with the major difficulty being the very short supply of engines and superchargers. The most critical item on the stock level is a

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17/ Report of Staff Visit to Biggs, Dir of Mat, 8AF to CG, 8AF, 30 Sept 49. See exhibit #38.

18/ Secret, Report of Staff Visit, Dir of Plans, 8AF to CG, 8AF, 14 Dec 49.

19/ Report of Staff Visit, Dir Opns, to CG, 8AF, 9 Sept 49. See exhibit #39.

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shortage of speed density pumps (carburetors on the F-82). Next is left and right engines (V-1710-145 and 145), after which comes left and right hand prop regulators, followed by K-18 gunsights.

Supposedly, these items are gotton by routine requisitioning methods to maintain a 75 day supply which is based on the last 90 day consumption. Actually, very little is gained by these proceedings since the parts, for the most part, are non-esistant. The reason for this situation is that insufficient parts were purchased with the original contract (usually 10 percent of the contract spent on spare parts) because there was nothing on which to base estimates and consequantly the estimate was too low. Most of the items are gotton by the repair and return method.

With this situation regarding spare parts for the F-82 type aircraft it is exceedingly difficult to build up Fly-away Kits and also maintain the station stock level through routine requisitioning channels. Wing officials estimate that unless marked improvement takes place, at the end of a 30 day period of overseas operation the group would be at less than 50 percent of it's combat potential. 20/

During this same period supplies and parts were being accumulated for the arrival of the F-84E's. To date no unusual problems have arisen however there is no doubt that

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20/ History, 27th Wg, Dec 49.

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problems will crop up with the assignment of large numbers of the new planes. In the meantime groups of personnel are being detailed to the jet engine course at Chanute AF Base and to the Republic Factory, builder of the F-84E. One problem already encountered is in regard to conversion of the gasoline trucks (F-2A Tankers) which have been used in servicing F-82 aircraft with 130/145 octane fuel. These units are being converted to handle jet fuel (a form of kerosene JP-1) and conversion of one vehicle requires approximately 150 man hours. The work of converting the units is being done by San Antonio Air Materiel Area. Four units had been converted by the end of December, and it was expected that there would be a total of 18 by the first week in February 1950. 21/

The actual starting of Jet aircraft requires special equipment. This is in the form of an auxiliary power unit which supplies electrical power for starting and is called a C-22 power plant. Bergstrom has been granted a high priority for requisitioning these power plants, and personnel from AMC have already arrived at the station to instruct wing personnel in operation and preventive maintenance of this equipment. The wing has already requisitioned 400 rounds of JATO (Jet Assisted Take-Off) and it is expected that delivery will present a storage problem. Storage space at Matagorda Island may be utilized.

21/ Ibid

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CHAPTER V

FACILITIES

In the preceding history of this command, the major point of discussion relating to facilities was in regard to the family housing situation presently existing at Eighth Air Force bases, and the steps being taken to improve existing facilities. At that time it was pointed out that there appeared to be three major sources of housing. These sources of potential housing were military housing provided by appropriated funds, mutual aid housing units to be provided through the SAC Housing Association and private capital rental units backed by FHA loans. It was noted in that history that as a result of legislation passed by the 81st Congress, a definite program was initiated to provide badly needed housing facilities on or adjacent to military installations, and consequently on 30 August 1949, the Commanding General, SAC, advised this headquarters that the SAC Housing Plan was being discontinued. 1/

In addition to housing, other projects to be discussed in this history include a brief reference to paving projects under construction at Carswell and Davis-Monthan AF Bases and preliminary planning for extension of existing runways at Bergstrom AF Base and rehabilitation of Hunter AF Base as the future home of the 2d Bombardment Wing.

1/ TWX, CS2587, SAC to CG, 8AF, 30 Aug 49.

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Military Housing

Reference was made in the preceding history of this command to two military housing projects under construction at Carswell and Bergstrom AF Bases. Work on both these projects was proceeding according to schedule during the period covered by this report. In a report to General Ramey, dated 15 December 1949, Colonel Marion D. Unruh, Director of Materiel, this headquarters, pointed out that the Carswell project was started on 4 August 1949, and that because of excellent weather and efficient operation, the work was about 45 days ahead of schedule. Foundations and all utility connections for the seventeen buildings have been completed. Masonry walls have been completed on ten buildings and roofs have been completed on seven buildings. Interior framing, lathing, stucco and plastering are advanced satisfactorily, and due to the advanced phase of the work scheduled, a great deal of inside work can be accomplished should bad weather temporarily suspend outside construction.

As previously indicated the Carswell project includes seventeen buildings, each containing eight apartments, for a total of 136 apartment units. Between 200 and 275 men are employed on the project. The job is completely unionized and there have been no labor difficulties. The project is operated on a regular union five day work week with some work being done on Saturdays in cleaning up and preparing for future operations. The Saturday work is of great value to progress of the project and to good housekeeping, which improves the appearance of the job and makes

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for a minimum of interference with the military operations on the base.

The project is scheduled for completion in November 1950, and with good working conditions and no bad luck, it is possible that the project will be finished two or three months in advance of this date. The Corps of Engineers, supervising the job, have programmed the buildings for occupancy at the rate of three or four buildings at a time beginning with the buildings on the east side of the housing area and progressing west. Occupancy of initial units is expected around 1 June 1950. Work is being performed by the McCann Construction Company, under direct inspection of Mr. Arthur F. Brown, Resident Engineer, Corps of Engineers, Galveston District. Colonel Umruh states that cooperation and coordination between base officials, the contractor and the Corps of Engineers Inspector, has been excellent and that numerous job problems and special arrangements have been handled with satisfaction to all concerned. To quote this report, "All parties concerned are to be commended for the excellent prosecution of a very essential construction project." 2/

These units, added to the 90 units constructed in 1948, will provide a total of 226 permanent type housing units at Carswell AF Base provided through appropriated funds.

2/ R&R, Dir of Mat, 8AF to CG, 8AF, 15 Dec 49.

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Reports from the 27th Wing, Bergstrom AF Base, show that at the end of the calendar year the military housing project being constructed on that base is approximately 25 percent complete. As previously reported, this project consists of 128 units and is scheduled for completion late in 1950. Similar to the Carswell construction, the project consists of 16 buildings, with each building having eight apartments. Construction was started on 11 August 1949, and by the end of the year the contractor was approximately six weeks ahead of schedule. This project represents the initial military housing construction on Bergstrom AF Base.

In addition to these two projects, additional military family housing has been tentatively scheduled for Eighth Air Force stations during 1950, however as of the end of 1949, no appropriated funds had been provided for this construction, and in view of the Wherry-Spence housing program it is unlikely that such projects will be authorized. The additional projects tentatively scheduled are as follows:

Base	Number Units	Cost
Bergstrom	48	$ 792,000
Biggs	96	1,584,000
Campbell	24	396,000
Davis-Monthan	136	2,244,000
Gray	24	396,000
Walker	192	3,168,000 3/

3/ History, 8AF, May-Aug 49.

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Wherry-Spence Housing

The most promising method of securing housing facilities for command installations rests in the recently enacted Wherry-Spence Bill, Public Law 211. This legislation is actually an amendment to the present National Housing Act and sets up under that Act, Title VIII - Military Housing Insurance. This legislation was approved on 8 August 1949, and it's purpose is to encourage the construction of rental housing on or in areas adjacent to military installations. Briefly, the law provides for the construction of rental units on or near military installations by private contractors. The law created a Military Housing Insurance Fund which is used as a revolving fund for carrying out the provisions of Title VIII, and mortgages insured under this title will be referred to as "military housing insured mortgages." The law further provides that the mortgage shall not exceed a principal obligation of $5,000,000 and is not to exceed 90 percent of the cost of the property or project when the proposed improvements are completed. Also the mortgage is not to exceed an average of $8,100 per family unit, except in single family detached dwelling units the mortgage may involve a principal obligation not to exceed $9,000 per family unit. The mortgaged property must be designed for rent for residential use by military and civilian personnel of the armed forces, and no mortgage is to be insured unless the Secretary of Defense or his designee has certified to the Federal Housing Commissioner

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that the housing with respect to which the mortgage is made is necessary to provide adequate housing for such personnel, that the installation concerned is deemed to be a permanent part of the Military Establishment and that there is no present intention to substantially curtail activities at such installations.

Following the enactment of this legislation, SAC published two pamphlets covering various details of the program and procedures to be followed in setting the machinery in motion in this command. 4/ These pamphlets provided information on types of housing required, types of information to be made available to interested sponsors, ratios of units between officers and airmen, proposed rental scales, and other related matters. Since this information was presented in the preceding history, it will not be repeated other than to mention that quotas for Wherry-Spence housing at Eighth Air Force bases was determined as follows: Bergstrom AF Base - 480, Biggs AF Base - 800, Campbell AF Base - 28, Carswell AF Base - 1044, Davis-Monthan AF Base - 398, Gray AF Base - 20, and Walker AF Base - 800. In this connection it might be pointed out that final USAF approval of contracts for the various bases is contingent upon

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4/ a. Standard Operating Procedures for Dependents Housing Projects Under Wherry-Spence Amendment to Federal Housing Act, 23 Aug 49.
b. Planning of Family Housing at Strategic Air Command Installations, 23 Aug 49.

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FHA certification that a need exists for the number of housing units specified. All the above quotas have been certified by FHA with the exception of Davis-Monthan. Certification of the need for 393 units for that station had not been made at the end of December 1949, however it was expected that subsequent approval would be received and in order for that station not to fall behind in the program, proposals to build that number of units were accepted from prospective contractors. Another point which should be mentioned in connection with the above quotas is that the units required at Campbell and Gray AF Bases are actually to be included in housing projects to be planned and accomplished by Army installations at Camp Campbell and Camp Hood, respectively.

Due to the date on which the Wherry-Spence Bill was enacted, little was accomplished before the end of August, however the period from September through December 1949, saw a great deal of activity insofar as acceptance and evaluation of sponsor proposals was concerned. Information on this phase of the Wherry-Spence housing program was furnished by personnel of the Air Installation Office, this headquarters, and sums up the progress made prior to 1 January 1950.

With regard to general information on the projects to be developed at the five major installations of this command, units will be of masonry construction and with the exception of

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Carswell AF Base, all projects will be constructed on the bases. In the case of Carswell, some 800 airmen units will be constructed off-base with the remaining 244 units to be on the base. Sponsors awarded contracts for constructing of projects on government owned land will be given minimum leases of approximately 50 years. With reference to the matter of privately owned rental units on government owned land, the question arose regarding taxation of the projects. On 23 December 1949, SAC notified this headquarters that USAF had advised that general property taxes were exempt insofar as municipal, county and state governments were concerned. 5/

General procedures for handling the housing program required that sponsors proposals be submitted to base commanders and after evaluation at that level they were to be forwarded through channels with recommendations as to the most desirable proposals. At this point it should be mentioned that evaluation at all echelons included two major considerations - quality and economy. Sponsor proposals and recommendations from the five wing bases were received in this headquarters between 20 September and 10 November 1949. A summary of the action relating to each of these bases follows:

Walker - The first station to submit sponsor proposals and base recommendations to this headquarters was Walker AF Base.

5/ TWX, AlD2 1949, SAC, 23 Dec 49.

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Nine proposals were submitted to the base commander prior to 20 September 1949, and on 21 September base findings on these proposals were hand carried from Roswell to Headquarters Eighth Air Force. Evaluation of the proposals at base level resulted in the following recommendations: (1) United Homes, Inc., Austin, Texas, (2) Likins-Foster Company, Albuquerque, New Mexico and (3) Rupley and Lively, Dallas, Texas. This headquarters concurred in these choices and the file was hand carried to SAC. That headquarters also concurred on United Homes as the first choice among the nine firms submitting bids, and the proposals and recommendations were indorsed to USAF on 24 September 1949. Since the total cost of the Walker project was in excess of the maximum amount permitted for one mortgage, USAF discussed the proposal of United Homes with representatives of that concern and United Homes agreed to form two separate corporations. The two firms were known as the Roswell Garden Homes, Inc. and Texas Ideal Homes, Inc., both of 915 Congress Avenue, Austin, Texas. The official letter of acceptance of the proposal made by United Homes to construct 800 housing units at Walker AF Base was forwarded to the two new firms by USAF on 1 November 1949. 6/ Under terms of the agreement the builders were given 90 days

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6/ Ltr, Off of the Asst Sec of the Air Force to Roswell Garden Homes and Texas Ideal Homes (jointly), 1 Nov 49.

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to work out final details for the project with FHA. Subsequent reports indicate that FHA required an increase of approximately seven percent in the rent scale in order to provide for the vacancy factor. Late reports also indicate that ground breaking ceremonies for the Walker project will be held on 8 April 1950.

Bergstrom - The second Eighth Air Force station to forward housing data to this headquarters, was Bergstrom AF Base at Austin, Texas. Closing date for acceptance of sponsor proposals at that base was 30 September. Nine proposals were received by base authorities and after study of these bids the base recommended that first consideration be given to proposals by United Homes and Earl Thompson. Second and third recommendations were Austin Associates and Shelby Construction Company. These findings were forwarded to both SAC and Headquarters Eighth Air Force on the same date and on 19 October 1949, SAC made it's recommendations to USAF without benefit of evaluation by the intermediate headquarters. Headquarters SAC recommended that the proposal of Earl Thompson be accepted with the major consideration being economy. On 20 October, Headquarters Eighth Air Force forwarded it's recommendations to SAC, with first choice among the Bergstrom proposals being United Homes, Inc, and second choice going to Austin Associates. In both instances the major consideration was the quality and economy of the units proposed. These two proposals were considered to be the most economical of the

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most acceptable units proposed. At this point it might be stated that on all proposals, evaluations made by this headquarters took into consideration the question of economy, but at the same time, consideration was also given to the acceptability of the proposed units from the standpoint of the families to occupy those units. On this basis the bid of Earl Thompson was ranked fifth among the Bergstrom proposals by this headquarters. On 28 October 1949, SAC forwarded the Eighth Air Force recommendations to USAF, but did not concur in the findings of this headquarters. It might be added that SAC's recommendation to USAF placed United Homes, Inc. in second place for the Bergstrom project.

No further action was taken on the Bergstrom project prior to 31 December 1949.

Carswell - The next station to submit it's evaluation of proposals was Carswell AF Base. These evaluations were given to Headquarters Eighth Air Force on 19 October, and since individual proposals had been forwarded to this headquarters over a period of about six weeks, this headquarters was able to submit it's evaluation to SAC on 20 October 1949. Recommendations and proposals for the Carswell project were forwarded from SAC to USAF on 2 November 1949. As previously stated, Carswell is the only station where both on-base and off-base housing is to be constructed. Due to the limited available building areas

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on this base, on-base housing is to consist of approximately 244 officer units, while approximately 800 airmen units will be constructed off the base proper. In the building proposals submitted for these projects, all echelons recommended acceptance of the proposal of United Homes, Inc. for the on-base housing. Similarly, all three echelons recommended approval of the Bucco Corporation, Fort Worth, Texas, as the builder of the off-base units. This firm proposed to build the airmen housing on land approximately one-half mile directly south of the Carswell main entrance.

No further action was taken on this project before the end of 1949.

Davis-Monthan - On 6 October 1949, officials at Davis-Monthan AF Base forwarded evaluation on five complete sponsor proposals and one letter of intent. The base recommended proposals of the following sponsors in the order listed: (1) Southwestern Management Company, Phoenix, Arizona; (2) M. M. Sundt Construction Company, Tucson, Arizona and (3) Midwest Construction Company, Phoenix, Arizona. After study of base recommendations and the individual bids, Eighth Air Force made it's report to SAC on 7 November, with the following recommendations: (1) Midwest Construction Company, (2) Southwest Construction Company and (3) Sundt Construction Company. Finally, on 28 December 1949, SAC made recommendations to USAF, listing proposals in the following order: (1) Sundt Construction Company,

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(2) Midwest Construction Company and (3) Southwest Construction Company. From the recommendations of the three echelons it will be noted that the same three firms received consideration at all levels, and it should be pointed out that the reason officials at Bergstrom and Headquarters Eighth Air Force did not put Sundt Construction Company in first place was that the proposal called for very modern type units with a considerable amount of glass being utilized in the construction. It was felt that the proposal of this firm, if accepted, would have to undergo major changes and therefore the two lower echelons did not make the assumption that the subject sponsor would agree to the necessary changes. SAC, on the other hand, acted on the assumption that the Sundt Construction Company would make the necessary changes in their proposal, and recommended that firm to USAF as first choice for the Davis-Monthan construction. The delay in submitting the Davis-Monthan proposals and recommendations to USAF was a result of the failure of FHA to certify need for the 398 units proposed for that station. As already indicated this was the only Eighth Air Force installation that had not received FHA certification of it's housing quota prior to the end of the year.

Biggs - The station needing housing the most, and yet the last to submit sponsor proposals and recommendations, was Biggs AF Base. The delay at this installation was due to the fact that planning under the SAC Housing Association had made definite progress at Biggs and with the discontinuance of that plan at

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the end of August, the station had to forego some rather definite commitments on such things as utilities. It will be recalled from previous histories that Biggs more or less originated the idea for the SAC Housing Association program as a result of a similar program actually conducted at nearby Fort Bliss.

At any rate, the closing date for acceptance of sponsor proposals at Biggs was 31 October 1949, and on 9 November 1949, the station submitted it's recommendations from the 12 acceptable proposals received. The station listed El Paso Homes, Inc., San Antonio, Texas and P and C Development Company, El Paso, Texas, as it's first and second choices. Headquarters Eighth Air Force and SAC concurred in these same recommendations and the file was indorsed from SAC to USAF on 15 November 1949. Of the 800 units proposed for Biggs, 330 were for officers and 470 were for airmen. No final action was taken by USAF prior to the end of 1949.

To summarize briefly, the only Eighth Air Force station on which final USAF approval was given prior to the end of this reporting period, was Walker AF Base. Proposals and reports of evaluation from other command bases were in the hands of USAF at the end of the year, and subsequent developments affecting housing projects at these stations will be discussed in future histories. Detailed information on individual projects will be reported as the program unfolds and construction actually gets under way.

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Parking Aprons at Carswell and Davis-Monthan

At the end of December 1949, two major construction projects were nearing completion at Carswell and Davis-Monthan AF Bases. Both of these projects were concerned with the construction of additional aircraft parking aprons and were necessitated by crowded conditions existing at the two bases. The first of these projects to get under way was at Davis-Monthan. The project was started during the last half of 1948 while that station was occupied by both the 43d and 2d Groups and was to provide parking space for an additional 30 B-50 type aircraft. Total cost of the construction was estimated at approximately $300,000 and the total area of the new parking space will approximate 144,000 square yards. Construction is of asphalt and work is being accomplished by Company "C", 838th Engineer Battalion, on TDY at Davis-Monthan. The job was originally scheduled for completion by June 1949, however delays of one type or another have held up construction and it is expected the project will be finished early in 1950. As of the end of December 1949, the project was about 92 percent complete. Since this construction was initiated, the 2d Bombardment Group has moved to Chatham AF Base, however activation of the 43d Air Refueling Squadron and the placing of the 43d Wing on a war instead of peace T/O & E, has in no way decreased the need for the additional parking facilities.

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The second project of this nature was started at Carswell AF Base on 3 March 1949, and when completed will provide an additional 200,000 square yards of aircraft parking aprons. This project calls for an expenditure of about a half million dollars and the work is being accomplished by about 350 troops of the 862d Engineer Battalion. The original schedule called for completion of the job in approximately nine months, or about the end of 1949, and work progressed pretty well on time. Reports indicate that the project was 95 percent complete at the end of the year. This project was necessitated by the activation of a second heavy bombardment group at Carswell in December 1948. Both heavy bombardment groups, the 7th and 11th, are still assigned to this station.

Extension of Runways Planned at Bergstrom

Several references have already been made in this history to the scheduled change from conventional to Jet type fighter aircraft in the 27th Fighter Wing stationed at Bergstrom AF Base, Austin, Texas. The existing runways at that station presented no special problem with the operation of F-82 type aircraft, however with the pending change to F-84E Jets, there will be a problem of lengthening runways. Longer runways will be required because of the characteristic slow accelleration on take-off of the Jets. Early in September 1949, representatives of Headquarters Eighth Air Force, SAC and the 838th Engineering Battalion, visited

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Bergstrom for the purpose of making estimates for the extension of runways. Estimates of quantities, prices and availability of materials were obtained so that cost analysis for almost any type of pavement design could be made. Estimates were made on extending Runways 35R-17L approximately 1800 feet to the south and connecting the end of the extension with a 1200 foot taxiway to the south end of Runway 4-22. The two types of paving considered were surfacing with steel "pierced plank" or for three inches of asphaltic concrete. Estimates indicated that cost of either type paving would run well over $100,000, with the asphaltic concrete several thousand dollars cheaper than the "pierced plank." 7/ At the end of the year a definite project covering this construction had not been approved, however it is thought that action on this improvement will get under way early in the new year. Since the aircraft employed by the 27th Wing will be used a great deal in training at Matagorda Island Bombing and Gunnery Range, it is expected that runway extensions will also be needed at that installation.

Proposed Rehabilitation of Hunter AF Base

As stated in an earlier chapter of this history, an announcement was made on 23 November 1949, that the 2d Bombardment Wing, Medium, presently stationed at Chatham AF Base, would move to Hunter AF Base, Savannah, Georgia, sometime during the

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7/ Report of Staff Visit to Bergstrom, Directorate of Mat, 8AF to CG, 8AF, 14 Sept 49. See exhibit #40.

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first half of 1950. Although Hunter AF Base will offer greater opportunity for future development and expansion than Chatham, and has many advantages over that station, such a move will require extensive rehabilitation of facilities at the new installation.

Shortly after announcement of the pending move, Major Roscoe G. Rector and Captain Clyde E. Lesher of the Air Installation Section, this headquarters, visited Hunter and Chatham AF Bases for the purpose of attending a conference relative to the rehabilitation of Hunter AF Base. Other representatives attending this conference were from SAC and the 2d Bombardment Wing, and during the course of the meeting a list of projects necessary to rehabilitate the new installation was prepared. The list of required improvements included approximately 30 major items with the estimated cost of the entire list of projects set at $636,850. 8/ The complete list shows projects ranging from $1,800 for replacement of the base flag pole to $169,000 for rehabilitation of 328 buildings. Other major items include: $65,000 for modification of operations facilities, including such items as guard house, sentry boxes, mess halls, and chapels; $32,500 for painting of interiors of hospital buildings, mess halls and recreation halls; $132,000 for rehabilitation of plumbing and heating facilities in 328 buildings; $19,500 for

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8/ Report of Staff Visit to Chatham, Major Rector, AIO, 8AF, to CG, 8AF, 12 Dec 49. See exhibit #41.

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rehabilitation of electrical distribution system; $24,250 for increasing capacity of electrical sub-station to 1500 KVA; and $35,000 for repair and sealing of north parking ramp. 9/

No definite action was completed on the rehabilitation program prior to the end of the year, however future developments regarding improvements at the new station will be reported in subsequent histories.

9/ Ibid.

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CHAPTER VI

TRAINING AND OPERATIONS

The overall training program of this command during the closing months of 1949, was designed to achieve and maintain that state of administrative, technical and tactical proficiency which would permit immediate execution of the assigned mission with maximum efficiency. The general objectives for training of the medium and heavy bombardment groups, as well as the 27th Fighter Wing, were provided in pertinent regulations and directives published by SAC and Headquarters Eighth Air Force.

In general, flying training activities of the tactical units followed pretty well the same program as was accomplished during the preceding four months. In the bombardment groups special emphasis continued to be on activities centering around radar bombing, while in the fighter group emphasis was placed on aerial and ground gunnery, long range missions, and fighter-bomber missions. During the last two months of the year, the fighter group slacked off some on this type training and concentrated on transition flying incident to the expected delivery to the 27th Wing of F-84E aircraft.

Except for a few special field order missions ordered by this or higher headquarters, training was of a somewhat routine nature, including among other things, overseas training for the 43d Bombardment Group, Electronic Counter Measure missions by the 2d Bombardment Group, participation of medium units in

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sea search missions, Operational Readiness Tests in two medium units, Alaskan flights by B-36's, and the usual aerial and static displays in various parts of the country. Before discussing these activities, attention will be given to OJT, Mobile Training Units and Reserve Training.

On-The-Job Training

Earlier in this history attention was given to the general problem of manning and it was stated that the ultimate objective of this program was to have 100 percent effectiveness both from the standpoint of the number of personnel assigned and the effectiveness of those personnel in relation to the positions authorized in the various organizations of this command. Statistics were included to show the percentages of effectives and non-effectives assigned and it was pointed out that the problem of non-effectives can be overcome, to a great extent, by the utilization of technical schools and on-the-job training at base level. When properly trained these people can be assigned in authorized positions and thus the percentage of effectives goes up and at the same time shortages in critical SSN's are decreased.

Since the utilization of technical school facilities for command personnel has already been discussed, attention at this point centers on the OJT program. On-the-job training provides for the training of individuals in administrative and technical specialties at unit and job level and affords a steady supply of qualified personnel. The scope of the program at the individual

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stations is determined by the needs of the tactical and service organizations and for this reason the OJT program is especially suited to the needs of the command. Training officials point out that in one respect the training of men on the job offers a definite advantage over training of men in technical schools. The reason for this being that when men are sent to technical schools their services are completely lost to the parent organization during the period of schooling, whereas in the case of OJT the men remain in the organization and a part of their services can be utilized while their training progresses. Under the OJT program, the trainee spends a part of his time in formal classroom instruction, while the remainder of his time is spent actually learning and working in the MOS he is being trained for. The length of time spent in on-the-job training in a particular specialty depends on the complexity of the subject, however upon successful completion of the prescribed training the trainee is awarded the proper SSN and the entry is made on his Form 20.

Figures in the following table indicate the amount of OJT accomplished at the bases of this command during the period September through December 1949:

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Summary On-The-Job Training

	Sept	Oct	Nov	Dec	Avg Trng	Awd SSN's
Bergstrom						
In Trng	185	235	237	195	213	-
Awarded SSN	37	35	27	25	-	124
Biggs						
In Trng	410	467	485	502	466	-
Awarded SSN	45	25	15	4	-	89
Carswell						
In Trng	425	395	365	309	373.5	-
Awarded SSN	62	26	12	7	-	107
Chatham						
In Trng	195	170	154	169	172	-
Awarded SSN	12	25	37	23	-	97
Davis-Monthan						
In Trng	190	146	146	135	154	-
Awarded SSN	48	62	60	41	-	211
Walker						
In Trng	189	225	250	315	245	-
	35	30	34	35	-	134
					1623.5	762 1/

From the above information it will be noted that the monthly average of personnel engaged in OJT activities at all bases of this command amounted to 1623.5, and during the same four month period the total number of airmen awarded SSN's for successfully completing OJT was 762. During the first eight months of 1949, 2416 airmen were awarded SSN's for successful completion of OJT courses at Eighth Air Force bases, and by adding the 762 for the last four months the year's total amounts to 3178.

1/ Reports on file in Trng Sect, Dir of Opns, Hq 8AF.

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Another way of emphasizing the extent to which OJT was utilized as a training factor in this command is by the number of different courses or types of training being carried on by the different SSN's. No attempt will be made to present the figures for all four months of this period, however November is considered an average month as indicated by the table shown above. During this one month the different groups of this command conducted on-the-job training as follows:

Group	No. MOS Trained In
2d	43
7th	61
11th	26
27th	54
43d	50
97th	71
509th	57
1st SSS	4
2d SSS	5 2/

It would also be impractical to try to list the total number of personnel taking individual courses throughout this period, therefore a dozen of the most common courses have been selected, and combined attendance in those courses for the month of November, is shown as follows: Clerk (055) - 72; Cook (060) - 31; Automotive Equipment Operator (345) - 46; Clerk-typist (405) - 42; Airplane Armorer-Gunner (612) - 56; Air Force Policeman (677) - 56;

2/ Ibid.

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Airplane Power Plant Mechanic (684) - 147; Airplane and Engine Mechanic (747) - 213; Airplane Maintenance Technician (750) - 49; Radio Mechanic (754) - 13; Radar Mechanic, Bombardment (867) - 37; and Airplane Armorer (911) - 42.

Utilization of Mobile Training Units

For the last several months attention has been given to the utilization of Mobile Training Units by the various tactical organizations of this command. With a constant need for more and better trained maintenance and operating personnel in the command, both the fighter group and bombardment groups have stressed the practical value of the various MTU's made available to them. Past experience has demonstrated that these units are of praticular value in training men in organizations scheduled to receive new types of aircraft, and in keeping personnel up to date on aircraft that they have been operating for long periods of time.

During the period covered by this report there was considerable activity with respect to the movement of MTU's from one station to another. This was particularly true with regard to tactical organizations scheduled to receive new types of aircraft. Records in the Ground Training and Reserve Branch, Directorate of Operations, this headquarters, reveal that during the current period, three tactical organizations scheduled to receive new types of aircraft were assigned MTU's. The first of these units to receive a new MTU, was the 27th Fighter Wing, Bergstrom AF Base. In preparation for the switch from F-82's to F-84E's this organization

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was assigned the MTU, F-84C-3 on 24 October 1949, and the wing started operation of the MTU early in November. This headquarters had requested an MTU, F-84E, on 2 September, however SAC advised that an MTU for the "E" model of the F-84 would probably not be available before June 1950, and in the meantime the unit would be assigned an F-84 "C" or "D" MTU. 3/

During the period from May through August, the 27th Wing had operated the MTU, F-82-1, and this unit continued operation at Bergstrom through 14 September, at which time it was moved from the station. During the two weeks of operation from 1 to 14 September, this MTU was used for training personnel of the 87th Fighter Wing (Corollary) assigned to Bergstrom AF Base.

The second organization to receive assignment of a new type MTU was the 97th Bombardment Wing, Biggs AF Base. This organization was scheduled to receive B-50 type aircraft sometime after the first of the new year, and MTU B-50-1 was assigned to the base on 27 November 1949. 4/ The unit came to Biggs on permanent change of station orders from Castle AF Base, Merced, California. This unit started operation at Biggs AF Base on 2 December 1949.

As indicated in the preceding history, the 97th Wing was assigned a B-29 MTU on 16 June 1949, and this unit continued operation

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3/ Secret, Ltr, Hq 8AF to SAC, Subj-"Request for Special Training MTU," 2 Sept 49, & 1st Ind, SAC to 8AF, 13 Sept 49.

4/ Ltr, Amdt No. 1, DAF to CG, ATC, Subj "Movement Directive B-50-1 Mobile Training Unit," 2 Nov 49.

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at Biggs until 16 November 1949, when it made way for assignment of the B-50 MTU at that installation.

The third organization scheduled to receive new type aircraft after the first of the year was the 509th Bombardment Wing at Walker AF Base. This organization, currently using B-29's will switch to B-50's and consequently the MTU B-50-2, was moved from Chatham AF Base to Walker AF Base on 23 November 1949. 5/ This MTU will start active operation at Walker in January 1950. As reported in an earlier history, the MTU B-50-2 was assigned to Chatham AF Base's 2d Wing on 1 May 1949, however due to lack of necessary building and facilities the unit did not start operation until about 1 July 1949. Once training got under way the unit continued to operate until the end of October 1949, when preparations were begun to move the unit to Walker.

Another organization which had the services of an MTU during a part of this reporting period was the 1st Strategic Support Squadron, Biggs AF Base. Reference was made in the preceding history regarding the assignment to that station of the MTU C-54-4, late in August. Here again the lack of a suitable building and facilities held up operation of an MTU for a short while, however on 28 September 1949, this MTU was placed in operation. Due to the relatively small number of personnel assigned to the 1st and

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5/ Ltr, DAF to CG, ATC, Subj "Movement Directive, B-50-2 Detachment, 3496th Mobile Training Squadron," 2 Nov 49.

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2d Strategic Support Squadrons, the C-54 MTU was required for only two months of operation and was returned to Chanute AF Base in December.

The following chart shows the assignment and utilization of Mobile Training Units in this command during the period from September through December 1949:

	Sept	Oct	Nov	Dec	Total Hours
Bergstrom AF Base					
F-82-1	795*	-	-	-	795
F-84C-3	-	-	4412	3352	7,764
Biggs AF Base					
B-29-9	2687	4150	1560	-	8,397
B-50-1	-	-	-	13737	13,737
C-54-4	-	2755	1104	-	3,859
Chatham AF Base					
B-50-2	10397	3430	-	-	13,827 6/
Walker AF Base					
B-50-2 Assigned 23 November. No training given in 1949.					

*This training was for 87th Fighter Group (Corollary).

Although no MTU's were assigned to the bombardment organizations at Carswell and Davis-Monthan AF Bases during this reporting period, organizations at these bases did receive MTU training during the early part of 1949. Heavy bombardment groups at Carswell received training from the MTU B-36-1 from January through April, and the 43d Bombardment Group at Davis-Monthan received training from the MTU B-50-1 from January through May.

6/ Reports on file Trng Sect, Dir of Opns, Hq 8AF.

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Mobilization and Corollary Unit Training

As stated in earlier histories of this command, there are two types of reserve training currently being conducted at Eighth Air Force bases. The two reserve training programs referred to are Mobilization training being conducted at all command bases and Corollary Unit training being conducted at Bergstrom, Biggs, Carswell, and Davis-Monthan.

Briefly, the Mobilization Program is designed to train individual inactive reserve officers to take over a specific duty assignment in the event of mobilization. It is accomplished in an OJT or person to person manner and is considered to be a satisfactory means of reaching a limited number of reserves. Major Floyd E. Wikstrom, Training and Reserve Branch, Directorate of Operations, this headquarters, states that in general, progress in this program during the last year can be considered as satisfactory. A recent survey of Eighth Air Force stations indicated that approximately 500 assignees were being trained and approximately 25 percent of them were qualified to take over their assigned duties with a minimum amount of supervision, while the remaining 75 percent would, at present, require a period of intensified instruction before being considered qualified. This progress appears normal considering the infrequencies of training assemblies, the turnover in regular personnel doing the instructing and the turnover in reserve assignees.

Only general statements can be made as to the degree of proficiency attained by each individual and specific rating cannot

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be made for the following reasons:

1. Only the number of training assemblies or periods attended are presently recorded and reported. No standardized means of recording accomplishments during these assemblies now exist.

2. There exists no standardized means of determining individual proficiency or manner of performance such as efficiency reports, progress reports, etc.

3. The frequency and duration of the authorized periods are inadequate to obtain a definite picture of an individual's capability.

The above progress evaluation has all been based on administrative assignments alone and does not include any commensurate flying duties. To requalify all rated mobilization assignees in military flying would in itself require a lengthy period of uninterrupted flying instruction and check-outs. This is particularly true in Strategic Air Command units which utilize equipment requiring each individual crew member to have considerable technical background and training. Such a period of training would also vary according to the length of time each individual has been away from military flying and if mobilization assignees are not called into service in the near future, a majority of them will be of no use in military flying.

The major problems encountered in conducting the mobilization training program in this command are as follows:

1. Primarily, the reservists of both mobilization and

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corollary unit training are interested in maintaining flying proficiency. As this is not possible because of the nature of the equipment which requires considerable check-out time and because units cannot offer adequate flying time, a constant source of irritation exists. Reference has been made in past histories to the limited amount of flying available to reservists due to heavy tactical commitments for group aircraft and the heavy demand on administrative aircraft in keeping up flying requirements for regular rated personnel.

2. Major Wikstrom points out that SAC and USAF Regulations stipulate that such training assembly must be at least two hours in duration though four hour periods are encouraged and desired. Though the longer periods are encouraged, a general resistance by reserves has developed and a feeling is prevalent that the two hour period is a right and not a privalege. For this reason, he recommends that the two hour minimum established in SAC Regulation 45-1 be changed to at least four hours. The two hour period is inadequate as it provides too little time on the job and does not lend itself to a well planned and well conducted training period.

3. In the past, assignees have spent as many as four training assemblies in orientation of the base, of the organization and of his respective section and even then is only partially acquainted with his assignment. To correct this, it is recommended that future M-Day assignees be required to commence their 15 day active duty tour at the time of accepting mobilization positions

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and assignees presently being trained be required to accomplish a 15 day active duty tour within the next six months, if they are to hold their assignments. Exceptions to the last provision would be those who have completed the active duty tour. It is believed that this system would start the reservist off with a full opportunity to become oriented, acquainted and checked out in his duties before reverting to inactive status. It would then be much easier to continue mobilization training than under the present system.

4. Another problem encountered is the desire of M-Day assignees to allow them to conduct all their assembly periods during week-ends or during off duty hours, thus requiring their section supervisors to be present during these periods. This is an unsatisfactory procedure both for the regular unit personnel and for the value and amount of training received during off duty hours. Major Wikstrom has also recommended that the appropriate regulation be amended to carry a requirement that all mobilization assemblies be conducted during the normal work week and during normal duty hours. This would work no hardship on regular unit personnel working with and supervising the assignee and would give him the opportunity of working in a normal situation, which doesn't exist on week ends and during after duty hours. To allow for periodic assemblies as a unit, provisions should be included allowing the wing commander, at his discretion, to conduct periodic paid assemblies during off duty hours.

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As indicated in the outset of the discussion concerning the reserve training program, a second training program is being conducted at four bases of this command. This is the training being given to reservists of the Corollary Units assigned to the four stations previously listed. This program is designed to attain and maintain proficiency of individuals in their primary MOS to permit use of Corollary personnel as individual replacements. This objective is very similar to that of mobilization-tion training except that Corollary Units are expected to use their own personnel to conduct the technical training involved and if not available to secure instructors from the parent unit. Major Wikstrom points out that to date this program has been considered unsatisfactory with one of the reasons for this condition being the relatively short period the program has been in operation. Corollary Units were not assigned to this air force until June 1949, and during the last six months of the year only 12 assembly periods were conducted, and these periods were used mainly for organizing, processing, physical examinations, and establishing administrative procedures. Additionally, the units have not yet been manned with sufficient airmen to allow the organization to conduct it's activities as a separate unit.

Another problem in corollary unit training, and one already mentioned in connection with the mobilization training program, has been the difficulty in securing individual instruction from regular personnel to provide training in individual SSN's. This, of course, is due to the fact that corollary assembly periods

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are held on week-ends. Consequently, the assemblies have been devoted mainly to training corollary personnel in groups of similar SSN's. Mobile Training Units are utilized advantageously by aircrew members at stations where such units are assigned. An example of this is the utilization of the F-82 MTU at Bergstrom AF Base by personnel of the 87th Fighter Group (Corollary) during the first two weeks in September. Where MTU's are not available, as is the case at Carswell and Davis-Monthan, ground school classes are conducted by the parent unit with any mock-ups and training aids they have available. This system is not altogether adequate considering the shortage of qualified instructors and the lack of sufficient and proper training aids. As of the end of the year, no corollary unit was in a position to provide for it's own administration and training, and consequently had to be supported completely by the parent units.

Under the corollary program the progress made in flying training was practically nil, especially so in the B-36 units. Except for flying training given personnel of the 87th Fighter Group (Corollary) during the first two weeks in September, such training in other units was confined mainly to a limited amount of time in administrative aircraft. Tactical flying time is not available in sufficient amount to properly check out corollary crews, and as a result it will take a matter of years before corollary crews will provide a potential replacement for regular crews. Any potential that has been achieved by the smattering of tactical flying required to date will be completely ineffectual

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if tactical flying is not provided in an increased amount of approximately 100 hours a year.

It can be seen that the problems encountered in the Corollary Program are similar to those of the Mobilization Program, with the lack of available flying time leading the list. A Corollary Unit may become of definite value when assigned to a parent unit which has as it's mission something other than that of a SAC bombing unit, but it takes an exceptional length of time to train a regular strategic bombing crew that is available day after day for training, let alone train corollary crews that are available only once or twice a month. Corollary units assigned to fighter organizations can be trained more quickly and may be of some value.

In summarizing the reserve training situation, Major Wikstrom indicates that the Mobilization Program has proven more successful than the Corollary Program, and in his opinion it would be more economical to discontinue Corollary Units assigned to SAC units and increase the Mobilization Program.

In this connection, he made the following recommendations at a Reserve Activity Conference held at SAC on 24 January 1950:

1. Corollary Units be discontinued at SAC bases and the mobilization quotas increased accordingly including authorizations for reserve airmen.

2. That, if Corollary Units are not deactivated, a definite percentage of tactical flying time be diverted to the training

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of reserve crews.

3. That the limitation of administrative aircraft hours be increased to allow reserves an opportunity to accomplish their required flying.

4. That SAC report Form 15-9-1, which denotes the break-down of each groups tactical aircraft time be amended to include a column for number of aircraft hours provided for reserve training.

5. That standardized performance rating sheets be devised to be accomplished quarterly on each mobilization assignee.

6. That assembly periods be a minimum of four hours.

7. That regulations be amended to require the 15 day active duty tour be completed at the time of accepting mobilization positions.

8. That regulations be amended requring mobilization assemblies to be conducted during normal duty hours, with the provision that Wing Commanders be authorized to call off duty assembly for the purpose of unit sessions.

The following is a brief summary of Reserve Activities in this command during the last four months of 1949:

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Corollary Unit Training - Inactive Duty

	September		October		November		December	
	(1)*	(2)**	(1)	(2)	(1)	(2)	(1)	(2)
Bergstrom								
Officers	55	110	56	112	59	118	60	120
Airmen	24	48	20	40	44	88	42	84
Biggs								
Officers	-	-	47	131	38	82	46	91
Airmen			23	58	17	35	26	44
Carswell								
Officers	80	179	81	184	80	168	76	167
Airmen	61	136	60	144	65	136	70	162
Davis-Monthan								
Officers	51	200	46	177	52	186	51	100
Airmen	35	117	29	106	43	155	45	87

7/

*Column (1) - Total number receiving training
** Column (2) - Total training periods accomplished

The personnel assigned to the 87th Fighter Group (Corollary) at Bergstrom AF Base were on active duty training during the first two weeks of September, and during that period received approximately 9,000 hours of ground training. At the same time, 58 rated personnel flew a total of 310 hours. During the remainder of the year these personnel participated in Inactive Duty training only and accomplished a total of something like 2200 hours. Flying training for the last three months of the year was limited to approximately 150 hours.

At Biggs AF Base where the 401st Bombardment Group (Corollary) and the 612 Bomb Squadron (Corollary) were assigned, no flying training for corollary personnel was accomplished. Ground training got under way at that station in October, and during the remainder of the year a total of about 850 hours was accomplished.

7/ Monthly Status Report of USAF Reserve Training, Sept - Dec 49.

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The first month in which a creditable showing was made was in December when some 550 hours of ground training was given personnel assigned to the two corollary units.

At Carswell AF Base, personnel assigned to the 446th Bomb Group (H), 704th Bomb Squadron (H), and 705th Bomb Squadron (H) received a total of 4,825 hours of ground training during the last four months of 1949. Flying training for rated corollary personnel for the same period was as follows: September, 38 rated personnel - 196 hours; October, 4 rated personnel - 8 hours; November, 27 rated personnel - 97 hours, and December, 23 rated personnel - 69 hours.

The fourth Eighth Air Force station assigned Corollary Units was Davis-Monthan AF Base. Corollary organizations at this station were the 459th Bomb Group and the 759 Bomb Squadron, and during the last four months of the year personnel assigned these two units received a total of 4865 hours of ground training. Flying training by months is as follows: September, 36 rated personnel - 105 hours; October, 40 rated personnel - 104 hours; November, 2 rated personnel - 8 hours; and December, 34 rated personnel - 215 hours.

A consolidation of the above shows that during the period September through December 1949, Corollary Units at the four stations listed accomplished approximately 21,740 hours of ground training and 1,262 hours of flying training. 8/

8/ Ibid.

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Summary Mobilization Training

	September	October	November	December
Chatham				
No. in Trng.	23	42	52	57
Total Trng. Pds.	46	115	110	176
No. Rated Flying	16	1	27	36
Hours Flying Time	149	7	39	92
Hours Ground Trng.	2400	360	900	1300
Carswell				
No. in Trng.	90	78	86	87
Total Trng. Pds.	404	291	355	373
No. Rated Flying	30	5	11	25
Hours Flying Time	208	10	25	161
Hours Ground Trng.	931	650	925	1050
Bergstrom				
No. in Trng.	67	50	53	51
Total Trng. Pds.	178	175	202	219
No. Rated Flying	47	7	32	15
Hours Flying Time	94	24	70	90
Hours Ground Trng.	3800	850	800	840
Davis-Monthan				
No. in Trng.	21	21	24	23
Total Trng. Pds.	70	72	88	76
No. Rated Flying	0	2	0	1
Hours Flying Time	0	12	0	3
Hours Ground Trng.	490	510	575	480
Biggs				
No. in Trng.	92	122	110	130
Total Trng. Pds.	349	373	450	439
No. Rated Flying	15	1	0	35
Hours Flying Time	88	8	0	212
Hours Ground Trng.	790	1000	975	930
Walker				
No. in Trng.	40	38	32	34
Total Trng. Pds.	155	91	119	128
No. Rated Flying	4	6	1	5
Hours Flying Time	11	6	6	13
Hours Ground Trng.	550	480	500	490 9/

With respect to mobilization training at Chatham and Bergstrom it should be pointed out that the figures shown above

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9/ Ibid

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for the month of September, include active duty training for "M" day personnel assigned to both those stations. With minor exceptions all other training at these and the other stations was in an inactive duty status.

Flying Training

Monthly flying training reports of this command show an increase in the amount of flying time accomplished during the current period as compared to the preceding four months. Total flying time for the last four months of 1949, amounted to 41,316:15 hours as compared to a total of 36,192:20 hours for the May-August period. This represents an increase of over 5,000 hours of which 3,000 hours were reported in the bombardment groups and the remaining 2,000 hours were accomplished in the 27th Fighter Group. Of the overall total of 41,316:15 hours for the current period, 31,683:15 hours were accumulated by the six bombardment units and 9,633 hours in the one fighter organization.

A brief summary of the flying time accomplished by the tactical organizations from September through December is shown in the following table: 10/

10/ a. Monthly Air Training Reports, Bombardment, Hq 8AF, Sept, Oct, Nov, and Dec 49. See exhibits No. 42, 43, 44, and 45.

b. Monthly Air Training Reports, Fighter, Hq 8AF, Sept, Oct, Nov, and Dec 49. See exhibits No. 46, 47, 48, and 49.

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	September	October	November	December	Totals
2d Group	2318:15	1011:00	1756:00	937:15	6022:30
7th Group	906:05	581:45	301:15	229:10	2018:15
11th Group	111:50	133:40	91:45	60:50	398:05
43d Group	2784:25	2434:20	3182:25	1789:00	10190:10
97th Group	1922:55	1440:35	1831:15	362:20	5557:05
509th Group	2508:15	2121:00	2370:25	497:30	7497:10
Bomb Gp Totals	10551:45	7722:20	9533:05	3876:05	31683:15
27th Group	3387:50	3403:40	1625:10	1216:20	9633:00
	13939:35	11126:00	11158:15	5092:25	41316:15

With reference to the above table, it should be pointed out that these figures represent flying time accomplished in tactical aircraft only, and does not include flying time accumulated in administrative aircraft assigned to the tactical units, Headquarters Eighth Air Force and the four Base Service Squadrons. Total hours flown in both tactical and administrative aircraft amounted to 60,432. A monthly breakdown of this total shows: September - 18,121, October - 15,291, November - 16,356, and December - 10,664. 11/

A study of the tactical flying hour statistics in the preceding table shows a number of obvious differences in the flying time accomplished in the various units. For example, the monthly totals in the 7th and 11th Groups is in marked contrast to those of medium bombardment units. This condition is due primarily to two factors, first, the number of aircraft assigned to the two

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11/ Command Book, 8AF, Jan 50. See exhibit #33.

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heavy bombardment units, and second, the average number of B-36 aircraft in commission. Figures quoted in chapter four of this history, show that during the last four months of 1949, the 7th Wing had an average of 21 aircraft assigned. Of this number, the average number of B-36's in-commission ranged from a high of 5.2 in September to a low of 2.1 in December. The two heavy units are authorized a total of 36 B-36's.

With respect to the decrease in flying time in the medium bombardment units during the month of December, the main reason was the grounding of B-29 and B-50 aircraft. This same factor also applied to the B-36 program during the closing weeks of the year. In the 27th Fighter Group, flying dropped off in November and December, because of the high AOCM rate for the F-82's and the beginning of the transition from conventional to Jet type aircraft.

In the matter of medium and heavy bombardment training, SAC Regulations require that combat crews will be trained to the standards of proficiency of lead crews as outlined in AFM 51-30. 12/ The regulation stipulates that first priority in training to meet lead crew standards will be RBS bombing from 25,000 feet and above, while second priority will be visual bombing from 25,000 feet and above. Specifically, the directive requires that each combat crew will accomplish a total of 48 RBS bombing runs

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12/ Reg 50-8, Supplement I, SAC, 2 May 49. (This supplement was carried as exhibit #46 in Eighth Air Force History, May-Aug 49)

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during each six months and a total of 40 visual bomb releases during the same period. Flying training activities shown in exhibits 42 through 45 give the types and amounts of training accomplished, but do not show the percentage of training accomplished as against SAC requirements. No attempt will be made to show percentages of accomplishment in all elements of combat crew bomb training requirements, however a monthly summary of total RBS runs showing percentage of accomplishment of requirements is shown in the table below. Monthly requirements for total RBS runs are based on the average number of combat crews multiplied by eight.

Command Summary of Total RBS Runs

	Avg. No. Crews	Required Runs	Runs Accomp.	% Accomp.
September	160.5	1284	1574	122.5
October	171.5	1372	1035	75.4
November	171.5	1372	983	71.6
December	147	1176	837	71.1 13/

Flying training requirements for the 27th Fighter Wing are provided in Eighth Air Force Regulation 50-23, and the amounts and types of flying actually accomplished by this organization are shown in exhibits 46 through 49. 14/ These reports indicate that during the first two months of this period the fighter group

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13/ Command Books, 8AF, Dec 49 and Jan 50. See exhibit No. 32 and 33.

14/ a. Reg 50-23, 8AF, 21 Jul 49.
b. Monthly Air Training Reports, Fighter, 8AF, Sept, Oct, Nov, and Dec 49. See exhibits No. 46 through 49.

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concentrated on aerial and ground gunnery training and fighter-bomber missions, while in November and December, activity shifted to very long range tactical intercept missions.

43d Group Trains in England

The only tactical unit os this command to engage in extended overseas training during the last four months of 1949, was the 43d Bombardment Group, Medium, Davis-Monthan AF Base, Tucson, Arizona. As reported briefly in the preceding history, this organization departed for the United Kingdom in August, and the details of the temporary duty training period were covered by Eighth Air Force Operations Order Number 14-49, 27 July 1949. This maneuver was one in a series sending SAC bombardment organizations to England for training operations. Operations Order No. 14, provided for the dispatch of 21 B-50 type aircraft and nine B-29 tanker aircraft and approximately 875 personnel to England, starting on 16 August 1949. Support for the movement was supplied by three C-54's and one C-97 of the 1st and 2d Strategic Support Squadron, and six KB-29's (with bomb bay tanks removed) from the 43d Air Refueling Squadron. Since all supply support required for operation in the UK was not available from the depot at Burtonwood, shuttle service was established between Davis-Monthan and England, and this shuttle required two KB-29 aircraft each week during the period of the maneuver.

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The original order provided that the unit train in England from 15 August to 15 November, and on 25 July, Colonel M. N. W. McCoy, Deputy Group Commander, and a party of eleven officers and five airmen departed for England to study and survey facilities to be used by the tactical group. Plans called for the 63d Squadron to be stationed at Sculthorpe, the 64th Squadron and Group Headquarters to occupy Marham, while the 65th Squadron was to be stationed at Lakenheath. After a survey of the facilities of the three stations the party returned to Davis-Monthan AF Base on 6 August, and a report was made to the Group Commander. On 3 August 1949, an advance party of 16 officers and 65 airmen departed for England, arriving at their destination on 6 August. Upon arrival in the UK this party was split into three groups, with each group proceeding to an assigned base to prepare it for arrival for the main body of troops and aircraft.

Movement of the tactical group started with the 63d Squadron on 16 August, the 64th Squadron on 17 August and 65th Squadron on 18 August 1949. All organizations arrived in England in approximately three days.

Once established in the UK, the group started normal training requirements, which were supplemented by field order assignments from Headquarters 3rd Air Division. The first weekly training order from 3d Air Division was received on 22 August 1949. The order had target assignments indicated and these were allocated to the squadrons on the schedule already established by Group Headquarters. This schedule called for each

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squadron to alternate flying days and to fly every third day. The first assignment from higher headquarters called for three B-50's to take part in a Fighter-Bomber Interception Mission on 25 August 1949. The mission was flown as scheduled. Two other missions were ordered before the end of August. One of these required six B-50's in a Fighter-Bomber Interception Mission, while the last mission was a combination Fighter-Bomber Interception and ECM operation. Nine aircraft from the 43d Group were involved in this mission.

During the month of September, the group completed nine missions as directed by Field Operations Orders issued by 3d Air Division. The first of these missions, Field Operations Order No. 3, was labeled "Battle of Britain" with the operation conducted in conjunction with the RAF and in commenoration of the Battle of Britain. Performed on 6 September, the USAF had as it's representatives, two formations of five B-50 aircraft in the display.

Mission number 4 was labled "Operations Harvest." This operation required a three aircraft formation to make simulated radar bomb runs on targets at Frankfort, Germany, on 7 September 1949. Interception was furnished by USAF fighter aircraft based in Germany. This mission was followed by two Field Order missions which included Fighter-Bomber Interception, participated in by three B-50's and three B-29's of the 43d Group, and a series of fly-overs and static displays for "RAF at Home Day."

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The major activity of the tactical group during September, was participation with the RAF in "Operation Bulldog." This operation was covered by Field Orders Numbers 7 through 10, and was accomplished on 23, 24 and 25 September. The purpose of "Operation Bulldog" was to test the defenses of the United Kingdom against bombardment aircraft, and during the operation the 43d Group flew two daylight formation missions and two individual aircraft night bombing missions. The first of these missions called for individual night attacks by the bombers with the attacks being made at 35,000 feet absolute. This mission was accomplished on 23 September, with nine bombers participating. Eighth aircraft completed the mission with one aborting because of the failure of two engines. The second phase of the operation took place on 24 September, when a B-29 formation of nine B-29s conducted a diversionary raid at 25,000 feet drawing fighter interception away from the formation of nine B-50's at 35,000 feet. The B-29 diversionary force was moderately successful with only a few fighters attacking the rading force of B-50's. A similar mission was flown on 25 September, however in this case the B-29 and B-50 formations were spaced so that the RAF could muster full strength to meet each formation at it's respective altitude. The last of the four missions flown in conjunction with "Operation Bulldog" was a three aircraft individual night attack on the 25th.

On 30 September, three B-50's flew another mission to test USAF fighter units in Germany. Flying at 25,000 feet the three

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plane formation flew from Lakenheath to Rotterdam, Darmstadt, Strasboug, Nancy, Reims, and back to Lakenheath. At one point in the target area, ten fighters attacked and made approximately 30 passes at the formation.

On 4 October, the 43d Group dispatched six B-50's to participate in an air weapons demonstration sponsored by the School of Land and Air Warfare. A maximum of 100 pound bombs were dropped in formation to demonstrate bombing techniques employed by the USAF. Bombing was done over West Down North Range from an altitude of 2,000 feet.

The last two Field Operations Orders received from 3d Air Division, were numbers 15 and 16. The mission was referred to as "Operation Highball," and was for the purpose of calibration of the early warning radar installations of the USAF in Germany. The entire operation consisted of six separate flights on six consecutive days, beginning 11 October and ending on 16 October 1949. The effort required one B-29 on each of the six days and was completed successfully.

In addition to the Field Order missions ordered by 3d Air Division, the 43d Group performed continuous normal training operations of it's own planning, including long range navigational missions, RBS runs, air to air refueling, etc.

Upon completion of the 90 days TDY, the 43d Group returned to it's home station with the three squadrons departing the UK on 16, 17 and 18 November 1949.

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This maneuver marked the first appearance of the B-50 type aircraft in the rotation of medium bombardment units from the ZI to England, and the major difficulty experienced by the unit was with respect to supply of spare parts. The B-50 fly-away kits proved satisfactory for the first 30 days of operation, but after that time the spare parts situation became more and more critical. The 59th Air Depot Wing at Burtonwood is the depot for USAF units training in England, however the units must depend on shuttle service from their home station for critical items. Due to limited space available for the movement of the 43d Group to the TDY bases, efforts were made before departing from the ZI to have R-4360 engines supplied by Burtonwood. Before departing for the UK, the unit was advised by SAC that thirty engines would be shipped to Burtonwood, consequently no extra engines accompanied the move. Two shipments of ten engines each arrived and were distributed among the three squadrons. When the third shipment did not arrive by 15 September, inquiry was made as to the status of the shipment. A month later there was still no word on the engines and a followup made on 15 October revealed that positive action had not been taken to secure the engines. Shortly after this date General LeMay visited the 43d Group and when informed of the critical engine situation, he indicated that the engines would be air lifted to the UK on a priority basis. After an exchange of TWX's between the Group and SAC, during which TDY training operations

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were curtailed to conserve engines, the 43d was advised that MATS would airlift 10 engines to the UK by 10 November. The group then requested 3d Air Division to notify MATS that due to curtailed flying activities only four engines were needed, but that the remaining six engines should be held in readiness for immediate shipment. The four engines finally arrived on 13 November 1949, in time to meet the scheduled departure of the group for the ZI.

With reference to the temporary duty of the unit in the UK and the scheduled rotation of other units to the same TDY bases, the final mission report lists the following general recommendations:

1. Personnel augmentation of base compliment squadrons in supply, transportation, crash-fire, and Military Police at all three bases.

2. Increased authorization and assignment of American type vehicles as follows: buses, cletracs, jeeps, and one serviceable staff car.

3. At least three covered maintenance docks be constructed at Lakenheath and three at Sculthorpe.

4. New GCA Unit (American type equipment) be installed at Marham, and direct leased phone line be installed between each base and Burtonwood.

5. Adequate and serviceable crash fire fighting equipment and trained crash fire personnel be procured for all three bases.

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6. Permanent adequate photographic laboratory equipment be installed at each base.

7. Security fence be constructed around parking areas at all three bases.

8. Improvement of officers quarters at Lakenheath and Sculthorpe.

9. More effective supply support from Burtonwood for all three bases. 15/

Subsequent to the return of the 43d Group from the UK, Major Kenneth D. Thompson, Chief of Logistics Section, Directorate of Materiel, this headquarters, visited Headquarters 3d Air Division and the RAF Stations normally utilized by SAC bombardment units for the purpose of inspecting facilities and equipment available at the British bases. In his report of staff visit covering the inspection trip, he recommended that until the B-50 supply situation improves, it does not seem advisable to deploy B-50 units to the UK. 16/

Fly-Over Cleveland Air Races

One of the major demonstrations of Eighth Air Force tactical aircraft was a mission calling for fly-over of the Cleveland Air Races, Cleveland, Ohio, by aircraft of the 7th,

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15/ Secret, Final Mission Report, Eighth Air Force Operations Order 14-49 - Prepared by 43d Group. No date shown. (Report should be on file, Opns Div SACO

16/ Report of Staff Visit to UK, Maj K. D. Thompson, Logistics Sect, Dir of Mat, 8AF to CG, 8AF, 5 Dec 49. See exhibit #50.

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97th and 509th Bombardment Groups. The mission was provided for in Eighth Air Force Operations Order Number 15-49, dated 27 August 1949. 17/ The Cleveland Races were scheduled on 3, 4 and 5 September, and participation of this command required nine B-29s of the 509th Group and 18 B-29s of the 97th Group to make fly-over at 1400 hours on 4 September. The 7th Bombardment Wing was required to put three B-36 aircraft over the air show on each of the three days. Times of fly-over for B-36's were as follows: 1600 hours - 3 September, 1400 hours - 4 September and 1445 hours - 5 September. After completing fly-overs, all aircraft proceeded with individual missions as directed by their own organization.

In the 7th Wing phase of the operation, five B-36's were dispatched on 3 September, and after reaching the rendezvous point at Bowling Green, Ohio, the two spares were dismissed and the other three aircraft made the fly-over as directed. On 4 September, two aircraft of the 7th Group and one aircraft of the 11th Group were dispatched on the mission with two aircraft standing by as spares. The three B-36's accomplished the mission as scheduled without requiring participation of either of the stand-by spares. The last of the three B-36 missions was flown as scheduled on 5 September. Two aircraft were supplied by the 7th Group and one by the 11th Group and each

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17/ Opns Order No. 15-49, 8AF, 27 Aug 49. See exhibit #51.

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unit furnished a similar number of spares, with those from the 7th Group being airborne while the one supplied by the 11th Group was a ground spare. Of the three primary aircraft, two aborted after take-off and they were replaced by the two airborne spares. The three B-36's completed the mission as scheduled.

The two medium bombardment groups completed their part of the Cleveland Air Races fly-over as scheduled. The 97th Group scheduled 18 B-29's with five airborne spares while the 509th Group scheduled 12 B-29's with three of them serving as airborne spares. One of the 509th aircraft aborted at the rendezvous point and was replaced with one of the spares. The 27 B-29s actually making the fly-over made one run at 2200 feet altitude and the second run at 1800 feet.

Fly-Over Port au Prince, Haiti

A telephone message on 6 December 1949, from Lieutenant Colonel James H. Thompson, Directorate of Operations, Headquarters Eighth Air Force, alerted the 2d Bombardment Wing for an air demonstration to Port au Prince, Haiti. Messages from the Commanding General, Eighth Air Force, on 6 and 7 December, confirmed the original order, and on 7 December, the 2d Wing issued an operations order covering the mission. 18/ The order directed that the group make four passes over the exposition area

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18/ Opns Order No. 18-49, 2d Wing, 7 Dec 49.

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at the waterfront Port au Prince at altitude commensurate with safety. Each of the three bomb squadrons supplied three aircraft for the mission which was accomplished on 8 December as scheduled. The route out was Chatham to IP at Pointe Plateforme, Haiti to Port au Prince, Haiti. Route back was from Port au Prince to Miami, with aircraft flying individual missions from Miami to Chatham. The mission was accomplished without incident.

Operation "Lookout"

On 1 September 1949 a warning order was received from Eighth Air Force committing the 2d and 509th Bombardment Groups to participate in "Operation Lookout." The operation was covered in written orders published on 2 September, and the purpose of the mission was to test the defense of the north-eastern part of the United States. 19/ Early warning and ground control interception radar were to assist fighter aircraft of that area intercept and attack B-50's of the 2d Group and B-29's of the 509th Group. The 2d Bombardment Group scheduled four aircraft for penetration missions on 10 and 12 September, and three aircraft were scheduled on similar missions on 11 and 13 September. On 10 September, four B-50's took off from Chathan AF Base between 1000 and 1043Z with aircraft flying individual flight plans to the IP. ETA at the IP was 1800Z

19/ Opns Order No. 17-49, 8AF, 2 Sept 49.

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and except for one aircraft which aborted shortly after take-off, the B-50's passed the IP in formation at 1804Z. Route of the mission was as follows: Chatham, Fort Meyers, Elmira, Brant Rock Fan Marker, Hartford, Newcastle, Martinsburg, Nashville, New Orleans, Macon, and return to Chatham. Altitudes in the target areas were 25,000. Fighter interceptions in the target areas were as follows: At 1825Z, eight F-51's intercepted bomber formation 25 miles west of Concord and made running attacks for ten minutes. At 1830Z, eight F-84s intercepted formation over Boston and attacked for five minutes. Five F-84's intercepted the formation over Providence and made two passes at 1840Z. The next interception came over New York City, where 15 F-51's attacked for ten minutes starting at 1914Z. This interception was followed by another over Philadelphia at 1930Z when four F-84's made two passes. Last interception was encountered over Newcastle at 1950Z, when four F-4U's made passes for ten minutes. The formation of B-50's returned to Chatham AF Base at 0400Z, 11 September. 20/

The second in the series of four missions was accomplished on 11 September with three aircraft departing Chatham AF Base between 0515 and 0625Z. One aircraft aborted after leaving Chatham and the two remaining B-50's completed the mission with

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20/ Ltr, CO, 2d Gp to CG, 8AF, Subj "Mission Narrative for Operation Lookout," 13 Sept. 49. See exhibit #52.

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the following fighter interception encountered: Two F-51's made one high and one level attack ten miles northeast of Hartford at about 1307Z. Five F-6F's made running attacks for ten minutes in the same area and during the same period. During this same period two F-4U's intercepted the formation making only one pass. At 1325Z two F-84's made single level attacks from three o'clock approximately 30 miles north of Providence. All three B-50's had returned to Chatham by 2325Z. 21/

Four B-50's flew the third mission as scheduled on 12 September. Route for this mission was in the same area as the two previous missions with altitude at 25,000. Aircraft departed Chatham at 0914Z and returned to base at 0158Z on the 13th. The formation encountered fighter interception at approximately twelve points in the target area. In each case interception was by from one to nine fighter aircraft. Camera gunnery was accomplished by all intercepted aircraft and operation of turrets was tested. 22/

The last of the 2d Group's "Operation Lookout" missions was accomplished on 14 September with three aircraft scheduled

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21/ Ltr, CO, 2d Gp to CG, 8AF, Subj "Mission Narrative for Operation Lookout," 13 Sept 49. See exhibit #53.

22/ Ltr, CO, 2d Gp to CG, 8AF, Subj "Mission Narrative for Operation Lookout," 14 Sept 49. See exhibit #54.

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to participate. One aircraft aborted before take-off due to engine failure and one aircraft aborted after take-off due to turbo failure. The one remaining aircraft flew the mission as scheduled without interception by fighter aircraft. Final mission report indicates that lack of fighter interception was due to undercast over the entire target area. Excessive head winds encountered on the flight forced the B-50 to land at Brookley AF Base for refueling before returning to the home station. 23/

Participation by the 509th Group in this operation was limited to three B-29 aircraft on 13 September 1949. As actually accomplished, this organization supplied only two aircraft for the mission. These aircraft staged out of McGuire AF Base as scheduled, encountering no fighter interception during the period they were in the target area.

RBS Evaluation Mission

On 7 September 1949, Headquarters Eighth Air Force published Operations Order Number 18-49, which required an RBS Evaluation Mission against the Railroad Yards and Roundhouse, Fort Worth, Texas (RBS Target #4). 24/ The mission was scheduled on 14, 15 and 16 September with the 97th, 2d and 7th Bombardment

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23/ Ltr, CO, 2d Gp to CG, 8AF, Subj "Mission Narrative for Operation Lookout," 14 Sept 49. See exhibit #55.

24/ Opns Order No. 18-49, 8AF, 7 Sept 49.

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Wings participating on successive days. Routes were left to the discretion of Wing Commanders, IP was Corsicana, Texas and aircraft were to bomb individually at 15 minute intervals. No definite number of aircraft were required of each organization, however the order did specify that all aircraft with complete and qualified crews whose circular error potential was less than 5000 feet would participate. Bombing altitude for all aircraft was 25,000 feet pressure, and time of initial aircraft over IP on all three days of the operation was 0300Z.

On the first of the three days of operation, the 97th Bombardment Group scheduled 30 B-29's with take-off time for first aircraft at 1730M, 13 September 1949. Of the 30 aircraft scheduled, 26 took off for the mission. Of the four aircraft failing to take-off, one was caused by radar failure, two aborts were caused by engine difficulties, and one was the result of a fuel cell leak. Prior to reaching the target five additional aircraft aborted. Three of these aborts were due to radar failure and two were due to engine failure. Of the 21 aircraft over the target, 19 were scored by the RBS Station and the other two were not scored because of aircraft radar difficulties encountered during the bombing run. Six of the aircraft scored reported radar malfunctions of one sort or another during the bomb runs, however the radar observers on these aircraft elected to continue the mission.

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The average circular error for the nineteen scored runs at Fort Worth, was 9856 feet. 25/

On completing the Fort Worth strike, aircraft of the 97th Group continued to Denver Bomb Plot where 16 aircraft made qualified first runs. Average circular error on the 16 runs at Denver was 5415 feet. The 97th Group aircraft continued to the Phoenix Bomb Plot where 13 qualified first runs were made. Average circular error on these runs was 5180 feet. Probably causes for the poor ACE at Fort Worth as compared to the excellent scores at Denver and Phoenix Bomb Plots are discussed in the final mission report. 26/

The 2d Bombardment Group was scheduled to participate in the Fort Worth RBS Evaluation Mission on 15 September 1949. Final reports on the 2d Group mission are not available, however meager information in the 2d Wing History for the month of September 1949, shows that the group scheduled 15 aircraft for the mission and that of this number nine aborted either on the ground or in the air. Of the six aircraft making the bomb run, two suffered radar malfunction in the target area. The unit's history refers to the poor showing in this operation as follows: "This is a demonstration of the harassing effect to

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25/ Ltr, CO, 97th Gp to CG, 97th Wg, Subj "Final Report on Radar Bombing Evaluation Mission, 14 Sept 49," 5 Oct 49. See exhibit #56.

26/ Ibid.

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operations caused by repeated repairs and lack of replacement parts." 27/

The third phase of this mission required participation by the 7th Bombardment Group on 16 September 1949. This unit scheduled five B-36 aircraft for the mission with 11 bombing crews being briefed. Two bombing crews were scheduled on each of four aircraft, one crew was scheduled for the fifth aircraft and the two remaining bombing crews remained on the ground and were to take the first "in commission" aircraft that landed. Of the five aircraft scheduled three were over the target. One aircraft aborted on the ground due to continuous backfiring of the number 5 engine and aircraft #2079 crashed on take-off, thus recording the first fatal accident with the B-36 type aircraft. Details of this accident are discussed later in this chapter. The three aircraft completing the mission made a total of five bomb runs on the target. The two extra runs were made by spare bombing crews carried in two of the airplanes. The radar section of the final mission report shows the following circular error scores on the five bomb runs: 2820 feet, 18420 feet, 11970 feet, 2790 feet, and 1380 feet. 28/ Both of the poor scores shown above were made in runs of aircraft #2078. The final mission report shows that considerable difficulty was

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27/ History, 2d Wing, Sept 49.

28/ Secret, Ltr, CO, 7th Gp to CO, 7th Wg, Subj "Special Mission Narrative," 27 Sept 49. See exhibit #57.

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experienced in turning the radar set on this aircraft. It was impossible to pick up or identify target #4, and since the only positive point in Fort Worth was the Consolidated Aircraft Factory, off-set runs were made on target #4 using Consolidated as the aiming point.

2d Group Completes ECM Test Missions

On 1 and 6 September 1949, the 2d Bombardment Group completed phase three of a test of Electronic Counter Measures initiated in July. The missions were flown in conjunction with Eglin Air Force Base to test the effectiveness of airborne, ground controlled interception and gun laying radar, utilizing all available means of jamming. Phase one flown in July tested radio telephone link to determine effectiveness of jamming upon communications between ground radar and fighter aircraft. Phase two was flown in August and tested the effectiveness of airborne jamming against ground radar. The third phase was to test ground radar and jamming by chaff. Mission reports on the third phase of the ECM tests indicate that chaff is a very effective counter measure and that it is used more effectively when dropped intermittently and at random. By following this procedure one box of chaff is effective for 600 miles, whereas when sown continuously one box is effective for only 30 miles. Reflections are the same as aircraft when sown at random. Reports indicate that on 6 September, seven aircraft completed the mission as scheduled and after the first few aircraft passed

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through the Eglin area it was virtually impossible for the controllers to vector a fighter on the succeeding bombers. 29/

Similar missions were conducted by the 2d Group on 21, 25 and 28 October 1949. The mission on the 21st of the month failed to provide a comprehensive evaluation of chaff dispersing procedure due to the fact that only two of the nine aircraft scheduled were able to complete the mission. Missions flown on the 25th and 28th were completed successfully with only one aborting aircraft on each mission. Ten aircraft completed the first of these missions and four aircraft completed the second. 30/

The last in the series of ECM missions flown by the 2d Bombardment Group in conjunction with Air Proving Grounds was accomplished on 3 November 1949. This mission completed the test program started in July 1949, and for this mission 12 aircraft were scheduled to make one daylight and two night simulated bombing attacks against Biggs Air Force Base, El Paso, Texas, at an altitude of 25,000 feet. As in past missions, the purpose of these attacks was to test the effectiveness of

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29/ History, 2d Bomb Wing, Sept 49. (Mission reports appended to that history)

30/ a. Secret, Electronics Counter Measure Mission, 2d Group, 25 Oct 49. See exhibit #58.
b. Secret, Electronics Counter Measure Mission, 2d Group, 28 Oct 49. See exhibit #59.

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presently accepted techniques and chaff countermeasure action against effective gun laying radar, and also to test techniques in navigating over long distances utilizing only dead reckoning, radar, and celestial aids. Four of the aircraft were designated as bomb carriers and were to carry AN/APT-10 installations for spot jamming gun laying radar, plus reflectors for random dropping, while the other eight aircraft were to carry reflectors only for both random and continuous dropping. Three of the screening bombers aborted prior to take-off, eight aircraft completed the entire mission and one aircraft, delayed at take-off, joined the formation in time to make the third pass at Biggs.

The first pass was from the east with each aircraft dropping chaff, one bundle of each type simultaneously at a random rate. This drop was performed on a line 100 miles east of El Paso to 30 miles beyond the city. Spot jamming was to be employed by the bomb carriers but no jamming installations worked properly. The second pass was made from the north through Las Cruces. Random drops were to be made as on the first pass, except that from Las Cruces to a point 30 miles beyond El Paso, chaff was to be dropped continuously. Aircraft were placed so that the bomb carriers would be in the continuous trail. On the third pass no chaff was dropped and although spot jamming was intended, no jamming was accomplished.

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Complete reports on this mission are rather extensive and are included as supporting documents to the November history of the 2d Wing. One of these documents is particularly informative since it contains a resume of the discussions of the Army Field Forces Board Number 4, Fort Bliss, Texas, and Captain Edward M. Costello, 2d Wing, an observer at the radar site at Fort Bliss where the test were made. 31/ In this memorandum, Captain Costello states that the following conclusions will appear in the official report of the Army Field Forces Board Number 4:

1. Dropping chaff confuses and delays location of targets.

2. Once on target properly trained operators will not experience too great a difficulty in tracking.

3. AAOR would have difficulty in assigning specific targets.

4. Training level of the crews in the test was average.

5. Equipment was in excellent condition with higher "in commission" percentage than normal.

6. Three centimeter radar has less difficulty with chaff than ten centimeter after picking up target.

7. Between five and ten aircraft were employed. No one was able to get overall picture of distances, timing, or tactics.

31/ Secret, Memorandum, Capt E. M. Costello, 2d Wing, to A-3 Officer, 2d Wing, Subj "Report of Fort Bliss Test, 3 November 1949," 7 Nov 49. See exhibit #60.

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8. Tactics (tactical formation used) should be obscured by chaff when within EW range.

9. Carriers should drop chaff for more confusion.

10. Some trailing aircraft were detected and tracked but only one was within firing range on first attack.

In answer to specific questions by Captain Costello, board members indicated that the test proved that random dropping of chaff would be more effective than continuous dropping. Evasive action by the lead aircraft of a bomber formation would be very effective. Evasive action recommended is a five to ten degree turn each thirty seconds at 30,000 feet. Electronic jamming on radar equipment in the target area would make it hard on the ground forces using gun laying radar. It was suggested that this is one field that should be exploited to the highest degree by the attacking bomber forces. Screen or lead aircraft should fly at a lower altitude than following aircraft. Tests prove that ground radar can track aircraft at the same altitude as the chaff. Screen aircraft coming to the bomb release line and then making a 180 degree turn, with random chaffing on the way out, would be an extremely effective maneuver. The screening aircraft would get protection on the way out and operators would have targets moving in two directions and chaff echoes standing still. Probably the highest degree of confusion obtainable. To a direct question as to the least number of aircraft which should be used for screening in order to insure

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that enough to cover the attack front (lateral distance between outside aiming points) will reach the bomb release line, the answer was - "about two aircraft, one about one minute behind the other for each mile of front. If the first were to be shot down, the second would still have a good chance of making the target." 32/

Operational Readiness Tests - 97th and 2d Groups

During the closing months of the year, two medium bombardment groups of this command received Operational Readiness Tests. The units concerned were the 97th and 2d Bombardment Groups and the tests were conducted by SAC teams during the periods 31 October - 5 November and 14 November - 19 November, respectively.

The SAC inspection team conducting the ORT of the 97th Bombardment Group was made up of Lieutenant Colonel John P. Gregg and seven other officers. In the final inspection report, the team gave the 97th Group an ORT rating of 90.7 percent. The unit was rated on Administration and Personnel, Training, Operations, Supply and Maintenance, and out of a possible score of 970 points, the Group scored 880 points. The unit was given a combat effectiveness score of 90 percent. As a part of the operational phase of the test the Group flew three missions as follows: (1) Controlled individual take-offs, assembly bombing visually by squadrons in trail using 100 pound demolition

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32/ Ibid.

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bombs, frontal penetration, rally and instrument letdown.

(2) Long range navigation mission, radar bombing on reflector target using 100 pound practice bombs. In the first mission 30 out of 30 aircraft completed the mission. Twenty-seven out of 31 aircraft completed the second mission and 30 out of 31 aircraft completed the third mission.

The following is quoted from the final report prepared by the inspecting team:

> "This organization is well trained and well organized. Discipline is excellent and morale is truly outstanding. The group attained the maximum score for bombing results and percentage of planes completing the missions in spite of the fact that the majority of the assigned planes have approximately 2,000 hours. Tenant organizations on the base detract from the full support the wing could give the combat group. Units which the base supports administratively and maintenance wise without additional personnel are two Strategic Support Units, one Tow Target Squadron and one Air Rescue Unit. In spite of the fact that the number of hours on these aircraft is excessive, the combat effectiveness of this unit is rated 90% due to the superb maintenance performed during the three ORT missions." 33/

The last previous ORT for the 97th Group was on 24 May 1949, and in that test the organization was given a final ORT grade of 88.3 percent and a combat effective score of 84 percent.

Colonel Gregg and a team of eight officers conducted an ORT in the 2d Bombardment Group between 14 and 19 November 1949. This organization was graded on the same major points as the 97th Group and in the final rating the unit received a grade of 79.3 percent. The unit scored a total of 789 points out of

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33/ Final Report, ORT, 97th Group, prepared by Lt Col John P. Gregg, Team-Captain, Date of test, 31 Oct-5 Nov 49.

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a possible 970. Combat effectiveness score for this group was 60 percent. The three ORT missions scheduled for the 2d Group were as follows: (1) Individual take-offs, and RBS bombing on industrial target during darkness. This was a maximum effort mission and 26 of 35 aircraft completed the mission. (2) Individual take-offs, assembly, visual formation bombing using demolition bombs, fighter interception and camera gunnery accomplished, frontal penetration, letdown, and individual landings. Thirty out of 35 aircraft completed this mission. (3) The third mission was cancelled to permit group aircraft to participate in sea search for B-29 aircraft down off Bermuda.

The following is quoted from remarks and conclusions contained in final report of inspection team:

> "This organization is well organized, well trained and well led. Discipline is good, and morale is amazingly high, considering conditions under which the unit operates. This organization was moved to Chatham AFB in May this year. The base had been deactivated two and a half years. It was in a deplorable state at time of move and the situation still exists. Sufficient funds have not been made available to put the base in operating condition. Pictures are attached. The move coupled with acquirement of B-50 aircraft since spring has resulted in a supply situation which has crippled the unit, and this situation still exists. Minimum stock levels have never been attained, mechanics have had to purchase items such as safety wire and solder out of their own pocket. Maintenance men are frustrated in trying to do their job without proper supply support. The new specialized maintenance system is improving and will continue to improve maintenance, but satisfactory maintenance can not be accomplished if parts and supplies are not made available. This organization has done an excellent job considering operating conditions. Operationally, the Group can carry out it's mission." 34/

34/ Final Report, ORT, 2d Group, prepared by Lt Col John P. Gregg, Team Captain, Date of test, 14-19 Nov 49.

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Sea Search Missions

On 16 November 1949, Wing Commanders of the 2d, 97th and 509th Bombardment Wings, were directed by the Commanding General, SAC, to order aircraft of their units into the extensive sea search for a B-29 aircraft reported ditched in the vicinity of Bermuda. The 2d Bombardment Group was ordered to use all available aircraft in the search, while the 97th and 509th Groups were directed to supply 20 aircraft each. The 2d Group was to operate from it's home station at Chatham AF Base, the 97th Group aircraft were to operate out of McDill AF Base, while ten aircraft of the 509th Group were sent to Chatham and the remaining ten from that unit were to operate out of MacDill. All aircraft participating in the search were placed under command of the Commanding General, 307th Bombardment Wing, MacDill AF Base, Florida.

Eighth Air Force participation in the search was as follows: The 2d Group supplied four B-50's and five B-29's on the 17th, seven B-50's and three B-29's on the 18th, and seven B-50's and five B-29's before the search was called off late on the 19th. The 97th Group furnished 20 B-29's on the 17th and the 509th sent out 14 B-29's on the 18th. The search was called off at 2100Z, 19 November, at the direction of the Commanding General, 307th Wing. The crew from the ditched aircraft had been found.

Total flying time accomplished by Eighth Air Force units

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participating in the search was as follows: 2d Group - 447:20 hours, 97th Group - 504:05 hours and 509th Group - 553:55 hours. 35/

SAC Bombing Competetion

The annual SAC bombing competetion was held at Davis-Monthan AF Base from 3 through 7 October 1949. Victory in this annual bombing tournament represents a high degree of proficiency and the three crews sent from each tactical group are the best in their organization. Each medium and heavy bombardment group assigned to SAC is represented in this competetion. In the 1949 competetion, crews flew a course of approximately 1200 miles, dropped three dummy bombs on desert ranges and made radar bomb runs on targets at San Francisco, Sacramento and Phoenix. Photographs made on the dummy bomb releases and scores recorded by the radar bomb scoring units were used in determining winners. Umpires rode with the bomber crews and others observed hits from ground stations.

Winners in the individual crew competetion were: first - B-36 crew from 28th Bomb Group, second - B-29 crew from 93d Bomb Group and third - B-29 crew from 509th Bomb Group.

Group winners in composite scoring on all three missions were: first - 93d Bomb Group, second - 509th Bomb Group and third - 43d Bomb Group.

35/ Final Report on Bermuda Search Mission, Hq 8AF to CG, SAC, 13 Dec 49.

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During the competetion the medium bombardment units operated from the host station while the three heavy bombardment units operated from their home stations because of lack of maintenance facilities for B-36 aircraft at Davis-Monthan.

Groups participating in the competetion were as follows: Medium - 2d, 22d, 92d, 98th, 97th, 301st, 307th, 509th, and 93d. Heavy - 7th, 11th and 28th. 36/

Navigational Training Flight to Alaska

On 14 September 1949, one B-36 of the 7th Bombardment Group was ordered on a long range navigational training flight from Fort Worth to Eielson AF Base, Alaska, and return. The aircraft was to make RBS and camera bombing runs enroute. The mission requirements called for the take-off from Carswell at 1100Z on 14 September, and proceed to San Francisco by way of Albuquerque for a simulated attack on the Golden Gate Bridge. From there the route was to Stockton, to Sacramento, to Spokane, to Prince George, to Whitehorse, and Eielson AF Base. RBS attacks were to be made on targets at Sacramento and Spokane. After an overnight stay at Eielson, the aircraft was to follow the same route on the return to Carswell with landing time estimated at 1745Z on 16 September.

As executed, the aircraft (#2067) departed Carswell at 1125Z on 14 September and followed the briefed route to Albuquerque. At that point the radar set became inoperative

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36/ History, 43d Wing, Oct 49.

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and the route was changed to allow for a series of navigation problems by altering the course. These changes took the aircraft by way of Salt Lake City, Ogden and Birmingham, Utah, thence to Spokane, and from that point the flight proceeded along the route already indicated. Landing was made at Eielson at 0225Z on 15 September. The aircraft departed Eielson at 0205Z on the 16th, and since the radar set was still inoperative the return route was made by way of Cordorva and Juneau, Seattle, Klamath Falls, Oregon, and thence direct to Carswell. Total flying time for the entire mission was 30:15 hours. 37/

Test of APG-3 Radar Tail Turret System

In October, Headquarters USAF, realizing the necessity for testing and evaluating the APG-3 Radar Tail Turret System, directed the 7th Bombardment Wing to conduct such a test. The APG-3 is a radar airborne gun sighting system that provides for aircraft detection and automatic fire control of the tail turret guns. This equipment is designed to detect and to automatically track targets up to 5,000 yards in range of fighter type aircraft. However, it is possible to extend temporarily the search range to 20,000 yards. After a particular target has been selected by the gunner-radar operator, the system will automatically track the target continuously, within it's angular limits in

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37/ Ltr, CO, 7th Gp to CO, 7th Wg, Subj "Special Mission Report," 21 Sept 49. See exhibit #61.

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both direction and range. This system also automatically directs and points the gun turret in the correct firing position, making necessary provisions for lead and ballistics without the intervention of the operator. The only mechanical function required of the gunner-radar operator is the actuation of the firing mechanism when the target comes within effective firing range, the range of the target being determined from markers on the radar scope.

One B-36 aircraft, #2042, was modified for this evaluation test, in that the right gun of the APG-3 was removed and a 35 mm vitarama camera was installed in it's place. The first mission was flown on 25 October 1949, over the Eglin AF Base gunnery range at an altitude of 25,000 feet. Three passes were made on the tail position by two F-80's before the radar system became inoperative. Malfunction of the radar system was due to low voltage being transmitted to the modulator and to the antenna tilt motor becoming inoperative. Fifty feet of film was obtained from this test. Aerial gunnery was included as a secondary part of the mission with 200 rounds loaded in all turrets except the tail turret. The results of this first mission were not satisfactory, inasmuch as only three passes and fifty feet of film were obtained in the APG-3 test. Due to malfunction of guns only about 20 percent of the ammunition was fired. 38/

38/ Ltr, CO, 7th Wg to CG, 8AF, Subj "Mission Report on B-36 Aircraft #44-92042," 8 Nov 49. See exhibit #62.

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The second of these missions to test the APG-3, was flown from Eglin AF Base on 1 November 1949. During this flight a total of 12 passes were made by two F-80's and 200 feet of film was exposed. The reason this mission was executed from Eglin AF Base was that aircraft #042 was flown to Eglin for the purpose of having an instrumentation test accomplished on the APG-3 Tail Turret System, which was modified for this particular test. The instrumentation test of the system was indicated by the poor results obtained in the first evaluation mission flown on 25 October 1949.

The third evaluation mission was flown on 7 November 1949. A total of 18 passes were made by two F-80's at an altitude of 15,000 feet. During this test approximately 600 feet of film was exposed. Aerial gunnery was also included as a secondary part of this mission and in this flight approximately 55 percent of the ammunition carried was fired. 39/

Test of AN/APQ-24 Radar Bombing System

During the period 23 October through 23 December 1949, the 7th Bombardment Wing, conducted operational tests of the AN/APQ-24 Radar Bombing System in conjunction with the Air Proving Grounds. The operation was referred to as "Mission Purple" and was officially known as APG Project 14916-5. The following elements were to be investigated and evaluated for the formation of conclusions and recommendations by Air Proving Ground:

39/ Ltr, CO, 7th Wg to CG, 8AF, Subj "Mission Report on B-36 Aircraft #44-92042," 15 Nov 49. See exhibit #63.

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1. The bombing accuracy of the APQ-24 for direct bombing, using a reflector target.

2. The bombing accuracy of the APQ-24 for offset bombing using a reflector target.

3. The bombing accuracy of the APQ-24 for bombing comp... industrial targets using RBS scoring.

4. The effort in terms of total number of sorties, total APQ-24 maintenance manhours, and total hours APQ-24 operation required to complete the prescribed mission schedule (including all aborted missions).

5. Type and frequency of APQ-24 malfunctions.

6. Evaluation of the principal operational factors affecting bombing accuracy such as differences due to crews, visibility conditions, target complexity, and ballistic errors.

7. Accuracy of Radar Bomb Scoring.

Since the scope of the test necessitated a sustained effort of an operational group equipped with B-36B aircraft, the 7th Bombardment Group was selected to perform the operational features of the test.

To successfully accomplish this project it was necessary to schedule 17 B-36's for 80 individual missions. Total flying time logged by these aircraft amounted to 483:25 hours. An analysis of these 80 missions shows the following results: six missions were completed, 19 missions were partially completed,

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52 missions were aborted, and 3 missions were cancelled due to weather.

Of the 19 partially completed missions, 11 were affected by engine malfunctions, five had radar malfunctions and three were not fully completed because of miscellaneous reasons. With respect to the 52 aborted missions, 30 were due to engine malfunction, 12 were due to radar malfunction, seven were due to fuel leaks, and three were due to miscellaneous reasons. With respect to the large percentage of aborted missions it should be pointed out that approximately half of these aborted missions occurred during the early days of the test. Subsequent modifications and engineering changes were made by 14 November, and following that date the percentage of missions completed increased.

During the course of the entire operation, a total of 132 bombing runs were made with the following results:

Type Run	No. Runs	CEA Gross*	CEP**	CEA Eff.***	% Eff.****
Visual	27	1522	930	1161	96.3
Radar Direct	53	2231	1620	1786	92.5
Radar Offset	52	2733	2203	2329	90.4
Radar	105	2480	1950	2052	91.4
All Runs	132	2284	1822	1862	92.4

* Average circular error for all bombs dropped.

**Probable circular error - radius of a circle within which approximately 50% of all bombs dropped will fall - the median point which represents the point at which there are as many instances below as there are above it.

*** CEA effective - average circular error arrived at by excluding those scores of over 5000 feet.

****Number of effective runs divided by total number of runs made.

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Complete day to day reports on all operations accomplished in "Mission Purple," are appended to the November and December histories of the 7th Bombardment Wing (H).

Fatal Aircraft Accidents

There were a total of seven fatal aircraft accidents involving aircraft of this command during the last four months of 1949. The table below shows the number of fatal accidents by months and the units to which aircraft were assigned:

	Sept	Oct	Nov	Dec	Total
7th Group	1	0	0	0	1
27th Group	0	0	0	1	1
43d Group	0	1	0	0	1
97th Group	0	0	0	0	0
509th Group	0	0	2	1	3
2d Group	0	0	0	1	1
11th Group	0	0	0	0	0
					7

The first of these accidents occurred on the evening of 15 September, when B-36B aircraft #44-92079, assigned to the 7th Bombardment Group, crashed into Lake Worth at the end of it's take-off run. The aircraft was scheduled for a routine RBS training mission. This marked the first fatal accident with the B-36 type aircraft since the big bombers were placed in operation in the 7th Group in June 1948. The crash resulted

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in the loss of five crew members with the other eight crew members aboard suffering minor injuries. Investigation of the accident was hampered by both the condition of the aircraft due to the crash and the dismantling necessary to recover the wreckage from the lake. Findings of the accident investigation board make it appear probable that two propellers were in reverse from the start of the take-off run. Evidence is lacking as to whether this was due to improper operations of the propeller controls or to a malfunctioning of the equipment. Officials of Consolidated-Vultee Aircraft Corporation joined in the investigation of the accident and conducted exhaustive taxi tests and simulated take-off runs to determine the effect of various combinations of propeller reversals. Special attention is invited to the findings of the Aircraft Accident Investigating Board, and other documents appended. 40/

On 13 October 1949, B-50 aircraft #46-6060, crashed during TDY training operations in England. The aircraft was assigned to the 65th Bomb Squadron of the 43d Bomb Group. The

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40/ a. Description of the B-36 Accident.

b. Engineering History of B-36B #44-92079.

c. Taxi Tests B-36B #44-92079.

d. Findings of the Aircraft Accident Investigation Board. See exhibit #64.

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crash occurred shortly after take-off from Lakenheath RAF Station and the 16,500 pound bombs on board exploded on impact. All twelve crew members were killed.

The two fatal accidents occurring in November, were both in the 509th Bombardment Group. On 11 November 1949, while flying a routine long range navigational training mission a B-29, #45-21839 crashed and burned. The aircraft was near Indianapolis, Indiana, and in a normal climb from 10,000 to 24,000 feet when an excessive increase in oil pressure together with a drop in fuel pressure caused the pilot and engineer to start feathering number one engine. At this time fire developed in the number one engine and when emergency procedures failed to extinguish the blaze and the fire was completely out of control, the crew was ordered to bail out by both the Airplane Commander and Flight Engineer. Emergency depressurization was accomplished and bail-out started at 17,000 feet. Ten crew members made successful parachute decents and two were killed in the crash. Witnesses to the crash stated that one engine burned and dropped off of the plane, the plane then went into a sharp bank and crashed.

The second fatal accident in this Group happened during sea search operations out of MacDill AF Base, Florida on 18 November 1949. Aircraft #44-87769 experienced engine trouble shortly after take-off from MacDill. With number 4 engine feathered, the pilot returned to the base. Preparatory to

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landing the engine was unfeathered and it caught fire. The B-29 crashed into the tide flats short of the runway and all five crew members in the forward section were killed. Crew members in the rear compartment escaped with minor injuries.

On 15 December, a third fatal B-29 accident occurred in the 509th Group. The aircraft involved, #7735, departed Walker AF Base at 1530MST on a 13 hour RBS mission to the West Coast. Take-off was normal and aircraft proceeded on course climbing to 16,000 feet. At this point the oil temperature on number 2 engine was observed rising steadily. An attempt to open the oil cooler flap failed, and since the oil temperature had reached 110 degrees the decision was made to feather the engine. At this point, the aircraft was 140 miles west of Walker. The aircraft turned back to the home base and approximately 70 miles northwest of the base the pilot advised the tower that number 2 engine was feathered and that he intended to unfeather for landing. Another contact was made with the tower when the aircraft was about ten miles northwest of the base. Landing instructions were confirmed and the pilot again stated his intention to unfeather the bad engine. Entering the traffic pattern at 1500 feet, gear was lowered on the downwind leg, and the turn on base leg was made at about 800 feet altitude. From this point on the aircraft lost altitude steadily. At about 200 feet the plane begin a turn to the left from which it failed to recover. This turn was apparently a last effort to cut short

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the turn on the final approach in order to reach the field. The bank increased until the aircraft stalled. The left wing tip struck the ground and the aircraft cartwheeled. Fire consumed the wreckage. Seven members of the crew were killed.

The only fatal accident in the 27th Wing during this period occurred on the night of 8 December 1949, when an F-82E, #46-311, crashed near Ardmore, Oklahoma. The fatal accident occurred when an experienced fighter pilot became lost from his flight and crashed. Both crew members were killed.

The last fatal accident of the year occurred at Chatham AF Base, when a B-50, #47-7110, crashed about five minutes after take-off on a long range cruise mission. This accident took place at approximately 2117EST, 22 December 1949, and all eleven crew members were killed. In the opinion of the Accident Investigating Board, the crash could have been caused by a disintegrating engine or part therof penetrating the bomb bay or radar dome, causing a fire and possibly cutting some control cables throwing the aircraft out of control.

Detailed information on the accidents described above is contained in the monthly histories of the organizations concerned.

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NOTE: Monthly historical reports of the 4001st and 4002d Base Service Squadrons are appended as Exhibits 6[illegible] through 72.

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763	"	Jan-Apr/49	2		"	C	
1022	"	Jan-Apr/49	3		"	C	
1465	"	May-Aug/49	1		"	C	
1669	"	May-Aug/49	2		"	C	
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