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K-WG-22-H
June 1954

**HISTORICAL REPORT
FOR
22D BOMBARDMENT WING (M)**



JUNE 1954
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HISTORICAL DATA REPORT
of the
22D BOMBARDMENT WING (M)
for
JUNE 1954

Compiled by Technical Sergeant John S. Bush, Wing Historical
Technician, under the supervision of Captain Alfred J. Nelson,
Wing Historian.

Approved by:

William F. Coleman
for
WILLIAM F. COLEMAN
Colonel, USAF
Commander

12th Air Division
Fifteenth Air Force
Strategic Air Command
United States Air Force

BSI Cont'l No
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PHOTO CAPTION

Crew members of the Stratojet commanded by Colonel W.F. Coleman, descend from their aircraft at March Air Force Base, California at the end of the recent SAC Far East Survey Flight. Left to right, Lt. J.E. McGue, Pilot, Lt. B.W. Cooper, Observer, and Captain R.E. Carlson, Pilot.

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- Exhibit C - Recap and Final Recap on FEAF Survey Flt (EXTRACT)
- Exhibit D - Quarterly Ops Readiness Rpt Forecast, 30 June 54,sgd Henry.
- Exhibit E - Hq 15AF Ltr Comd & Hq 12ADIV Ind to Wg Comd re FEAF Flt.
- Exhibit F - 22BW Ltr Comd to Col Coleman sgd Col Henry, 8 Jul 54
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- Exhibit M - 22BW Reg #10-1, Correspondence, 1 Jul 54
- Exhibit N - 22BW Reg # 5-3B, Publications, 7 Jun 54
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- Exhibit P - 22BW Reg # 66-9, Maint-Eng, 4 Jun 54
- Exhibit Q - Maintenance Publications for June 1954

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CHAPTER I

CHAPTER I
ORGANIZATION & ADMINISTRATION

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The Big Picture: ^{1/} During the month of June 1954, the Wing flew a total of 1,631:20 hours. This amounted to 31:20 hours over the 1,600 hours which was originally predicted to be flown. Of the total hours flown during the month, 690:55 hours were devoted to the accomplishment of missions ordered by higher headquarters. These special commitments included the following:

San Antonio Evaluation Mission
(324:40 hours)

This mission was conducted on 8 through 11 June 54, and was primarily designed to evaluate the radar and night navigation capability of the Wing. Thirty-five of the scheduled 36 B-47 aircraft successfully completed the mission. The remaining aircraft aborted due to a tone mal-function in the "K" System. The results of this mission were far below expectations due to a gross error which increased the overall average of the Wing far above its true capability. This gross error was approximately 22,180 feet, and was caused by erroneous winds in the "K" System. 22,000 feet of this was accounted for by the erroneous wind. As a result of this error the CEA for the Wing was raised approximately 500 feet, the CEA for the 35 runs being 2,963 with the CEP being 2,350 feet.

Wolf Pack Mission
(53:20 hours)

This mission was conducted on 11, 16 and 18 June 54. The mission was designed to assist the Air Proving Ground Command in tests to determine suitable tactics and techniques for employment of

1 - From Dir Ops Hist Rpt, sgd, Col Welch.

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multiple lead-collision course interceptors, when under close GCI control, against single and multiple bombers at medium and high altitudes. Further, it was designed to determine suitable techniques, and procedures for recovery of multiple interceptors to a terminal landing facility at home base following interception. The 22d Bombardment Wing was designated as the aggressor force for this test and scheduled three B-47 aircraft (one for each of the dates mentioned) for the mission. All B-47s completed the mission as scheduled.

3908th SES Evaluation
(101:40 hours)

This mission called for dispatching five B-47 crews to the 3908th SES, Davis Monthan AFB, for the purpose of evaluation. Five crews were scheduled and completed the mission. However, of these five crews only two passed. Failure of the other three was attributed to one or more of the following:

Violation of safety techniques
Scope interpretation weakness
Unsatisfactory target identification
Lack of qualification in gunnery

Travis ADS Loading
(6:30 hours)

This mission consisted of dispatching one B-47 aircraft to the 3083d ADS, Travis AFB, for the training of loading crews. The mission was successfully completed.

"K" System Display to Denver
(19:15 hours)

This mission consisted of dispatching two B-47 aircraft to Lowry AFB, to provide displays for the "K" System Mechanics Course being conducted there. The purpose of this was to familiarize

students.

Globetrotter Mission
(73:35 hours)

Three Globetrotter missions were flown during the month with the average continuous flight time for each crew being well in excess of the required 20 hours duration. Radar proficiency measurements for the missions were: 2,870 feet for the CEA, and 2,150 feet for the CEP. The CEA and CEP for the day celestial navigation leg was 11.7 and 11.0 respectively, while both the CEA and CEP was 10.8 for the night celestial navigation leg.

Six B-47s were originally scheduled for the mission during the month, but three of these were forced to abort due to the heating and pressurization system becoming inoperative in one aircraft, and due to "K" System mal-functions in the other two.

This concluded the Globetrotter Mission which was initiated in April 1954. As previously stated in the April 1954 Operations history the primary purpose of the Globetrotter Mission was to gain additional knowledge and operational data on SAC's capability to conduct bombing operations in B-47 aircraft at extremely long range without the use of forward staging bases. As a result of these missions it was learned that it is well within the capability of this Wing to satisfactorily fly missions requiring up to 21 hours of continuous flying, and without crew fatigue presenting a safety of flight problem.

Non-Stop B-47 Flight to Japan: On 21 June 1954, a B-47 task force composed of three B-47 aircraft, one from each of the three squadrons of the Wing, departed on a non-stop flight for Yokota, Japan. ^{2/}

2 - Exhibit A: News pics and story of flight.

This force was commanded by Major General Walter C. Sweeney and Colonel William F. Coleman, and was the longest non-stop point-to-point B-47 flight ever made by B-47 aircraft.

The purpose of this flight was to determine the suitability of Pacific bases for B-47 and KC-97 aircraft operations.

The flight required approximately 15 hours for completion with the average speed being better than 400 miles per hour. This flight was supported by nine KC-97 aircraft from the 22d Air Refueling Squadron of the Wing.

The first Operations Order came in on 2 June 1954^{3/}, although plans were in the mill from the time a warning of the mission was received while the Wing was TDY in England. The first and the final recapitulation of the FEAF survey is included in extract form in the Appendix.^{4/}

Bombing Accomplishments: Eighty visual releases (500 pound training bombs). These were made by 20 combat crew operators for a CEA of 985 feet.

Eighty-two visual RBS runs made by 22 combat crew operators for a CEA of 1110 feet.

168 Radar RBS runs made by 44 combat crew operators for a CEA of 985 feet.

82 visual RBS runs made by 22 combat crew operators for a CEA of 1110 feet.

168 Radar RBS runs made by 44 combat crew operators for a

-
- 3 - Exhibit B: TWX from COMAF 15 to COMSAC, 2 June 54, Ops Order
 - 4 - Exhibit C: Cap and Re-Cap of Feaf Survey.

CEA of 2,697 feet.

12 mal-functions RES runs made by 21 combat crew operators for a CEA of 3,627 feet.

80 radar camera runs.

Refueling Accomplishments: Refueling accomplishments for the month were limited due to transition from ten KC-97F to ten KC-97G model aircraft. In addition, nine KCs were required for the support of the FEAF Survey Team, the completion of which required four KCs to be away for 15 days, four for six days, and one for three days. Further, one KC-97 was utilized by the Wing Commander for a trip to Headquarters, SAC, requiring three days for completion, and one KC-97 was utilized for a trip by the Wing Briefing and Survey Teams to Carswell and Barksdale AFBs which required five days for completion.

Other accomplishments during the month included a reorganization of the Operations Section. This reorganization was accomplished primarily for two reasons: First, to provide a staff section for planning and producing all Wing Operations Orders, and to better meet the increased requirements of higher headquarters and Wing directed missions. Secondly; to better conform to plant layout thereby providing for better utilization of space. As reorganized the Operations Section now breaks down into two major branches; the Operations Plans Branch, responsible for planning and briefing both current and EWP missions, and the Flying Training Branch, which executes, analyzes, critiques, and reports on all missions. This

reorganization is covered in detail in the June histories of the various branches and sub-units of the Operations Section.

Quarterly Operational Readiness Report Forecast: ^{5/} Forecast indices for this report forwarded to higher headquarters on 28 June 1954, for July-August-September 1954 are "g". The report is included in the Appendix.

Also included in the Appendix are the following Operations & Training Charts: ^{6/} Predicted Points for 50-8 Quality, Percent 50-8 Accomplished For May-Jun-Jul Quarter, Quantity Accomplishments for June 1954, Unit Percentage Training Chart, Physical Conditioning Program, Utilization of KC-97 and B-47 MTD Unit, SPECIAL WEAPONS - Percentage Trained for May-June-July Qtr, Utilization Of Synthetic Trainers, June 1954, and Combat Crews Accom Chart (Quantity Minimums), and SAC Req 50-8 Quality Chart (Supplement IV111).

Flying Training Regulation 51-4 ^{7/} was published for the purpose of establishing specific requirements and training for B-47 crews and aircraft scheduled for evaluation by the 3908th Strategic Evaluation Squadron.

Semi-annual Inspections: ^{8 & 9/} The 22d Armament and Electronics Maintenance Squadron was inspected during the period 3-4 June 1954, and the 22d Periodic Maintenance Squadron was inspected during the period 11-16 June 1954.

-
- 5 - Exhibit D, Qrtly Ops Readiness Rpt Forecast, 30 June 54
 - 6 - Operations & Training Charts (EXHIBIT K)
 - 7 - 22BW Reg 51-4, Eval B-47 Select & Lead Crews, 11 June 54 (EXHIBIT O)
 - 8 - Exhibit G: 22BW Rpt Semi-An Insp 3-4 June 54, 22d A&E Maint Sq.
 - 9 - Exhibit H: 22BW Rpt Semi-An Insp 11-16 June 54, 22d Per Maint Sq.

Kudos, Commendations & Awards Department: Colonel

Henry who will turn over his command of the 22d Bomb Wing next month wrote his deputy, Colonel William F. Coleman a Letter of Commendation ^{10/} for his outstanding command work during the UK TDY and other crucial times in the Wing's B-47 history.

General Westover commended the men and officers of the Wing who helped make the flight to Japan such an outstanding success. ^{11/}

The following men and officers were commended by Colonel Henry for their outstanding work during the UK TDY:

- Colonel George K. Fair, 22d Tactical Hospital
- Lt Col James M. Hayes, 807th Air Base Group
- * M/Sgt Carl Waag, 19th Bomb Squadron
- Lt Col David C. Jones, 33d Bomb Squadron
- M/Sgt Solomon Oliver, 2d Bomb Squadron
- * Capt. Robert H. Harrington, 22d Air Refueling Squadron
- S/Sgt Peter J. Myatt, 22d A & E Squadron
- T/Sgt Robert A. Williams, 22d A & E Maint Sq
- A/LC William R. Harger, 22d A & E Maint Sq
- A/LC Charles D. Myers, 22d A & E Maint Sq
- A/LC Marvin E. Halloway, 22d A & E Maint Sq
- T/Sgt Frank O. Proctor, 22d Air Rflg Sq.
- * Captain Daniel J. Mannen, 2d Bomb Squadron
- * Lt Col John A Mac Isaac, Hq 22 Bomb Wg
- * Capt Russell C. Draper, 2d Bomb Squadron
- * Capt George H. Myers, 33d Bomb Squadron
- * M/Sgt William M. Myers, 2d Bomb Squadron
- * M/Sgt Franklin L. Dionne, Hq Sq Sec
- S/Sgt Emil H. Schlenker, 2d Bomb Sq
- * Major Norman W. Dick, 807th ABG
- * Major Edgar Bennett, Third Air Force
- * A/LC B. V. Landvik, 90th Strat Recon Wg
- * Major Harold J. McKinley, Fifth Air Force
- A/3C Thomas F. Bovard, 19th Bomb Sq
- * Capt Daniel W. Wolf, 2d Bomb Sq

Asterix Indicates Letter of Commendation
No Asterix Indicates Letter of Appreciation

- 10 - Exhibit F: 22BW Ltr Commendation, sgd Henry to Coleman, 8 Jul 54
- 11 - Exhibit E: Hq 15th Ltr and Ind to 22BW, 12 Jul 54, sgd Westover
 Commendation for work on Japan B-47 flight.

* Major Hugh O. Tucker, 19th Bomb Sq
 * Captain Barney R. Carlson, 19th Bomb Sq
 M/Sgt Kenneth L. Johnson, 22d Air Rflg Sq
 M/Sgt Jack B. Hauss, 33d Bomb Sq
 M/Sgt Vernon T. Wirth, 33d Bomb Sq
 M/Sgt Donald A. Robison, 33d Bomb Sq
 S/Sgt Elvin J. Brobst, 22d Per Maint Sq
 M/Sgt Robert W. Hancock, 33d Bomb Sq
 A/1C Wilburn C. Golden, 22d Per Maint Sq
 S/Sgt Rex E. Watts, Jr, 22d Per Maint Sq
 A/1C Raymond J. Buszek, 22d Per Maint Sq
 A/2C George E. McCarty, 22d Per Maint Sq
 A/2C Theodore S. Dion, 22d Per Maint Sq
 A/2C Vernon E. Huntzinger, 22d Air Rflg Sq
 M/Sgt Frank M. Savala, 2d Bomb Sq
 A/1C Bruce A. Poythress, 22d Air Rflg Sq
 S/Sgt Fred M. Baker, 22d Air Rflg Sq
 * A/1C Richard E. Hilkey, 33d Bomb Squadron
 A/1C James W. Lindsay, 90th Strategic Recon Wg
 * A/2C Charles E. Fisk, 33d Bomb Sq
 * A/2C Henry W. Pratt, 33d Bomb Sq
 * A/2C Patrick J. Smyth, 33d Bomb Sq
 * A/1C Bobby E. Bell, 2d Bomb Squadron
 Lt Albert B. Whittemore, 33d Bomb Sq
 * S/Sgt Lionel G.H. Ruhman, 19th Bomb Sq
 * M/Sgt Edward L. Mulherin, 19th Bomb Sq
 * Capt Eugene C. Murphy, 22d Air Rflg Sq
 M/Sgt Arthur C. Shaffer, 22d A & E Sq
 M/Sgt Albert E. Davenport, 22d A & E Maint Sq
 M/Sgt Alfred T. Riley, 22d A & E Maint Sq
 M/Sgt Samuel D. Hines, 22d A & E Maint Sq
 M/Sgt Norman C. Merrill, 22d Air Rflg Sq
 T/Sgt Robert J. Neuman, 2d Bomb Sq
 * Captain Alfred J. Nelson, Hq 22 BW
 Lt Col Louis J. Lamm, Hq Sq Sec
 * Lt Col Raymond E. Hamlyn, Hq Sq Sec
 * Major John H. Keene, Hq Sq Sec
 WOJG James R. Shreve, 33d Bomb Sq
 * S/Sgt Argus L. Brasell, 19th Bomb Sq
 * Lt Col Frederick R. Stowell, Hq Sq Sec
 * M/Sgt David E. Davis, 22d Air Rflg Sq
 * M/Sgt Robert E. Showalter, Hq Sq Sec
 * M/Sgt Henry P. Brown, Hq Sq Sec.
 * Capt Robert R. McAnaw, 22d Air Rflg Sq
 * M/Sgt Dick Stroc, 22d Air Rflg Sq
 S/Sgt Harry Bufford, 19th Bomb Sq
 * M/Sgt Arthur A. Veltre, 22d Per Maint Sq
 * T/Sgt Julius M. Allen, 22d Per Maint Sq
 * S/Sgt Johnny B. Baker, 22d Per Maint Sq
 A/1C Joseph L. Montmarquet
 T/Sgt Richard L. Kaufman, 19th Bomb Sq
 M/Sgt James M. Jnsko, 19th Bomb Sq
 * A/2C Charles W. Cornelius, 33d Bomb Sq

- * S/Sgt Eugene F. Kruger, 22d Per Maint Sq
- * T/Sgt Ford N. Martin, 2d Bomb Sq
- * T/Sgt Dewey M. Belcher, 2d Bomb Sq
- M/Sgt Elden H. Fritsch, 19th Bomb Sq

Chief Warrant Officer Howard B. Neal of the Wing received a first cluster to the Commendation Ribbon by direction of the Secretary of The Air Force last week, from Col. J. B. Henry, Jr., wing commander.

CWO Neal, wing director personnel officer, was cited for distinguishing himself in conjunction with military operations against the enemy from February 10 to July 27, 1953 as personnel officer for the 98th Bomb Wing (Med) in the Far East.

New Wing Administrative Regs: Regulation 9-1 was published to establish and provide for the continuous and economical operation of the Wing forms management program and to eliminate non-essential blank forms. ^{12/}

Wing Regulation 10-1 was published for the purpose of establishing a uniform procedure for the handling and preparation of military correspondence. ^{13/}

Wing Regulation 5-3B was a deletion in Wing Reg 5-3 published on 12 August 1953. ^{14/}

ADMINISTRATIVE NOTES FROM THE UNITS

33d Bombardment Squadron: ^{15/} The material portion of Squadron Mobility underwent a slight change during June. Each section submitted new packing lists which were void of equipment found to be unnecessary on the TDY to England, and on more recent Max efforts. These changes

- 12 - Exhibit L: 22BW Reg 9-1, Forms Management, 16 June 54
- 13 - Exhibit M: 22BW Reg 10-1, Correspondence Handling, 1 July 54
- 14 - Exhibit N: 22BW Reg 5-3B, Amendment, 7 June 54.
- 15 - From Hist rpt of 33d Bomb Sq sgd, Col Sweetland.

reduced the overall shipping weight and shortened the time necessary to pack the mobility equipment.

This unit participated in the FEAR Survey, supplying one B-47 aircraft and nine men. Major General W.C. Sweeney Jr., was Aircraft Commander of our aircraft, with Major Arnold Sipes, and Major Robert L. Kennedy, both of this unit as his crew.

Administratively, the Squadron has initiated Officer's and Airmen's records check. Also the reaccomplishment of records and screening of 201 files is underway and over 50% completed. Working now will preclude many hours of overtime correcting discrepancies found in the coming CRT. Our records should be in excellent shape at the time of the inspection.

It has been noticed that the morale is higher among personnel living off base. Food and quarters appear to make the big difference in morale. An eye toward better quality in preparation of food and more barracks space would do much toward raising the morale of the unmarried airman.

22d Air Refueling Squadron^{16/} This section incorporated the proposal for limiting personal transactions in the orderly room. Since 1 June, these transactions have been limited to the hours of 1300 to 1700 daily. The hours held open in the morning have given valuable time for the maintenance of routine functions, helping greatly our state of preparedness for the recent Wing inspection.

On the whole, the results of the Orderly Room inspection were favorable. The minor discrepancies unearthed have been rectified with the overall result of stabilizing and improving this section's position.

A major change in squadron command occurred this month when Lt Col Horace E. Hatch, 4670A replaced Lt Col David C. Jones as Squadron Commander.

16 - From Hist Rpt of 22d Air Rflg Sq, sgd Lt Col Hatch

- 11 -

Colonel Hatch, although new to aerial refueling, has been a member of this division since July 1953. He has served as Commander, Operations, and Flying Safety Officer of the 807th Operations Squadron. His achievements in these positions led to his new appointment upon Colonel Jones' reassignment to the 33d Bombardment Squadron.

The achievements of this squadron in all fields, under Colonel Jones' leadership, became a matter of record. We are justly proud of our past accomplishments and feel certain we will continue along the same constructive paths under our new Commander. The personnel of the organization have every confidence that Colonel Hatch will propagate the fullest trust and co-operation of the members of our squadron. We also understand the strenuous task confronting him and offer our entire and whole hearted co-operation in the accomplishment of the mission.

22d Periodic Maintenance Squadron:^{17/} During the month, Command of the 22d Periodic Maintenance Squadron was relinquished by Lt Col James M. Hayes Jr and assumed by Lt Col Mabon A. Cornwell. Col. Hayes was reassigned as assistant Director of Materiel, 807th Air Base Group, effective 15 June 1954. Colonel Cornwell was assigned to this squadron from 22d Bombardment Wing Directorate of Materiel. During the entire reporting period, Squadron Administration functioned smoothly and without delay based on the operating procedures as set up during past months.

On 7 June 1954 1st Lt John T. Flynn returned from a 24 days leave to reassume the duties of Squadron Adjutant.

17 - From Hist Rpt of 22d Per Maint Sq, sgd Lt Col Cornwell

22d A & E Maintenance Squadron:^{18/} Squadron organization underwent one minor change during the month. T/Sgt Ashabran was relieved of the duties of First Sergeant being replaced by M/Sgt Shaffer who graduated recently from the 15th Air Force NCO Academy.

The Radio and Radar Flight Line Section has been reorganized into two separate flights with T/Sgt Watridge in charge of Radio Flight Line and S/Sgt Cook in charge of Radar.

22d Field Maintenance Squadron:^{19/} No change of major importance during the month of June, however, within the area of improvements, plans for the beautifying of various sections and barracks buildings are continuing. This program will include screening the porch area of the upstairs in building number 456A to provide additional and much needed space. The bunking facilities have reached the limit of practical utilization with each airman presently allotted approximately 70 % of the authorized space within his living area.

A minor change has been completed within the Fabrication Branch. The Fabrication Offices of the 320th and 22d Bombardment Wings have been separated thus providing what is believed will be better control over personnel as well as increased operating efficiency of both organizations.

During the first week in June the location of the Tire Shop of the Aero Repair Branch was changed to Hanger 1. The equipment and supplies of the shop were moved by personnel assigned to that section. Although equipment hook-up and permanent installation was handled by A.I.O. After a number of requests and several man hours lost, the telephone was moved to the new location on 20 June 1954.

18 - From Hist Rpt of 22d A&E Maint Sq, sgd, Lt Col Tolhurst

19 - From Hist Rpt of 22d Fld Maint Sq, sgd, Maj Harry N Griffin

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CHAPTER II
PERSONNEL

- 11 -

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Officers Branch:^{1/} The authorized, assigned, effective
manning and body manning strength for the Wing as of 30 June 1954
is as follows:

AUTH	ASGD	EFF MANNING	BODY MANNING
377	387	87.1%	102.5%

The effective manning listed above can be raised if 15 assigned
pilots, AFSC 1234, are considered to be effectively manning AFSC 1245
T/O authorizations to 91.3%.

A TDY move of approximately 205 officers and airmen to Yokota
AFB, APO 328, and Hickam AFB, Hawaii was performed. Personnel's
part of providing necessary letter orders went very smoothly. With
the help of the Materiel Directorate, a machine roster of personnel
scheduled for the mission was obtained which expedited orders and
practically eliminated amendments.

During the month of June a total of 33 officers were nominated
for reassignment, further training and/or permanent change of station.
Of these, 8 have been definitely selected, 11 are pending, and the
remainder released from consideration.

During the period covered by this report, 25 officer effectiveness
reports were processed by this office. A personal letter to each
Squadron Commander and Staff Director was drafted and approved by the
Wing Commander, enjoining each to increase quality and accuracy of
OER's processed within their jurisdiction.^{2/} A roster of Wing Key
Personnel is inclosed in the Appendix.^{3/}

-
- 1 - From Dir of Personnel's Hist Rpt, sgd, CWO Neal Asst Dir Pers
 - 2 - Exhibit J: 22BW Ltr to all Sq Comms, 29 June 54, "Eff Rpts".
 - 3 - Roster of Wing Key Personnel from Dir Personnel. EXHIBIT I

Airmens Branch: Promotions for airmen occurred in the Wing during the month of June 1954. Format below is indicative of the number of promotions by Squadron from A/2C to M/Sgt.

	Hq	Sq	2BS	19BS	22BS	22FMS	22PMS	22AES	22ARS	22TH	TOT
M/Sgt	1					1			1		3
T/Sgt			1	2	1	1	1	2	2		10
S/Sgt	2		3	3	1	4	3	5	3	2	27
TOTAL	3		4	5	2	6	4	7	6	2	40
A/1C	1		4	3	3	12	6	13	5	1	49
A/2C			4	4	4	8	4	12	4	1	41
TOTAL	1		8	7	7	20	10	25	9	2	90

There was a net gain of 17 airmen during the month of June. The Wing is authorized 1634 airmen and as of 30 June had 1917 assigned.

Little increase in the Wing MIRS was shown for June, as results of proficiency test given in April were received late in the month and Squadrons did not have time to accomplish all reclassification action during the month. The MIRS as of 30 June was 85.9% with the body manning at 117%.

A total of 28 airmen discharges occurred during this reporting period. Of this number, 18 were under the provisions of AFR 39-10 (Expiration of Enlistment) and 10 were due to hardship and voluntary resignation. Of the 28, there were three reenlistments.

During the month, nine airmen were entered into formal school training conducted by the Air Training Command. All were in a TDY status. Supplemental testing was administered to 45 airmen in the 29, 46, 47, 60 62 and 73 career fields.

A semi-annual inspection of Personnel activities of the 22d Periodic Maintenance Squadron and the 22d Field Maintenance Squadron was conducted by this office during the month of June.

A total of 48 airmen was nominated to 12th Air Division for overseas and ZI reassignment. Of these, 27 were selected for reassignment.

PERSONNEL NOTES FROM THE UNITS

22d Field Maintenance Squadron:

The personnel strength as of 1 June 1954 was seven officers and 391 airmen. The strength as of 30 June 1954 was seven officers and 406 airmen, or an overall strength increase of 15 airmen assigned.

During the month three officers and 50 airmen were on leave from this organization giving the squadron an approximate 70 percent who have completed the authorized amount of leave for the fiscal year just ended.

Thirty-seven airmen were away from the squadron TDY during the month of June, 25 to FEAF, 4 to Hawaii for an enroute support team and eight to Tucson for an approximate 15 day period.

22d Armament & Electronics Maintenance Squadron: ^{5/} During the month there was little change in personnel status. There were only 31 airmen and one officer who processed in and out of the squadron. Nineteen airmen and one officer were gained. Seventeen airmen were lost. Ten due to discharges and seven transferred. Two were transferred on base, three overseas and two to ZI assignments.

- 4 - From Hist Rpt of 22d Field Maint Sq, sgd, Maj Griffin, Comm.
- 5 - From Hist Rpt of 22d A & E Maint Sq, sgd, Col Tolhurst, Comm.

The following is the status of the squadron as of June 30, 1954:

	Authorized	Assigned	PPD	Leave	Hospital	TDY
Officers	13	15	8	3		4
Airmen	339	375	286	36	1	50

Thirty airmen attached from Castle Air Force Base completed their indoctrination and were returned on the 25th of June. These airmen were OJT for five weeks for B-47 indoctrination and it is believed that they received much training in that they worked side by side with well trained personnel of this squadron.

A total of 29 airmen were placed on TDY to Japan and other bases. The airmen who departed for Japan were in support of a mission flown during the last of June. Others were TDY to Davis Monthan Air Force Base for support of an evaluation mission and TDY to school.

22d Periodic Maintenance Squadron:^{6/}

30 June 54

	<u>Auth</u>	<u>Asgd</u>	<u>Pres for Dy</u>
Officers	5	4	3
Airmen	158	192	168

One Airman was reduced from A/3C to A/B and confined in Base Retraining Center for 30 days starting 7 June 1954.

Two airmen were discharged during June, neither reenlisted.

One officer and 11 airmen went TDY to the Far East on 17 June.

19th Bombardment Squadron:^{7/} Captain Gibson L. Grim, was

- 6 - From Hist Rpt 22d Per Maint Sq, sgd, Lt Col Cornwell, Comm
- 7 - From Hist Rpt of 19th B.S., sgd, Lt Perez, Sq Hist O.

assigned to this squadron on 30 June 1954. Captain Grim is an observer formerly assigned at Mather AFB for AOB training.

The morale and efficiency of the squadron has shown a sharp decline for the month of June as indicated by the Leadership Effectiveness and Morale Rating System. The following is an excerpt: 6 Security Violations, 7 Delinquent MPO's, 2 Moving Traffic Violations, 4 Morning Report Errors, 2 Uniform Violations, 1 Drunk Driving. Two men were discharged and two reenlisted.

The annual squadron picnic was held during the month at Paradise Lake near Riverside, California. The attendance was almost 100% as is the case every year. Swimming, boating, and fishing facilities were afforded along with cold cuts, baked beans, cold beer and soft drinks. The officers played the airman a game of soft ball and won 14 to 4.

33d Bombardment Squadron: ^{8/} Strength report as of 30 June 1954:

Auth	Asgd	Pres for Dy
165	204	177

The authorized assigned differences is a result of the extended B-47 training program. Cadre will take overages.

8 - From Hist Rpt of 33d B.S., sgd, Sweetland, Comm

- 19 -

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CHAPTER III
OPERATIONS & TRAINING

THIS PAGE IS DECLASSIFIED IAW EO 13526

Turn to Chapter I, page 2 of this history for the Operations
"Big Picture".

Interrogation Of Air Crew of Japan Flight:^{1/} Especially
significant in historical value was the FAR EASTERN SURVEY. The
19th Bombardment Squadron deployed one B-47 aircraft to Far Eastern
Bases to conduct a survey of bases for B-47 aircraft to operation
suitability.

The following is an interview with 1st Lieutenant Byron W.
Cooper, Observer on one of the 19th Bomb Squadron B-47s which made
the non-stop flight from March AFB to Yokota, Japan.

Questions: "What type of navigation did you use on this flight?"

Answer: "I used day celestial all the way over and some
pressure pattern. 1st Lt John E. McCune, Pilot, did all my computations
on celestial and it was a big help to me."

Questions: "Do you feel that a Loran set would have been a
valuable aid on this flight?"

Answer: "It would have been a help. I get more satisfaction
from using celestial. I'm sold on it."

Questions: "Did you have a Loran set aboard your aircraft?"

Answer: "No."

Questions: "What results did you get on celestial?"

Answer: "Our maximum CE was 19 miles but most of them were 10
miles and under."

Questions: "Were you kept pretty busy on this flight?"

Answer: "Yes, I was. I took celestial shots every 50 minutes

1 - Interview conducted by Lt. Perez, 19th B.S. Hist O.

and later on changed to every hour. In between I took wind runs with the "K" System, pressure readings, and kept up my dead reckoning.

Question: "Did you take enough food on flight lunches for the flight?"

Answer: "Yes."

Question: "The flight lunches get pretty stale in 15 hours, don't they?"

Answer: "Yes, but we had them all eaten before they got stale. That's one thing I would like to point out. Sandwiches really dry up at the altitudes we fly. I like moisture in my food and I think I get hungrier than anyone else in the aircraft. I wish they would put more liquids in those lunches. I need a lot more liquids when I fly. Beverages, fruit juices, and canned fruits are easy to handle. They don't consume a lot of time and I'm free to work with the equipment. I just open up a can and keep working. With sandwiches, you have to spread mustard or mayonnaise on them and they are still dry tasting."

Question: "Do you think the IF-4 lunches would be better?"

Answer: "No, the meat in them has to be heated. You have to be pretty hungry to eat the meat and crackers in those lunches. In my opinion, the only thing of value in the IF-4 is the canned fruits."

Question: "Did you encounter any problems on the flight? Did you have difficulty finding the tankers?"

Answer: "No, we hit everything right on the button. Our landfall into Tokyo was right on. We had no sweat on the tankers. All of the refueling jobs were good except the first one by the boys from Castle. It was pretty sad."

Question: "Do you feel that survival equipment aboard was adequate

in case you had to ditch over water?"

Answer: "Yes, we had Mae Wests, a five man raft, survival kits and the rubber exposure suits. We would have done all right if the occasion arose."

Question: "Were you tired when you arrived in Japan?"

Answer: "Yes, but we had plenty of rest between flights."

Question: "Since you were doing celestial, were off oxygen a great deal of the time - didn't this tire you?"

Answer: "I wasn't too tired although I was off oxygen most of the flight."

Question: "What altitudes did you fly?"

Answer: "The altitude varied. The highest was about 40,000 feet and the average was around 37,000 feet."

Question: "Do you have any suggestions or recommendations that would improve conditions on this type of flight?"

Answer: "The food, which I have mentioned. Better co-ordination between the aircraft in the formation. Also each aircraft should do own navigation and not follow a lead aircraft. This would lead to better navigation and smoother flight."

Question: "What do you mean by better co-ordination between the aircraft?"

Answer: "We flew loose formation, (three B-47 aircraft) and better coordination would have been a big help. Letting the other aircraft know what you are doing. Like making minor heading corrections. Power settings were the big item. Reducing and advancing power settings could have been coordinated to a greater degree. This would insure that everyone could keep up with the formation."

The following is an interview with Captain R. Barney Carlson, Aircraft Commander on one of this squadrons B-47 aircraft concerning the non-stop flight to Yokota, Japan and Far Eastern Bases. Captain Carlson was one of four members aboard the aircraft.

Question: "I have interviewed the other members of your crew and they tell that the first refueling and the one over Wake Island presented some problems. Would you tell me your version of it?"

Answer: "We refueled three times as briefed between March and Japan. On the first refueling we started at 20,000 feet and ended at 21,000 feet. We encountered buffeting and neared low speed stalls. The tanker was going too slow. I finally got him to lower his nose and pick up speed. We got through it OK."

Question: "Was the first refueling with the personnel from Castle AFB?"

Answer: "Yes."

Question: "One of your crew members stated that you had a brute force disconnect over Guam and Wake Island, is that correct?"

Answer: "We encountered disconnect difficulty, it wasn't exactly a brute force disconnect. We went to the outer limits of the boom and came off the end of it before it would disconnect."

Question: "There could have possibly been more co-ordination between crews."

Question: "The other crew members made comments on the food and flight lunches in particular, will you tell me what you thought of the lunches?"

Answer: The flight lunches out of March were very good, the Yokota lunches were fair. The one from Guam hardly edible. Hickam

prepared the best lunch and charged twice as much. 85¢ each."

Question: "Do you have some suggestions or recommendations that would improve conditions on this type of flight?"

Answer: "The only thing I can suggest is a better oxygen hookup for the fourth man. Fifteen hours is a long time to sit with an oxygen bottle in your lap."

Question: "Lt McCune has suggested a method for storing survival equipment similar to that of the B-29. Do you have any comments on it?"

Answer: "Absolutely. There should be a similar installation. If we had to remove a five man raft, it would have been difficult."

Question: "How did you feel after fifteen hours of flight?"

Answer: "Somewhat fatigued, however not any worse than fifteen hours in a B-50."

Question: "Did you use oxygen all of the flight?"

Answer: "I used it intermittently with no particular thought of serving it. We landed with plenty of oxygen aboard."

Question: "Then the lack of oxygen did not affect you in any way?"

Answer: "No."

Question: "Did you encounter any problems on the flight?"

Answer: "No, the mission went off as briefed and on schedule. There were no problems encountered. I want to go on another one sometime."

The following is an interview with 1st Lt., John E. McCune, Pilot on one of this squadrons B-47 aircraft concerning the non-stop flight. Lt McCune was one of four members aboard the aircraft.

Question: "Can you tell me about your first refueling by the

personnel from Castle AFB?"

Answer: "It was pretty bad."

Question: "What exactly was wrong with it?"

Answer: "They were climbing instead of descending until we told them about it. Their air speed was too slow and we were near stall speed."

Question: "Did you get to fly half of the trip?"

Answer: "No, I flew pilot from Hickam to March and the front seat for two and one-half hours from Tokyo to Kandana (Okinawa). Most of the time I was in the isleway helping Cooper (Observer) with the celestial computations. Colonel William F. Coleman, Deputy Wing Commander of the 22d did a lot of flying. He made all the landings and take-offs except one, and six GCA's were made."

Q: "Who were in the other two aircraft?"

Answer: "General Sweeney in a 33d ship and Colonel Smith in a 2d Bomb Squadron plane."

Question: "Were you pressed for time on the flight?"

Answer: "No, I had lots of time."

Question: "What comments do you have on the food while in flight?"

Answer: "We got a pretty fair lunch out of March. The one from Guam was not edible."

Question: "What did the flight lunch from Guam contain?"

Answer: "It had a couple of sandwiches, some chicken, and an egg."

Question: "What was wrong with it?"

Answer: "It stunk."

Question: "What kind of sandwiches were in it?"

Answer: "I don't really know. I think it was roast beef but I wouldn't swear to it."

Question: "What do you think of the IF-4 lunches?"

Answer: "Some of them are good. I think they could do without half the stuff in them."

Question: "Like what?"

Answer: "Well, the spaghetti and meat and the Beef and Corn are not good as far as I'm concerned."

Question: "What part of the IF-4 do you like?"

Answer: "Boned chicken and ham and eggs are very good. The candy is not too good."

Question: "What type of food do you suggest for a good lunch?"

Answer: "Soups are good. I wish they would put some instant coffee, sugar and powdered cream."

Question: "Do you feel that survival equipment aboard was adequate in case of a ditching?"

Answer: "Yes, there was enough equipment. Two bags of it weigh 104 pounds. There is not enough room in there to pick it up and throw it out unless you had plenty of time. I would like to see some type of single storage facilities similar to those in B-29s. The raft is inserted into the fuselage and the pull of a handle shoots it out on the wing. I had to sit on top of all the equipment and it is difficult to use the safety belt."

Question: "How did you feel after flying fifteen hours."

Answer: "I wasn't tired. It's not as bad as a Globetrotter."

Question: "Did you have to sit in the isleway with an oxygen bottle in your lap?"

Answer: "Yes, I didn't use oxygen very much only for short spells when I thought I needed it."

Question: "Then you concur with the oxygen hook-up contemplated for the 14th crew member."

Answer: "I sure do."

Question: "I understand you had a little difficulty with power settings?"

Answer: "We had a dog of an aircraft and it was a little slow. The leader was going faster than we thought. If we could have had our plane it would have been easier to catch him."

Question: "Did you run into any bad weather?"

Answer: "No."

Question: "Did you encounter any problems on the flight?"

Answer: "On the refueling over Wake Island with the 22d, we couldn't get loose of the boom and made a brute force disconnect."

Answer: "You either pull the boom off or you get loose. We had the same thing happen at Guam."

Question: "At what altitude did you refuel?"

Answer: "20,000 feet by KC-97".

Intelligence: ^{2/} During the month several changes were made in the Intelligence Section, both from the standpoint of organization

2 - From Dir Operations Hist Rpt.

and physical location of the various branches. Primary among these changes was the assumption of command of the section by Major Harry E. Arnold. Major Arnold replaced Captain Robert J. Fowler who remains with the section as the Assistant Intelligence Officer for Administration. In addition, the Target Prediction and Photo Interpretation Branches were moved from Wing Headquarters to the Wing Intelligence building, and again placed under the Intelligence Section. Previous to this reorganization these two units had formed a part of the Wing Observer's Section.

In order to accommodate the Target Prediction and Photo Interpretation Branches the Intelligence Situation and Storage Rooms were evacuated. The Map and Charts Branch was relocated from the East to the West wing of the building, and the space vacated was converted into a new Situation, Target Study, and Storage Room. Approximately 14,000 pounds of maps and charts were moved and refilled during this move. The moving commenced on 18 June 54, and required nine days for overall completion. By 28 June all branches had resumed normal operations.

Although normal operations had been resumed by the end of the month there still remained a considerable amount of work to be done in the form of painting and partitioning of rooms and hallways. Painting of the rooms in the West wing was completed AIO at the end of the month, and the rooms in the East wing should be completed during the forthcoming month.

At present the room designated as a Situation Room is considered inadequate from the standpoint of security. As a result it is being used primarily as a target study and planning room, and no permanent situations maps have been installed. All order of battle, and survival intelligence information is being maintained on small maps which together with other

classified documents, are stored in the vault when not in use. However, with the installation of the requested partition to separate the Situation Room from the Target Study Room it will be quite adequate.

On 8 June 54, the Section was visited by Colonel B.C. Andrus from the Target Materials Branch, Headquarters, SAC, and Major R.E. Saxon from the Targets Branch, Headquarters, 15th Air Force. These officers conducted an inspection of the Section with particular emphasis on the maintenance of target materials. No discrepancies were noted.

Intelligence Administration: During the month 96 cards pertaining to the SAC P-2 Report were returned by Headquarters, 15th Air Force for reaccomplishment in accordance with SAC Letter 35-9. These cards were to be completed and returned with the June P-2 report but since a large percentage of the personnel to whom the cards pertained were absent on leaves and TDY this could not be accomplished. However, the project will be completed, and the cards returned with the July P-2 Report.

Operational Intelligence: The Operational Intelligence Branch was concerned primarily with four projects during June 54: The establishment of a new Situation Room, maintaining the Order-of-Battle Maps up-to-date, assisting crews with their EWP target studies, and establishing a cross-index file on intelligence publications.

Two EWP briefings were conducted during the month for the Commanders of higher headquarters. On 12 June 54, a briefing was conducted at 15th Air Force Headquarters for Major General SWEENEY, 15th Air Force Commander, and on 14 June a briefing was conducted at

Carswell AFB, Texas, for Major General Montgomery, 8th Air Force Commander.

Target Intelligence: The SAC U-2 Report for the new quarter was received during the month. All target materials were inventoried against this report, and a list of discrepancies was forwarded to Headquarters, 15th Air Force. In addition, the SAC U-37 Report was accomplished and forwarded by 7 June 54.

Five shipments of ACF material were received during the month consisting of approximately 980 pieces of target materials. This material was inventoried, entered in the SAC U-2 Report, and filed.

Photo Interpretation: The San Antonio Evaluation Mission was conducted with appropriate Photo Intelligence Reports submitted for each aircraft.

A special mission against Amarillo was flown in which nineteen aircraft took part. Complete target materials were prepared, and bomb impacts plotted for this mission. In addition, two "Globetrotter" missions were flown with Special Photo Intelligence Reports submitted in each case.

Target Predictions: Supervised ultrasonic trainer runs on the San Antonio prediction plate, and assisted in the photo scoring of the actual runs when the Evaluation mission was flown. In addition, this Branch continued to conduct target studies under the EWP program. In this connection, the branch started actual construction of EWP target plates.

During the month Captain Pfeiffer returned from six weeks TDY at Lowry AFB, Colo.

Operational Plans: During the month, this section devoted the

majority of its efforts, toward the following projects:

- a. Briefing of combat crews on the 22d Bomb Wing EWP.
- b. Briefing the Commander and Staff at 15th Air Force on EWP.
- c. Briefing 8th Air Force on the 22d Bomb Wing EWP.
- d. Reorganization of Operational Plans Branch.
- e. Planning and preparation of Operations Order 132-54, "STOVE PIPE".

Twenty lead crews and two combat ready crews were briefed (3 hours each) on their EWP assignment just prior to departing on "FULL HOUSE". During the month of June, 43 crews were given an average of eight hours of EWP Briefing and Target Study each.

Lt. Col. Stowell departed 13 June with the briefing team to brief the Commander 8th AF on 22d Bomb Wing EWP. Upon return he stopped at Barksdale AFB, with the survey party to visit the 301st Bomb Wing and conducted that part of the survey pertaining to Observer, Plans and Intelligence functions.

On 15 June, Director of Operations held a staff meeting in regards to reorganization of 22d Bomb Wing Operations. Operational plans underwent considerable reorganization. Prior to this time this section was concerned primarily with EWP material (15th AF Opns Plan 40-54, 8th AF Opns Plan 48-53, and Opns Order 50-54). In addition to this, Annex F to 12th Air Division Operations Plan 10-53, 22d Opns 106-53, and 201-53. In the new organization, Operational Plans is composed of Current Plans and Performance as well as EWP.

- a. Lt. Col. Robert E. Mills was assigned as Director of Operational Plans 18 June 1954.
- b. Lt. Col. Stowell retained EWP Officer.
- c. M/Sgt Davis, formerly of the Observers Section, heads Performance.
- d. Major George F. Smith, Systems Officer in the Observer Section was made Assistant to Combat Plans under Lt Col Stowell.
- e. Lt Col Paddock was placed in charge of Current Plans.
- f. Major William J. White, Wing Navigator in the Observer Section became Assistant Current Plans Officer.

g. S/Sgt William D. Putnam, Chief Clerk of the Observer Section became Chief Clerk of the new Operational Plans Branch.

h. One target study room in Building T-6h2 was converted into office space for the Operational Plans Officer, Performance, Current Plans and Communications.

i. Although Communications are not a part of Operational Plans, they do work very closely together and they were also in need of a more suitable office.

Planning and preparation of an ORT mission, 22d Bomb Wing Opns Order 132-54, was placed upon this new organization as soon as it came into being. By the end of June, Operational Plans was prepared to brief 15th Air Force on the proposed ORT mission.

Minor projects for the month of June:

a. Captain Conn departed with survey party for Pacific Survey trip.

b. Preparation of numerous work order requests for necessary changes and improvements in Building T-6h2.

Special Weapons: The organization of this section has been more along the lines of an Air Division section in the past, since both the 22d and 320th Bomb Wings were working together and pooling their resources. With the 320th Bomb Wing on TDY for three months, a more personal organization has been achieved. Since the 22d Bomb Wing Special Weapons Officer departed for approximately 30 days TDY in the middle of June, only one officer has been present for duty to cover the administration, staff coordination and teaching supervision and performance.

Personnel from the 510th Aviation Squadron were utilized as instructors for the refresher course in June. They proved capable and cooperative, and will be used again in July unless their reorganization denies them to us. Several difficulties were encountered in using these personnel as instructors, however. One was that they are not familiar with the aircraft, crew preparation for a mission, or with in-flight

procedures and SOPs, since their past training and experience did not include this phase of atomic operations. Another difficulty was that they were under the Commander, 510th Aviation Squadron and could not be detailed for duty and trained by this section as adequately as could be done if the instructors were assigned for permanent duty in this section. In other words, our personnel shortage of two of the three special weapons instructors authorized in the T.O. & E is requiring us to take Aviation Squadron personnel, usually against their desires, and over whom we have no direct control, use them out of their specialty and train them in the subject matter required as well as in their presentation of the subject matter.

No loading instructors were available, and this section has had to resort to sending crews out by themselves to accomplish their aircraft loading, post-loading, in-flight checks, IFI, IFE, and unloading. This procedure is believed more valuable than the former procedure of furnishing an instructor when experienced crews are involved; however, the inexperienced crews may have considerable difficulty and learn less than under the former system. A Weapons and Release Technician is furnished by the A & E Squadron to assist the crews in any loading difficulty encountered.

The administrative specialist assigned this section is processing for discharge, and no replacement is assigned or trained. Considerable training is required for the airman assigned, for he must be familiar with classified and highly technical information, nomenclature and procedures.

The 510th Aviation Squadron received orders to deactivate effective 1 July 1954. One officer and eleven airmen will be assigned to the 22d A & E Squadron, and the remaining personnel will be attached until orders are received. Our instructors will have to come from this disrupted source until firmed up.

Practically no formal training was accomplished during the month, due primarily to the heavy flying commitment and the procedures of flying maximum effort types of missions. In order to fulfill the training requirements of Supplement XIV, SAC Reg 50-8, for the crews in a combat ready status the complete training quarter, the following training requirement and degree of completion is submitted. Additional training would be required to complete the requirements for the non-scored crews.

a. A total of 1920 man-hours of classroom refresher training. Of this total, only 560 man-hours of training has been completed in the first two months, leaving a total of 1360 man-hours of training for July, the last month.

b. A total of 40 crew loadings. Of this total, 28 loadings have been completed, leaving a total of 12 to complete in July. The completed loadings, in 20 of the 28 cases, represent credit obtained through observing an AFDS loading and not actual participation.

c. A total of 120 crew members proficient in IFI and IFE. Of this total, a total of 45 have demonstrated proficiency, leaving a requirement of 75 IFI-IFE operators to regain proficiency in July. This requirement of 75 IFI-IFE operators to regain proficiency in July. This requirement will be completed during the loading operation for the crews still requiring the loading.

d. Advance information indicates a considerable amount of special weapons staff work for the month of July, in addition to the above heavy training.

Additional instructors who can be relied upon everyday, in addition to a flying schedule which will permit crews to attend a

greatly accelerated training program, will be required for the next month to prevent the majority of the lead and select crews from going on probation.

Radiological-Bacteriological & Chemical: During the month of June 1954, the following activities and training were conducted by the Wing Ground Training Section:

- a. A total of 1144 hours were attended by personnel of this Wing in the Physical Conditioning Unit/.
- b. A total of 211:20 hours of Synthetic Trainer time was accomplished by combat crew personnel of this wing.
- c. A total of 2775 man-hours were spent by maintenance personnel of this wing in the KC-97 MTD Unit.
- d. A total of 2340 man-hours were spent by maintenance personnel of this wing in the B-47 MTD Unit.
- e. A semi-annual inspection of the 22d Periodic Maintenance Squadron, 22d Field Maintenance Squadron, 22d Armt & Elect Squadron, 22d Air Refueling Squadron and 22d Tactical Hospital Squadron Ground Training Sections was conducted by the Wing Ground Training Office.
- f. Three officers completed the SAC Survival Training Course at Stead AFB, Nevada, and seven officers and airmen were placed on TDY orders for class s tarting 7 June.
- g. During the month of June a total of 11 personnel completed 99 hours of Basic Survival Training and 75 personnel completed water survival training.
- h. 844 personnel completed 25,085 hours of QWT in this wing during the month.
- i. Five B-47 crews attended 3908th SAC Evaluation School, during the month.
- j. The Wing Training Office is now located in the Wing Headquarters.
- h. All records and charts were brought up to date in the ground training section and the monthly training schedules were distributed to sections concerned.

Gunnery Section: On 11 June the Wing Gunnery Officer and NCOIC

of the Base Gunnery School attended a gunnery evaluation at Davis-Monthan Air Force Base. The purpose of the visit was to take pictures of the evaluation. It is felt that these pictures will enable the 22d Bombardment Wing to give the co-pilots a better understanding of what is required in the evaluation.

The 22d Bombardment Wing sent a total of five co-pilots to the QQ gunnery range for training. This is less than the allotted quota and is due to the number of requirements that the co-pilots have had.

The co-pilots attending the QQ gunnery range training have a difference of opinion as to the value of the training received. Some feel that the expense and time required to send them through it, and the amount of training received isn't worth it. Others feel that it is well worth the expense. The Wing Gunnery Section is going to draw up a questionnaire pertaining to the QQ range for each co-pilot to fill out upon return from the training. This will give the Wing a better understanding as to the exact worth of the training.

The gunnery section gave three co-pilots pre-evaluation training and one co-pilot re-evaluation training. It consisted of two hours classroom instruction and two and one half on the aircraft. On the aircraft, pre-flight, in-flight and post-flight procedures were gone over extensively. Each co-pilot was scheduled for four hours training on the T-1A trainer.

As of 1 August 1954, the co-pilots will be evaluated on the T-1A gunnery trainer. 150 points will be given for a perfect score. This will be approximately 15% of the total number of points awarded in the evaluation.

Standardization Board: Standardization Board checks due to crews in proper categories, 100 % completed for period ending 30 June, current six months.

Standardization crew went on three ferry flights during the month, two of which were V.I.P. flights, and all flights involved 21 days.

New examinations are being prepared for all crew positions due to recent acquisition of ten new KC-97G models by the 22d Air Refueling Squadron. Air crews are currently being checked out in the new KC-97G aircraft.

Schedules for Standardization Checks for current six months and monthly schedules have been submitted to Squadrons for proper co-ordination of activities.

Communications: June was primarily devoted to the preparation of operations orders and communications flimsies for missions conducted by the Wing during the month.

The section began to prepare for the Air Force Inspection that is to be conducted during July. Files were screened and brought up to date. Publications and information bulletins were checked for accuracy.

On 7 June 1954, Major Thornbury, the Wing Communications Officer as yet has not been designated to take his place.

The Communications section was moved on 25 June from its Office in the Base Operations Building to the Wing Briefing Room. This has been a very satisfactory move and has located the section in an area where it is in close touch with other sections of the Directorate.

We feel that we are now in a position to carry on our job more satisfactorily as a result of this move.

Security: During the month of June the Wing received a total of 36 security violations. This is a large decrease in comparison with the months of April and May. The greater number of violations were using the wrong code word. It is felt that the violations were caused by individuals being careless when they received the correct code word. Most individuals stated that they misunderstood the code word.

Action taken to correct the individuals in proper security procedures are as follows: Airmen are being interviewed by the Security Officer of each Squadron, as to exactly what the circumstance was and reminded of the correct security violations will be met with punitive action. In the Periodic Maintenance Squadron airmen will be required to give a 500 word speech discussing how the 22d Periodic Maintenance Squadron can eliminate future violations of the same nature. These speeches will be included in the squadron security lectures. It is felt that this type action will impress upon the mind of the individual as well as the whole squadron the need for security.

It is recommended that code words which are susceptible of similar phonetics be eliminated from the verbal code system.

New Flying Training Reg: ^{4/} Wing Regulation 51-4 was published to establish specific requirements and training for B-47 crews and aircraft scheduled for evaluation by the 3908th Strategic Evaluation Squadron.

4 - Exhibit O: 22BW Reg 51-4, 11 June 54, Eval B-47 Select & Lead Crews

OPERATIONS & TRAINING NOTES FROM THE UNITS

19th Bombardment Squadron:

5/

Preparation for the SAN

ANTONIO EVALUATION MISSION had been under way most of the month. Extensive target study was done by all observers. T-2 trainers were utilized for practice runs on simulated plate of the target. Scores of the T-2 trainers were compiled and forwarded to Headquarters SAC, Photography of T-2 runs were made available to the squadron.

All available crews were scheduled for the mission. The mission was to be conducted against an industrial type target. The purpose of the exercise was to determine current radar capabilities of this unit on a large industrial type complex target. The results of the mission would enable higher headquarters to compare radar bombing, accuracy of B-47 crews at various levels of experience and training. The effects of different altitudes and air speed on B-47 accuracy were to be determined by this mission. Wing Planning Staffs were to be appraised on the selection of IPS and OAFS and other phases of mission planning and analysis; the mission would afford photo interpreters the opportunity to score bomb impact points from radar scope photos under controlled conditions. Give navigation capabilities of this squadron was to be determined by this mission.

On 8 June 1954 all four scheduled aircraft of this squadron successfully completed the mission with excellent results. The following night four aircraft were airborne but only after one had been replaced. Of the four aircraft, only two cross the target. One of these two

5 - From Hist Rpt of 19th B.S. prepared by Lt. Perez, Sq Hist O.

completed successfully and the other developed tone malfunction. No credit could be given for the drop and the mission could not be made up because the aircraft had crossed the target.

33d Bombardment Squadron:^{6/} A familiar bogie was on the scene again during June, personified as the statistic, "total flying time". Observers were pulling their already thinning hair lines back to the crown in anxiety over flying time commitments that forced hastily planned and therefore hastily executed missions that resulted in a gain of training somewhat less than excellent.

With crews departing for lead crew evaluation at Tucson, and returning with the lightning speed of a jet stream stamped "failure" beside their efforts, it has now become apparent what last years intensive training has done for the quality of ground and air work, primarily in the Observer field.

With the arrival of B-47 aircraft in the Wing, committed program of "total flying time" was established that precluded adequate mission planning, or the necessary thinking and digesting process so necessary for an observer to reach an excellent performance level in all types of navigation and bombing.

The results of the overall years training are just now beginning to be realized at the Lead Crew evaluation school.

In June the 33d flew a total of 518 hours. During the first six months of this year that figure was only surpassed by 67:35 hours once, and that was in May.

The 33d met the CRT mission at San Antonio head on and walked

6 - From Hist Rpt of 33d B.S., sgd, Colonel Sweetland, Comm.

- 41 -

away with the satisfaction of a job well done.

A scoring C.E.P. of 1810 feet for 12 aircraft as top dog. Of the four bomb drops under 1000 feet delivered by the Wing, the 33d had three. Lt. Hegberg 750 ft., Capt Luecke 480 ft., and winning the mission with a score of 300 feet was Capt G.E. Rigdon of Major Cotton's crew.

The 12 aircraft scheduled all went over the target either on the original target date or the subsequent "make-up" date. This is certainly a testimony to the ground crews and allied maintenance personnel who gave so willingly of their time and efforts for the accomplishment of this mission.

Another plum fell into the lap of the 33d when Major General Walter C Sweeney selected one of our crews to accompany him in the lead position of a three ship element surveying the Far East theater of operations .

Major Arnold Sipes (Pilot) and Major R.L. Kennedy (Observer) flew with General Sweeney on this flight which broke all time records for air travel between the North American Continent and Japan. The bombers underwent three air refuelings each on the trip over were credited by the Air Force with the longest non-stop jet flight in history.

Returning from Tokyo, the jets stopped at Guam and Hawaii. A new unofficial speed record was set by flying the 3600 miles distance from Guam to Hawaii in seven and one half hours, refueling over Wake Island enroute.

22d Air Refueling Squadron:

7/ Picture, if you can, a string

7 - From 22d ARS Hist Rpt, sgd Col Hatch, Comm

- 12 -

1461 tank trucks capable of carrying 5000 gallons each, in line for a distance of two and nine tenths miles! Imagine two hundred thirty tank cars with a capacity of ten thousand gallons each, extending more than two miles!

No matter which illustration you choose, each caravan has a fuel load of fourteen million eight hundred thirty one thousand six hundred fourteen pounds or two million two hundred ninety five thousand five hundred gallons of jet aircraft fuel. It would take the eight thousand one hundred twenty four cars registered at March AFB, traveling an estimated one hundred thousand two hundred fifty miles, one month to use the fuel that has been transferred in mid-air by the 22d Air Refueling Squadron during the last fifteen months of operation.

Mid-air refueling is now "old hat" to the 22d. The outfit has scored a total of eleven thousand seven hundred twenty eight air to air contacts with receiver aircraft. Twenty two hundred of these contacts were "wet", meaning an actual transfer of fuel. With each "wet" contact, an average of over one thousand gallons of fuel was transferred. The balance, nine thousand seven hundred twenty eight, were dry. "Dry" contacts are made to check out new Boom Operators, and to maintain the proficiency of Boom Operators already on Combat Ready Crews.

Not being limited to daylight operation the 22d has made one thousand three hundred eighty nine night contacts, holding the receiver in the refueling position by a remarkable system of Pilot Director lights located on the underside of the KC-97 Stratotanker.

The 22d Air Refueling Squadron has shown its ability to refuel not only the Strategic Air Commands multi engine B-47 jet bombers

as it does daily, but fighters and B-50's as well.

A total of 733:10 were flown during June. Six test hops and 132 sorties were logged. Included in this total are sorties flown while participating in operation "Roads End", operation "Wolf Pack" and "Globetrotter" all of which were 100% successful from a refueling point of view.

Operation "Roads End" represents a milestone in jet aircraft operation. A non-stop aerial journey of more than 6000 miles in itself being a noteworthy feat for conventional aircraft, this sojourn would be impossible for jet aircraft without aerial refueling.

Ten new KC-97G model aircraft were received. The first aircraft, number 52-2749, arrived on the ninth of June. Aircraft number 52-2758, the tenth and last, was received on the 23d of June. All aircraft were picked up at the Boeing Plant at Seattle and flown to March AFB by crews of the 22d Air Refueling Squadron.

The squadron has participated actively in the base program connected with the ROTC summer encampment. In addition to numerous briefings, lectures and demonstrations the cadets have also been given demonstration rides in our aircraft. It is common practice among our aircraft commanders to let the cadets actually fly the aircraft. All crew members are extremely cooperative in explaining and demonstrating all sections and functions of the aircraft. It is believed that the cadets have been very favorably impressed.

Navigation

In the past fifteen months there has been a continuing effort by the navigation section of the 22d Air Refueling Squadron to improve and perfect the electronics system of aerial rendezvous. Several

modifications have been incorporated into the rendezvous procedure on a trial basis. The most predominate of these has been a change in orbit departure time for the stratotanker. In the latest scheme the tanker departs the orbit point three minutes prior to the arrival of the receiver, departure being based on the receivers ETA. It has been learned through conversation with several bomber crews that opinion is split on the merit of the RTA minus three minutes scheme.

Another modification presently undergoing trial involves holding over the orbit point on two minute legs, that is, the inbound heading to the orbit point is held for two minutes before turning over the point for a two minute outbound leg.

In this system the tanker is never more than two minutes from the designated orbit thus facilitating a more prompt departure.

Generally it is felt that considerable progress has been achieved in the period this squadron has been actively participating in aerial rendezvous with the present equipment. Equipment malfunctions continue to be a problem but improvement has been evident along these lines also.

Captain Walter R. Moritz and Lt Herman P. Jones, were recently assigned and are presently undergoing instruction and indoctrination in stratotanker navigation procedure as required by SAC Regulation 51-11 prior to standardization checks.

The ten recently acquired "G" model aircraft are equipped with the N-1 compass system, periscopic sextant, APN70 Loran set and APS-12A Radar.

This new equipment necessitates some instruction prior to check out of navigators in the new aircraft. To date fifteen navigators have received sufficient instruction on the periscopic sextant and the N-1

compass to enable them to fly in the aircraft on all missions except those requiring the use of LORAN. The standardization navigator is presently preparing a three hour course of class-room instruction on the APN 70 LORAN, N-1 compass and periscopic sextant.

The following is a resume of 50-8 navigational accomplishments for the month of June: Twenty four night celestial legs, eleven day celestial and eighteen day celestial FLOP legs plus two grid legs and eight radar navigation legs have been logged.

Flight Engineers Section

Operation "Roads End" entailed considerable preparation by the flight engineers section. M/Sgt Thurston M. Hughes, M/Sgt Albert G. Walters, M/Sgt Teddy Hardesty, put in many long hours preparing flight plans for the numerous missions flown in connection with this operation. Each engineer participating in operation "Roads End" has a complete set of flight plans in his possession for each of the various missions connected with the operation.

The flight engineers are pleased with the new "G" model aircraft. It is generally felt that the new aircraft will aid the wing considerably from a mobility stand point because of the greater troop seating capacity and cargo carrying ability of these aircraft. Each engineer has been given a complete check out on the "G" model by instructor personnel. The ten "F" model aircraft that were exchanged for the "G" models were transferred to Biggs AFB, Texas. The crews that came to pick up the "F" models were given instructions by crews of the 22d ARS.

During the month of June 12 unsupervised Long Range Missions and two supervised Long Range Missions, all scorable under 50-8, were flown by the flight engineers.

Approximately 80% of the 50-8 requirements for the current period have been scored by the engineers.

Communications Section

Much valuable experience was gained by the radio operators in operating on long range oceanic control networks during the past month. Our airborne radio operators gave immeasurable assistance to stratobomber crews in relaying essential messages throughout operation "Roads End".

S/Sgt Billy C. Edwards, S/Sgt George Q. White, Airman Second Class John L. Arambel and A/2C William F. Dunham have all completed their final 51-19 radio and communications checkout and are continuing flight instruction prior to standboard check-put.

Boom Operators Section

The boom operators have been commended for their fast, efficient and exacting work displayed in expeditiously refueling the B-47's during the non-stop Trans-Pacific crossing. These men who are the crux of our operations have perfected their technique to a highly professional degree in most instances. A running tally of scorable accomplishments for the month is as follows: Total pounds of fuel transferred, eight hundred twenty thousand; total hook up, two hundred fifty seven; wet hook ups, one hundred eleven; dry hook up, 116; radio silence hook ups, 28; night hook ups, 10 and 14 overrides with a total of 25 hours of boom operation.

Among the new men A/2C Adrian E. Murillo is presently undergoing flight instruction, S/Sgt Lester Strong and A/Lc Lawrence J. Lewicki are ready for solo, A/Lc John K. Heckman and T/Sgt Jasper T. Purtell are ready for standboard check-out.

263 Equipment Section

The transfer, acquisition and loss of aircraft during the past month has kept the 263 equipment section busy. In addition to acquiring ten new KC-97G's from the Boeing Plant, ten "Fs" were transferred out. This involved considerable work for this section, checking and picking up accountability for all 263 items on the new aircraft and refurbishing the "F" model aircraft with the necessary 263 item prior to transfer.

2d Bombardment Squadron: From the standpoint of operations the month of June was characterized by a number of high priority missions. A yearly SAC evaluation mission was flown. Each of the three squadrons were charged with planning, briefing and flying a wing maximum effort mission and other normal day to day 50-8 items were completed. As usual, lead crew and miscellaneous training items claimed their share of attention.

The evaluation mission was typical, with the flight consisting of a night celestial leg to the vicinity of the target, a radar leg and controlled ETA to the IP, one record radar RBS run on the target and a celestial grid leg back to the base. The target selected for evaluation was at San Antonio, Texas. The ground rules were quite simple in that any aircraft approaching within 50 miles

7 - From 2d B.S. Hist Rpt, sgd, Col Smith, Comm.

of the target was committed to make a bomb run and the run had to be record. Approximately one third of the crews flew each of three nights, with a fourth night reserved for those crews failing to make the flight on previous nights.

The squadron put every aircraft that was scheduled over the target on the first two nights, but unfortunately there were four aborts on the third night. However, on the following make-up evening all of the crews hit the target successfully. It is interesting to note that Capt Hirsch's crew did it the hard way. They developed gear trouble and after about two and one half hours of flight, landed back at the base approximately one hour before cut-off time, but were able to transfer to another airplane and complete the mission as briefed.

The wing maximum effort mission that was planned by this squadron was a real lesson in the problems of coordination and planning that such a large scale mission entails. Each crew in the wing seemed to be in a different state of readiness as far as training requirements were concerned. Naturally it was most difficult to plan a mission that would prove profitable to all crews 50-8 and lead crew-wise. However, the squadron planning staff called a meeting of their counterparts in the other two squadrons and three very satisfactory and profitable flight plans were decided upon. One of them featured such items as actual visual bomb drops and day celestial, another radar attacks and night celestials. In this way each crew could pick the flight plan that satisfied its particular requirements the best.

Filmsies were made up and a formal briefing was held in the 19th squadron briefing room. The planning and briefing were excellent and a number of compliments were paid to the staff by those present. About 25 crews and aircraft took part; the results were very good. It was estimated that about 85% of the flight time in each mission was profitable toward some crew requirement.

Some of the squadron's numerical accomplishments, both on the ground and in the air are listed below:

Radar PBS runs	53
Visual PBS runs	26
Actual releases	22
Malfunction radar runs	6
Practice radar PBS runs	4
Practice visual PBS runs	4
Photo scored radar attacks	21
Photo scored vis attacks	14
Day celestial	13
Night celestial	16
Refueling Rendezvous	7
Wet contacts	25
Long range cruise	10
Formation	15 hours
Link Trainer	20 "
T-2 Trainer	26 "
T-1A gunnery trainer	10 "
B-47 Simulator	19 "
Psychological warfare	156 "
Medical Training	156 "
Ground Safety	156 "
Security Indoctr	79 "
Airman Information	312 "

550:45 hours were flown to top the goal of 534:00 hours by about 15 hours.

Major Harrelson's I.P. check-out was completed during the month and he is now flying in that capacity. Capt Brigg's crew went to the 3908th Strategic Evaluation Squadron at Tucson for two weeks and completed satisfactorily. Major Confer's crew was successful in removing themselves from probation with respect to lead crew status, but Major Siebert's and

Capt Mammen's crews are still on probation.

The squadron now has nine lead, four combat ready and three non-ready crews. Lt Col Graybeal's, Major Eastham's and Capt Fernandez's crews fall into the latter status. The last crews have almost completed their 50-43 requirements and it is anticipated that they will be ready for combat ready status shortly.

A number of personnel that have been assigned to the squadron for some time, but only recently have joined are: Lt Col Graybeal, Major Meier and Lt Miller. Major O'Reilly, a former 2d Bomb Squadron observer is due to return from school shortly, as are several other flying personnel.

A special report next month will be made on the non-stop flight to Japan. This flight was led by Major General Sweeney, C.G. of the 15th Air Force. Lt Col Smith, Major Siebert and Lts Carrigan and Fiden of this squadron participated. Three B-47s left March AFB on 21 June and returned on 2 July. Their accomplishments between these dates attracted national and international attention.

Since the end of June brings with it the end of the fiscal year it might be well to summarize operational problems occurring during the year past/. This is practically impossible to do except in a general way since most problems have been special ones brought about by circumstances that will not occur again.

Probably the most important single item necessary to good operations is sound planning. Without realistic planning all problems tend to snowball until even minor troubles are magnified to the point where operations cannot effectively do its job. A point well worth mentioning at this time is the necessity of getting

requirements as soon as possible. Even though a projected plan might not indicate the need for getting certain requirements early in a training period there are always special commitments that pop up which greatly hamper routine training. A good rule of thumb seems to be to get as much training done as possible.

Another feature necessary to good operations is sound and practical planning. It has been repeatedly born out that "hole boring" has no place in today's flying picture. The execution of well planned missions conclusively proves that scheduled flights is one of the big answers to operational problems.

Other sound practices are maintaining the flight crews as a unit and when at all possible, allowing them to fly their own airplane. The advantages of such a system are immediately evident and need claim no further space. However, it is not always possible to arrange this system, but it should be a constant factor for operational consideration.

The problem of operational organization is one that is always with the operations officer and it is one that can't be ignored. With good organization other functions tend to fall in line and the whole section functions effectively and smoothly. However, good organization is usually difficult to achieve because of the many commitments levied on operational personnel. Instead of being concerned with flying, the combat crews are charged with everything from hangar painting to bird watching. Still, operational organization is a must. Without it a squadron gets nowhere.

Last year at this time the crew had only recently returned from transition training at Wichita, AFB and operations was struggling to get them combat-ready. Now, the squadron is able to perform any mission

that Higher Headquarters may deem necessary. Whether it be a mass deployment to England, a non-stop flight to Japan, a 20 hour endurance mission or an actual retaliation strike, the crews of this squadron are competent to do the job. Other than actual combat there will probably never be a rougher year, but by the same token there won't be a more satisfying year either. Examination indicates that this squadron has been in the business almost exactly one year and in that time has come from the embryo stage to its present proficient status. There is still a lot of work to be done, but the hardest days are behind.

22d Periodic Maintenance Squadron:^{8/} Following is a list of Ground Training accomplishments for the month:

Character Guidance	256 hours
Psychological Warfare	163 hours
Medical Training	115 hours
R.B.C. Defense	234 hours
Security Indoctrination	44 hours
Air Base Defense Training	301 hours
Personal Affairs	156 hours
Airman Information	<u>955 hours</u>
Total	2254 hours

During the reporting period 16 men attended the B-47 and KC-97 MTD Schools.

Due to a shutdown of the base indoctrination course, only one airman attended during the month of June.

22d A & E Maintenance Squadron:^{9/} Training consisted of 6308 hours of OJT and formal training. A total of 1820 man hours of non-

- 8 - From 22d P.M. Sq Hist Rpt, sgd, Lt Col Cornwell, Comm.
9 - From 22d A & E Maint Sq Hist Rpt, sgd, Lt Col Tolhurst

technical training was accomplished. This training consisted of the following: RBC Training - 80 student hours, Ground Safety - 370 student hours, Character Guidance - 410 student hours, Squadron Indoctrination - 960 student hours.

Training in the squadron for the month of June was hampered by a heavy maintenance work load brought on by a series of special missions by the Wing. Loss of several key personnel during the month of June added to the burden of the heavy work load and therefore limited the training program to a great extent.

Training in the Fire Control Flight Line Section was limited four men being sent to Base Indoctrination School and four men being sent to Government Drivers School. However, a second General Electric Technical Representative has arrived and it is expected that formal training classes on the A-5 Fire Control System will begin soon.

Training in the Weapons & Release Section consisted of one man attending the Base Indoctrination School and four men attending Special Weapons Classes.

The Bomb Navigation Shop Section has been having classes on APS-23 equipment for the first hour of each working day. This class is being instructed by a representative of the Western Electric Company. This class has accounted for approximately 85 student hours on circuit analysis.

22d Field Maintenance Squadron:^{10/} The squadron was scheduled to fire on the range on the fourteenth and fifteenth of June and

10 - From Hist Rpt of 22d F.M. Sq., sgd, Major Griffin, Comm

was completed as scheduled except for one additional make up day on the 16th. 92% of the squadron have completed firing for this year.

Sixteen airmen completed MTD course, and two are attending currently. Three airmen completed the 12 hour propellor familiarization course, five completed the 12 hour seat ejection course, three the 30 hour electrical familiarization course, three the 12 hour hydraulic familiarization course, and two the 30 engine familiarization course. Attending currently, two will soon complete the B-47 general maintenance course.

Captain Iles from the Power Plant Branch conducted a series of Atomic Warfare Lectures which were held in the 22d Bombardment Squadron briefing room.

The following is a list of percentages of the completed squadron ground training requirements as of 30 June 1954: ABC 60%, Ground Safety, 98%, Medical Training, 20%; Military Justice, 24%; Personal Affairs 0%; psychological warfare, 66%, Qualification in Arms 92%; Security Indoctrination 99%; Character Guidance 99%.

CHAPTER IV
MATERIEL

CHAPTER IV

Organization & Administration: ^{1/} WEMP Tests were given during the month. Approximately 70% of the h3 series Career Field have been tested.

M/Sgt Hayes and T/Sgts Cox and Jack assisted Maintenance Quality Control in a pre-Air Force inspection.

A letter requesting clarification on Record Type Technical Orders was submitted to 12th Air Division on 25 June 1954.

Supply & Equipment: A message was forwarded to Headquarters Fifteenth Air Force requesting clarification on what action had been taken in establishing station stocks on D-1 Periscopic sextants. Answer was received stating that Headquarters Strategic Air Command has granted authority for a 30 day stock level of two each to support h5 aircraft. A message was also forwarded to Headquarters Fifteenth Air Force requesting command assistance in obtaining on loan 15 each Periscopic sextants to meet flying commitments of the Wing.

Major Erickson, Wing Supply Officer, made a trip to the Kollsman Company in Glendale to make arrangements for a repair contract for the Periscopic sextant. This was accomplished and all repairs of sextants will be handled through the Kollsman, Glendale, office. Information will be forwarded to this office also on schooling of personnel of this Wing on sextant repair at the Kollsman Factory at Elmhurst, New York. Mr. Gensler from the Kollsman Company arrived on the Base to work out a contract for repair of Periscopic sextants and details of schooling personnel of the Field Maintenance Squadron,

1 - From DM Hist Rpt, sgd, Col Lamm, DM O.

Instrument Shop. Details of the contract and schooling are still pending. Major Nye of the 22d Field Maintenance Squadron is following through to see that this is accomplished.

Arrangements for Mr. Ebenhahn of RCS were also made on trip mentioned in above paragraph to visit this Wing to obtain a suitable adapter for the A1C-8 and A1C-10 Microphone. Mr. Ebenhahn feels this problem can be solved without present system of exchanging helmets. He visited the Wing and left an additional three adapters to be used by the Wing Personal Equipment Office in an effort to solve interchanging of helmets when flying.

A message was received from Headquarters Fifteenth Air Force stating they had forwarded a message to Wilkins AF Depot directing shipment of 12 each Trailer Platform Bomb Bay Trailer, S/N 8220-754300, to each B-47 unit. This Trailer is authorized on the basis of 4 each per Bombardment Squadron. These Trailers are to be shipped direct from the contractor to using units. This Wing is scheduled for the 9th shipment which should be approximately September 1954.

On 26 May 1954 a letter was forwarded to higher headquarters outlining the problems encountered in obtaining K2-B Summer Flying Suits and requesting command assistance in alleviating these problems. Following is a brief rundown on this subject as contained in above mentioned letter. Unit issue slips are being cancelled by Base Supply because requisitions are being returned from Cheli Air Force Depot as not authorized in authorization quantity shown. Cheli AFD is quoting their Supply Info Letter, 65-13A-53-3, dated 8 July 1953, as authority for returning the requisitions. Headquarters, SAC, letter DM3B4 320, dated 12 October 1953, Subject: T/A 1-21 Authorizations

as amended by Change No. 2, dated 27 April 1954, authorized this item on the basis of two (2) each per crew member. Crews in the Air Refueling Squadron are composed partially of enlisted men who under the above mentioned Cheli AFD Letter are not authorized the K2-B Suit. The L-1 Series Suits are presently being used as substitute for the K2-B Suit; however, this item is no longer authorized, are unsuitable and are rapidly being worn out. Further, Cheli AFD newsletter of November 1953 states that the L-1 Series Suit will be issued as a substitute for K2-B Suit in Zones other than Zones I and II. We are located in Zone II as defined in T/A 1-21 dated 14 August 1953. The problems quoted above leave this station in the position of not being able to procure proper flying clothing and a critical situation is developing with regard to adequate flying clothing. An answer was received from Headquarters Fifteenth Air Force stating that in accordance with information obtained from our E-21 Report we have sufficient quantities of the L series flying suit on hand and that the L series suit is an interim substitute for the K2-B type suit until such time as sufficient quantities of the K2-B suit are available to meet requirements. Consequently, they could see no difficulty. Following is a rundown on flying suits for the Wing. Total authorized K2-B, 802; Total on hand, 145; total authorized L series suits, 0; total on hand, 769. Grand Total, 814. A complete staff study is being conducted by this section for the Wing Commander.

On 2 June 1954 a letter was forwarded to Commander, 807th Air Base Group, requesting assistance through Base Supply in obtaining

additional wall lockers for units of the Wing. It was further requested that if lockers cannot be obtained by Base, that a Supply Difficulty Letter be forwarded to higher headquarters requesting command assistance in accordance with SAC Regulation 67-3. Issue Slips for wall lockers were submitted to Base Supply during the month of March. An answer was received, dated 15 June 1954, stating that requisitions have not been forwarded to the Depot as of that date. Reason given was that Headquarters Fifteenth Air Force message DM38C 11162, dated 26 May 1954, stated units of this command will not contemplate any supply action on requisitions on Class 25A and 10-A property until the month of July 1954. Referenced message also stated that requisition submitted for the month of May would be returned without action. Due to the fact the issue slips were submitted to Base Supply in March 1954 and the message referred to above was dated 26 May 1954, which is approximately two months between the time the lockers were requested by the units and the time the message was received by Base Supply, this section is requesting an explanation be furnished as to why the delay in requisitioning from the Depot.

Inspections were made on Supply activities of the 19th and 33d Bombardment Squadrons during the week 21-26 June. Inspections on Headquarters Squadron Section, 22d A & E Maintenance Squadron and 2d Bombardment Squadron during the week 14-19 June. Inspections were also made on 22d Field Maintenance Squadron and 22d Periodic Maintenance Squadron during week of 7-12 June 1954.

A meeting was held at the Base Conference Room 24 June 1954 by the Base Director of Materiel and instructions for implementing the Federal Catalog Program were disseminated to all the supply officers in the

Wing. Completion date for this program is 29 June and is being monitored by the Supply Section.

SAC Regulation 67-32 has been received in the Wing and is ready for implementation. This is the organization supply inspection rating system designed to insure that organizational supply records, supply areas and personnel utilization are maintained at the highest level. It should stimulate command supply supervision.

The Ground Powered Equipment Section of the 22d Field Maintenance Squadron has ordered all necessary parts to accomplish proper maintenance of this equipment and is working up a 45 day level to take care of future maintenance. This section reports the best in-commission status in a long time. The Wing Supply Section is monitoring the spare parts expediting for the Ground Powered Section until it is running at a maximum point of efficiency.

A meeting of personal equipment officers and Major Erickson and M Sgt Young of the Supply Section was held and the overall equipment problems discussed. Regular meetings will be held in the future to more closely coordinate and resolve the personal equipment problems.

Due to non-receipt of new UALs for units of this Wing and non-firm authorizations of UAL equipment, a letter was forwarded to all units granting authority to retain all UAL equipment until new UALs are received. Headquarters Fifteenth Air Force was queried as to when these UALs will be received. No answer to date. A tracer is being forwarded.

A total of 43 cannibalizations were made during the month. Nine of these were made for Project Long Run.

Flight line stock lists for 42d Rescue Squadron were completed and

distributed.

Maintenance: The following is a breakdown of AOCF and ANFE rates for the month of June 1954:

Average number of B-47 Acft AOCF per day	4.2
Percentage of B-47 Acft AOCF per day	8.6%
Percentage of B-47 Acft ANFE per day	84.1%
Average number of KC-97 Acft AOCF per day	0.1
Percentage of KC-97 Acft AOCF per day	1.6%
Percentage of KC-97 Acft ANFE per day	70.3%

Aircraft presently possessed:

B-47B	3
B-47E	44
KC-97F	13
KC-97G	10

Aircraft Distribution:

Two B-47E aircraft gained.
Eight KC-97G aircraft gained.
Eight KC-97F aircraft lost.
One KC-97F loaned to 22d from 320th for duration of 320th TDY.

TOC Status:	B-47B	B-47E	KC-97
Number of TOs received	23	28	1
Number of SAC Form 85s issued	13	200	172
(1) Manhours required	104	1522	583
Number of SAC Form 85s received	49	378	162
(1) Manhours accomplished	455	2385	1120

T.O. Interim 1B-47-229 was received and with the aid of Mr. Demling and Mr. Clark, Lockheed Corporation representatives, six each aircraft were inspected and the elevator quadrant inboard and outboard bearing assembly were removed and replaced.

Fifteenth Air Force message DM 45240 was received and acknowledged. All aircraft in the Wing were inspected and three aircraft found to have discrepancies as noted in UR message.

Emergency UR #54-1606 submitted on four each B-47E, Emergency Brake Line Installation.

M Sgt Hitchcock and M Sgt Nielson performed semi-annual IG

inspection for the 30-day period month of June.

Periodic Inspection	1 B-47 Acft
25% Inspection	11 B-47 Acft
	6 KC-97 Acft
100 Hr Post Flt	17 B-47 Acft
	11 KC-97 Acft
URs submitted	334

The following listed MILs were published during the month of June 1954:

MIL 1A
MIL 12
MIL 13
MIL 16
MIL 25

During the month of June the files of Reports & Analysis were revised to comply with AF Manual 161-4. The Maintenance Summary is well established and many of the section heads have made queries in reference to certain items, which proves the point that if a manual or publication is not too large it is absorbed better. Personnel from Forbes AFB and Castle AFB visited this branch and seemed to appreciate the information pertaining to reports and analysis that they were afforded. It has become a practice to exchange ideas via mail between the reports section of Fifteenth Air Force bases. The IHM 90-day test has proven to be a success, but the machines need to be speeded up to accomplish the load that is carried by the section. The bottleneck seems to be the beginning and the end of the month, at which time the U-22 and other monthly reports are summarized, thereby causing a backlog of current work. Higher headquarters has assured us that the machines will be speeded up. Many new systems have been tested and put into procedure. It is expected that through the proven efforts of this test that other bases will eventually be equipped with the same type of electric accounting machines.

Table of Wing Maintenance Statistics:

<u>B-47</u>	<u>KC-97</u>
1631:20 Hours	730:40 Hours
270 Sorties (46 Evaluation Missions)	123 Sorties
17 Test Hops	5 Test Hops

One KC-97 at present still in Far East.
 B-47 generated 76 Post Flight Inspection.
 KC-97 generated 31 Post Flight Inspections.
 An average of four B-47 aircraft were not flown in 15 days.
 An average of 1.8 KC-97 aircraft were not flown in 15 days.
 B-47 averaged 72.8% in-commission.
 KC-97 averaged 84.8% in-commission.
 B-47 - Four periodic inspections were completed.
 B-47 - Eleven engines changed (5 for minor repair; 6 for failure)
 KC-97 - 28 engines were changed for failure.
 B-47 - Started the month with one fuel leak, reported 19,
 repaired 17 end of month with three in process of being
 repaired.
 KC-97 No fuel leaks.
 B-47 - Three aircraft to Far East Survey.
 KC-97 - Four aircraft to Far East Survey.
 KC-97 - Five aircraft to Hawaii to support the Far East Survey.
 B-47 - Two flights for VIP.
 Six Wolf Pack
 Three Globe-Trotter.

Logistics: Supervised planning, loading and execution of
 Fifteenth Air Force Operations Order 12A-54.

Supervised planning, loading and transportation for Tucson Evaluation
 Mission the first part of June.

Work started to revise FAK listings by comparing actual AF 64 SO
 with listing on SAC Form 65H. This project should be completed during
 month of July.

Work started to design an individual FAK for each aircraft B-47
 and KC-97. This branch does not approve of this kit but is complying
 with 15th Air Force directive to design such a kit.

Work continued on revising Operations Order 40-54.

Operations Order 10-53 revised.

A practice alert, Operations Order 10-13, was held on the morning of 30 June. Certain deficiencies in planning were discovered. One, the Air Base Group vehicles were not available in sufficient quantities to support requirements of 22d Bomb Wing. Vehicles available were on 40 foot flatbed and two 25 foot trailer and tractor and 16 each $\frac{1}{2}$ ton pick-up trucks. Vehicles for movement of flyaway kit pre-strike, post strike and KC ADVON were also not available. Drivers for the vehicles that were available were not ready in the 807th Motor Vehicle Squadron. The staff transportation of icer, 807th Air Base Group, has been informed of these deficiencies and is presently surveying all available resources and planning for better utilization of these resources under future emergency conditions.

New Maintenance Publications: Wing Regulation 66-9 was published to establish and set forth procedures for accurate reporting of flying time, fuel and lubricants, and in-flight refueling data.^{2/} Also included in the Appendix are Maintenance Instruction Letters printed during June 1954.^{3/}

MATERIAL NOTES FROM THE UNITS

33d Bombardment Squadron:^{4/} Supply and Equipment: During the month no critical supply problems were encountered. The shortages of hand tools is now negligible and in most cases the replacement tools for shortages found in the April tool check of individual tool

- 2 - Exhibit P: 22BW Reg 66-9, 4 June 54, "Maintenance-Engineering".
- 3 - Exhibit Q: 22BW MILs published during June 1954
- 4 - 33d Bombardment Squadron Hist Rpt, sgd, Col Sweetland, Comm.

boxes have been re-issued to the men.

With the receipt of new Federal Supply Catalogs the old stock numbers are being converted to new Federal Supply Classes. As yet the changes have been mainly in personal equipment items, but all items will eventually come under this system.

Maintenance

During the month the 33d sent one aircraft on Operation GLOBETROTTER, a mission of 20 hours. We had one aircraft flown by General Sweeney to FFAF.

Aircraft 51-17377 arrived from England. We now have 16 aircraft in the Squadron.

The Squadron flew 488:00 hours during the month.

A total of 50 U.R.'s were submitted in the month of June.

We were inspected by the Wing Inspectors and minor discrepancies were found and corrected. We also had a base alert on the 30th of June. At the time of the alert the 33d had nine aircraft in commission.

22d Air Refueling Squadron: The accumulative incommissioned rate for the stratotankers was 79.4 percent for June. Considering the number of aircraft away from the station during the month this figure is commendable. The AOCF rate based on a daily average was 1.6 percent or an average of four tenths of an aircraft per day. Since the squadron has no control over AOCF aircraft it can be seen that the incommissioned rate would be even higher if AOCF could be eliminated.

The one and only aircraft to abort in many months occurred at Tucson, Arizona. Aircraft 274 aborted shortly after take off at

5 - From Hist Rpt of 22d Air Rflg Sq, sgd, Col Hatch, Comm.

8

Davis Monthan AFB. It was necessary to replace a cylinder on one of the engines, an exhaust valve and certain engine accessories due to violent backfire.

To reduce surge in the aerial refueling hydraulic systems certain aircraft had to be modified. This modification involved installation of valves and tubes at the A-1 hydraulic panel. In order to accomplish this modification it was necessary to drain the aerial refueling system. Upon completion of the modification the system was recharged and pressure checked.

On our "F" model aircraft work has been started on reworking the boom inner tube assembly to prevent failure of the shock absorber retaining key and/or its retaining bolt. Failure of these parts has occurred because the key rode up the end radius in the shock absorber anti rotation groove when the shock absorber was compressed to the maximum recoil position. Further, the shear pin holes in the shock absorber outer case, of the spring retainer, have been subject to failure in bearing as the result of excessive pullout forces developed during disconnect. This modification consists of reworking the boom inner tube assembly to receive forged end fittings which retain the shock absorber recoil assembly within the boom inner tube in lieu of the shear pin arrangement formerly used. A key having a configuration has been incorporated as an integral part of the upper end fitting.

Unit Supply

The Air Force is now in the process of changing over to a new catalogue system. Publications for the transfer are gradually being received. Implementation of the new system, which involves the changing of every document to coincide with the new Federal Stock

Catalogue, is progressing slowly. To date only Class 13 has been changed.

The squadron completed the fiscal year 1954 with approximately \$5000 in each expendable budget. It is anticipated that during the following quarter the squadron will be authorized one thousand dollars in each budget.

Supply & Maintenance

Little change from previous months was experienced in the supply section during the month. The first part of the month was spent in preparing for the semi-annual inspection that was held by the 22d Wing Director of Material. Even though these inspections are largely routine there is always a certain amount of extra work and preparation involved.

Lt Engstrom, who was assigned to this section as supply officer, was transferred overseas and Capt Fernandez has replaced him. The transfer of supply accounts made necessary a complete inventory during which a number of items were found to be missing. Although the inventory is not complete as of this date, indications are that the number of missing items will be larger than should normally be expected. It is evident that a better method of safeguarding supplies and more attention to book keeping are the answers to the missing items problem.

Another project that required a good deal of time and attention was the remodeling of the warehouse part of the supply room. However, the time was well spent in that the new arrangement affords much better use of the space available. The office also received a thorough going over and the warehouse was painted. The end result is that all items of issue are readily available, this will save many man-hours in the future.

Some excess equipment has been turned in to Base Supply and more is being prepared for turn in. This is a chronic situation, but requires its share of attention and time.

A problem still arises every time this section tries to get a truck. In some instances private vehicles are being used for laundry runs and supply pick-up. This situation isn't at all desirable, but is the only answer that seems to be forthcoming. This problem has been brought to the attention of the proper agencies repeatedly, so far no corrective action has been taken.

About the usual number of discrepancies were noted by the inspectors during the semi-annual inspection. At this time most of these discrepancies have been corrected. All other write-ups are in the process of being corrected.

One of the more serious problems faced by this section is the lack of cooperation of the personnel in the squadron. The failure of squadron personnel to comply with requests issued by this section causes a great deal of extra work. This section is faced with dead lines that must be met, yet cannot be met without full cooperation from all personnel in the squadron. It would seem that a program of troop education would prove most valuable.

A general summary of the supply situation during the past year indicates more problems than solutions. The problem of personnel cooperation has been a constant one and will continue to cause extra work. There is no clear cut solution to the problem because all personnel of the squadron cannot be contacted at any one given time because of the nature of their work. However, it is believed that more conscientious effort could be made by personnel to comply with supply requests.

Both a shortage of personnel assigned to this section and transportation difficulties have been constant during the entire year. The solution to these two problems is evident and need claim no further space.

The previous system of back-order follow-ups used by Base Supply proved to be entirely inadequate. This slowed down the supply channel and prevented this section from effectively supplying the squadron in many instances. However, a new system has been initiated which may remedy the situation. As of this date insufficient time has elapsed since the inception of the new procedure to tell whether or not it will work.

Possibly the biggest problem has been the issue of substitute items in lieu of the ones requisitioned. This situation is particularly acute because the nature of the type of aircraft this squadron is flying. Items of personal equipment and professional gear designed for conventional aircraft aren't necessarily adequate for this organization. The correct items are requisitioned, but in many cases substitute items have been received by this section for issue. In some instances the items received are completely valueless, in most instances they provide only for a make-shift operation.

The move overseas during the past year presented the supply section with no special problems. All supply items made the move with a minimum of trouble. Loss of items was practically non-existent and the condition of items was good after both trips. This may be attributed to the close attention that was given to the packing and ledgering of all supply gear.

In the engineering section during the month the shortage of experienced maintenance personnel was strongly felt. The average number present for duty ran between 50 and 75. Among the reasons for the shortage of personnel, the most important was the large number people on leave. There has always been a marked tendency for leaves to bunch up during the last months of the fiscal year. This situation was further augmented this year because of the TDY to England during which no leaves were taken.

In spite of the lack of much needed personnel this section was able to support a total of 98 sorties for 550.45 hours. Included in this total were seven very important evaluation sorties. This section averaged 100% maintenance wise on these missions. Also included were evaluation missions to Tucson, Arizona, an AFIS loading mission to Travis AFB, one Globe Trotter mission and one ship on the survey to FEAF. This squadron was required to send maintenance personnel with all aircraft except the evaluation and Globe Trotter missions.

There are still many delays and inconveniences caused by the lack of adequate hand tools, both in condition and number. The continued lack of A-2 tractors presented a large problem. This section had to borrow A-2 tractors for two weeks from other organizations, which is a cumbersome, but necessary method of dealing with the problem.

The parking areas and taxi ways are rapidly deteriorating under the heavy loads they are forced to carry. The 2d Bombardment Squadron has adequate parking facilities, however this condition will last only until the 320th Bomb Wing returns from TDY. At that time

this squadron's aircraft will be returned to its limited parking area.

Lt Alexander of this section was chosen as project officer on the survey trip to FEAF.

The 2d Bomb Squadron received its 16th aircraft, 52-103 this month. To date this aircraft has been completely ineffective because of fuel leaks. Aircraft #024 flew 66 hours during the month to lead all others in the squadron. A/IC Waserski is the crew chief, R.L. Johnson, assistant crew chief and A/B Helfer is the other ground crew member.

Other than the items mentioned above no special problems presented themselves this month. The high number of special missions greatly hampered planning and smooth operation, but this section seems to have shaken down into a fairly well knit concern which is able to cope with changes with a minimum of tumult.

That the engineering section has come a long way during the last year is evident. In achieving its present status many problems have been met and answered. To summarize the engineering during the past year it might be well to briefly consider some of the more recurrent situations.

Probably the biggest single item detracting from the efficient operation of this section was the inexperienced personnel. Because mechanics have been kept more or less static during the year this problem has tended to solve itself. However, the future doesn't look very bright in this same respect. Many of the more highly experienced crew chiefs have taken discharges and inclination to reenlist with this organization is negative. Coupled with this

is the always present threat of losing qualified people to training cadres.

The continuing battle of aircraft parts has been a rugged one. In a number of cases cannibalization has been initiated as a short range solution to this always present problem. Cannibalization obviously isn't the answer and if there is a clear cut answer it is beyond the scope of this office.

Lack of ground power in the UK gave this section some bad moments, but this was due more to lack of experience with the equipment rather than any unsolvable problem. Since coming back to the Z.I. where spare parts for ground power units are immediately available this situation has practically ceased to exist.

Scheduling and rescheduling always hamper effective operation. This is no new thing and has been no more acute during the past year than expected. It is the result of two factors; flying for the sake of flying time and the present maintenance system. As long as these two systems remain in effect scheduling will remain a time consuming and difficult task.

22d Periodic Maintenance Squadron: ^{7/} Because of the Memorial holiday, the squadron was paid at 0730 hours on 1 June, and a short meeting was conducted by the First Sergeant. On the same day, a meeting was held in the 33d Bomb Squadron Briefing Room pertaining to the indoctrination of the visiting airmen from Forbes AFB, Kans. Seven of the Forbes airmen were attached to the 22d Periodic Maintenance

7 - From Hist Rpt of 22d P.M. Sq., sgd, Lt Col Cornwall, Comm

Squadron for two weeks of B-47 indoctrination. Much valuable experience was gained by the Forbes personnel during their visit to this base.

A meeting of all supervisors was conducted by the Maintenance Officer, Major Frank E. Eckenroth on 2 June. Dock and maintenance problems were discussed. Following the meeting, half of the squadron was marched to Theater #2 for a Character Guidance lecture and Information and Education.

On 3 June, Dock #3 was modified to accommodate B-47's with drop tanks installed. The morning of 5 June was devoted to I&E and the Squadron Commander presented promotion stripes to the airmen who had earned them.

During the reporting period, S/Sgt Edward J. Bier was transferred from Dock 3 to Dock 1 to perform the duties of Dock Chief in the absence of M/Sgt William R. Main. Seven airmen reported to Base Motor Pool on 7 June to commence a one-week course on the A-2 tractor.

On 8 June, the Dock personnel were notified by Security that a penetration was in progress. One airman was taken into custody and was turned over to the Security Forces. On 10 June, Wing Quality Control Inspectors inspected the Dock area. Findings were favorable.

A general clean-up of the docks, and repairing of dock stands and equipment, was performed by all dock personnel on 11 June. Due to an incident in which a B-47 lost 7,000 gallons of fuel on the ramp, all maintenance personnel were notified that no smoking would be allowed henceforth in the Dock area.

A fire alert was called at 1850 hours on 17 June. A/IC Hubert C.

Ralph, A-2 stand-by driver, was dispatched to KC-97 Aircraft #281 in which the heaters in the stabilizer were on fire. The fire was placed under control immediately.

The Dock Office was modified during the month by building a partition into the building to add an additional room for the Engineering Officer and Line Chief. On 23 June, a meeting of all supervisors was held in the Dock Office for a discussion of dock and maintenance problems.

A meeting was held on 24 June in the Dock Office. It was conducted by Mr. Stodgell and Doctor Harrell from Stanford University. As members of the Division of Industrial Relation, these gentlemen conducted a Question and Answer period which followed a training questionnaire that airmen had taken.

On 29 June, a meeting was held in MTD Building 441 for First Sergeants regarding the Airmen's Evaluation Test. On 30 June, a Base alert was sounded at 0500 hours. No problems were encountered during the alert and all personnel were well briefed on their duties in such emergencies. The Dock and Squadron areas were quickly secured and guards posted at appointed spots. First phase personnel and equipment were readied to depart this station at a moment's notice. The alert was officially over at 0800 hours.

22d A & E Maintenance Squadron: On 6 June Authority to destroy two old UPREALS and allied documents file was received. Destruction of these old UPREALS was held in abeyance due to the fact that a new UPREAL was received on or about 2 June and it was

8 - From 22d A & E Maint Sq Hist Rpt., sgd, Lt Col Tolhurst, Comm

required that new UPTAL be implemented by 16 June. The new UPTAL was implemented on the scheduled date but required many hours of overtime.

New authorizations for test equipment and hand tools were received and a considerable number of line items which were previously authorized were deleted. As a result of these changes our total authorized quantities on hand now are only 83% of the new authorized allowances.

A spot check inspection was conducted by the Director of Material on 14 and 15 June in preparation for the forthcoming USAF inspection. Corrective action on discrepancies is progressing satisfactorily.

The Fire Control Section had shortages of test equipment during the month of June. They have been unable to obtain a Vacuum tube volt meter which is necessary to balance the computers and check out several radar units.

The Auto-pilot Section is short on N-1 equipment and auto-pilot equipment. This shortage creates a heavier work load due to the number of cannibalizations required.

The Radio and Radar Section has a shortage of parts for interphone system, type 26A 7 tubes, and KC-97 wheel switches has caused undue delay in putting aircraft in commission.

Radio & Radar Flight Line Section

During the month the section was reorganized into two separate flights. This change was effected in order to keep closer contact with the men, keep better informed of the conditions

of radio and radar equipment in the aircraft and to utilize more fully the manpower available to perform and plan an efficient work load.

The Radio and Radar Section is authorized a total of 51 airmen. Thirty in Radio and 21 in Radar. At present there are only 27 assigned. Eighteen assigned to Radio and Nine to Radar. It can be seen that the Radio and Radar Section is operating at a fraction over 1/2 strength and with TDY commitments, leaves, school and shipping quotas, it is constantly under 1/2 strength.

Auto-Pilot

The Auto-Pilot Section has an authorization of 15 five level personnel. At present there are only six assigned. This shortage is hindering the auto-pilot section considerably since the 5 level personnel are the ones which are being sent on all TDY's. Two seven level and two five level men were assigned to support two five level men on leave which in turn did not leave much to support 40 B-47s and 20 KC-97s which were left at home flying "Maximum Efforts".

Camera Repair Flight Line Section

The Camera Repair Section is authorized seven airmen. At present there are eight airmen assigned. They have three men working detached service from the 320th Bomb Wing.

The work of the Camera Section is being slowed up due to lack of kits for modification of the O-23 and K-38 cameras and improper wiring of aircraft.

Inspections have been carried out and completed periodically according to Technical Order Compliance.

K-System

At present the section is divided into three sub flights. Also airmen are assigned to individual aircraft for which they are responsible to team chiefs for maintenance.

The K-System Flight Line Section as of 1 June 1954 was authorized 65 airmen. At present there are 67 airmen assigned. Personnel assignments seem to be in accordance with present TO & E except for skilled level personnel.

There is still some lack of efficiency due to the shortage of skilled personnel. It has improved somewhat during the month of June since the 32130 personnel have gained more experience.

Principal accomplishments for the month of June consisted of SAC evaluation of 36 aircraft at San Antonio, three non-stop flights to Japan and FEAF bases, S.A.C. Crew evaluation at Tucson and three maximum efforts.

Shop Section General Radar Shop

The work load during June was approximately the same as it was in May. 150 work orders were received in the shop.

The shop is now operating at authorized strength since two of their personnel received discharges during the month of June. There are now seven men authorized and seven men assigned.

There was some hold-up on work the latter part of June due to the failure of a ground power unit which burned out bearing. The spare unit was found to have bad brushes and difficulty was encountered in getting new brushes.

There is still a large backlog of equipment awaiting parts

although it is believed that the "A.W.P." has improved over past months.

Fire Control Shop

During the month the shop received two personnel from 320th A & E. They are being assigned there temporarily until 320th Wing returns from TDI.

The maintenance work during the month of June was delayed due to awaiting parts through service stock and because of lack of required power. Without the proper power they are limited in their maintenance and cannot give a complete A-5 system check.

A harmonization team combined with the flight line was set up during the month. The team consists of three airmen. Two from the shop and one from the flight line.

Bomb Navigation Shop

During the month there were no major changes in the shop. There were two minor changes in personnel. One airman was discharged from service and one airman was transferred from the flight line to the shop.

During the month four hundred and fifty work orders were processed through the shop. It was necessary to cannibalize to complete many of the work orders which resulted in unnecessary manhours expended by shop personnel. 110 UR's were submitted by this shop during the month.

One neck-up and two men were sent to FEAF during the month of June in support of three aircraft on missions to that theater of operation.

Camera Repair Shop

All functions in the Camera Shop were normal during the month. The film for the bench stock level began to arrive as it should and now there is a sufficient supply to meet any normal requirements and reasonable emergency periods.

Repair work has been dispatched with regularity with a few exceptions. These exceptions were caused by lack of tools and 28 volt power in the shop. The 28 volt power is necessary for making power checks in aircraft after maintenance work has been completed to make sure the equipment is in perfect working condition. More inconvenience was caused by lack of compressed air in the shop, a service vital for positive maintenance of photo equipment.

During the latter part of the month the attention of the Camera Repair personnel was focused on the forthcoming Air Force Inspection. All notable items relative to this inspection were complied with and brought up to date with current directives.

The shop is in excellent shape and able to handle the required work load with little or no difficulty.

Small Arms Shop

The shop has completed the small arms inspection in all of the squadrons required by current directives.

The small arms shop has received most of its carbine and M-1 rifle parts. Bench Stock has been received regularly.

Radar Shop

The shop is authorized 9 airman, one 30170, two 30171 and six 30150. At present there are 13 airman assigned. Two 30170, One 30170, one 30171, eight 30150 and one 30130.

During the month one airman was sent to Scott AFB to attend an AM/ARC-27 course for a duration of 39 days.

Periodic Maintenance Section

The periodic maintenance section cycled 26 aircraft through the docks. Twenty were B-47s and six were KC-97s. The majority of inspections were 100 hour postflights.

One airman was discharged from the section, two were transferred to the flight line and two to the flight line docks. The transfer was made in order to reduce the work load imposed on preventative maintenance personnel inherent in harmonizing B-47 aircraft.

22d Field Maintenance Squadron ^{8/} The changes in the new UPREAL received in April 1954 which listed a large quantity of tools and equipment as no longer authorized, and which added a larger number of new items has been completed during the month of June. Shortages of authorized items continued to be placed on requisition and numerous items of supply that became unauthorized due to the receipt of the new UPREAL have been turned in to Base Supply. One example of the new items to be added is the ECL 10-43-10 (Jet Engine Mechanic Tool Kit).

All small arms assigned to this organization were inspected during the months of May and June by the 22d A & E Squadron. Several weapons were in a repairable condition and malfunctions revealed have now been corrected.

The request made in May to destroy all the old UPREAL, Plant Account and allied documents was approved by higher headquarters and these have now been disposed of.

8 - From 22d F.M. Sq Hist Rpt, 88d, Maj Griffin, Comm.

During the month of May 1954, the Wing Supply Section inspected all supply records of this section. All records were in good condition, however, there were excess tools and equipment on hand improperly stored due to the recent receipt of the new UPEAL. These excesses were properly stored and a turn-in was started. The inspection was followed by a supply spot check of supply activities made on 7 and 8 June by the Wing. A list of discrepancies noted was received by the supply section and action was taken to correct the discrepancies and a report of completed action is presently being prepared.

A new UAL (Unit Allowance List) is expected within the next ten days. This is expected to create excesses and shortages which will be adjusted as soon as possible.

All kits (ECIs) are being physically inventoried. This inventory was initiated during the month of April and now indicates a projected completion date of 1 August 1954. All shortages found in kits are being issued to each individual airman at this time. Unauthorized items are being withdrawn and turned in to Base Supply. The tool crib ECI (20-00-6) was abolished thru generating many unauthorized items.

Maintenance

The maintenance effort of the squadron has progressed satisfactorily during the past month with no major problems.

Aero Repair Branch, Hydraulic & IFR Shops

During the month 345 line work orders have been completed with a total of 102 lines and hoses manufactured. In addition 111

shop work orders on reparable were completed. The work load has maintained a relatively normal level during this period.

Electric Shop

Some trouble has been experienced in obtaining some bench stock and pre-issue items, however, this has not prevented completing required work of the section. Due to space and power limitations the installation of additional authorized bench check test equipment is not possible.

The main problem existing at the present time stems from excessive numbers of airmen being TDY in support teams. An example of this situation, four airmen are sent to Tucson to support each B-47.

Instrument Shop

The status of pre-issue and bench stock items is fair although requisitions for replenishment are not being filled by Base Supply as rapidly as is desired.

One ECL change request is in the process of being submitted for watch repair. The section is also in the process of building a mock-up for drying periscopic sextants of condensed moisture and preparing the instrument for minor repair and adjustment.

A total of 159 line specialists work orders have been completed for the month total. 100 instruments of all types and 300 torque wrenches were processed during the above period.

Office Machine Repair

The section has processed 156 units consisting of seven duplicating machines, 34 adding machines, ten time stamps and 105

typewriters during the last 30 day period. This has been accomplished with the presently assigned six members of the section with the assistance of three airmen from the 320th Field Maintenance Squadron. There remains, at this time, a work back log of 260 man hours required to inspect and repair 52 typewriters.

Aircraft Repair

The section has completed an inventory on all special tools and equipment, with a report of survey submitted on the lost items. Special tools are now kept in parts bins however, there appears to be no way to properly maintain security on these items.

A new more complete bench stock request is being submitted in an attempt to build-up a bench stock more in keeping with the present job requirements of the section.

A work order was recently submitted to AIO for the lumber needed to build an office, tool crib, stock room and crew room, however, to date no information regarding the status of the work order has been received.

Approximately 50% of the shop personnel have been assigned to reconditioning aircraft 2158 during the month and it is estimated that 200 man hours would complete the job if necessary parts were to become available. Additional work accomplished during the month have included 16 fuel cell work orders and 15 general aircraft work orders.

Tire Shop

The work load has increased considerably during the month. Part of this increase was due to the change in location of the shop, which necessitated closing down for over a week. Since the 320th Wing has been gone on TDY the tire shop has taken over their pre-issue,

most of which was in reparable condition. This has been a contributing factor to our increased work load.

During the month the Tire Shop has torn down and reassembled 112 units. Difficulty is still experienced in obtaining adequate pick-up of reparable casing and tubes from the reparable section. Only one such pick-up was made this month on 17 June. The trouble seems to result from inadequate transportation available to the reparable section.

On 15 June the head breaker actuating cylinder blew up stripping the retaining belts. The cylinder has been replaced and the belts have been locally manufactured.

No notification of action taken has been received from the Fabrication Branch regarding plans submitted on 25 May for construction of new and much needed tire racks.

Ground Power Section:

The supply of parts available to the section has improved in the past months. A well stocked kit of Ground Parts has been received but there continues to exist a shortage of parts for C-26s.

Four three stage compressors have been sent out for contractual maintenance. One of these units has been repaired and returned to the section. All the C-22 power units have now been returned to the Bomb Squadrons for shipment through Base Supply also for contractual maintenance. The Ground Power Section has now assumed the responsibility for inspection and maintenance of all rectifier and motor generator units.

Classes in the maintenance and operation of power units have been conducted within the section, however, the extent of training possible is limited to the practical knowledge possessed by a few well trained airmen. A number of well trained airmen are due for separation in the near

future which will result in a critical shortage of maintenance personnel. There is a definite requirement for a formal course of instruction in the maintenance and operation of power units, be given to all personnel.

Power Plant Branch

The Power Plant Branch has received a total of 43 flight line work orders. There was accomplished a total of 5 J-47 engines removed and sent to the depot, three due to compressor damage, one due to excessive vibration and one due to turbine section burning excessively. Ten J-47 engines received minor repair. Six with rotor blade damage, two TOC, one of which was caused by over temperature and the other for turbine bucket replacement. The remaining two engines receiving minor repair had compressor damage. Specialists were also dispatched to assist in various jobs such as run-up, engine conditioning etc.

The R-4360 section handled a total of 12 work orders. Five engines were changed, two carburetors were replaced and two mag cases repaired.

A team of two civilians from SAMA worked in conjunction with the R-4360 crews on these mag cases, and the two turbo-superchargers replaced on aircraft number 8411.

Three build-up engines were received from the 320th Bombardment Wing.

Mr. Gomez a civilian member of this section for some time has resigned and has been replaced by Mr. Scarborough.

Prop Shop

This section received a total of 28 work orders this month, in addition to special projects which have included the preparation of new

mobility boxes and rearranging the shop, painting and rearranging the tool crib."

Fabrications Branch: No difficulties were experienced with supply and equipment. Minor items include the Spot Welder to be installed by AIO, this work has been pending for over a year. A Hydraulic Brake in the Sheet Metal Shop, is also pending installation by AIO. A Hack Gun is badly needed by the Sheetmetal Shop. This item has been on order since 30 April 1954. A supply difficulty letter has been initiated by squadron supply. Bench stock has begun arriving in the shops, approximately 75% ordered to date has been received."

Rubber Shop: Inspected and made serviceable 272 type C-2A rafts, 21 A-3B rafts, eight F-2a rafts, four E-3B rafts, 55 PK-2 rafts, 296 B-5 vests and 752 type E-1 anti-exposure suits."

Welding Shop

Repaired 15 various type engine stands, performed 28 line jobs, consisting of heating shroud rings, silver soldering EGT Harness, and water injection elbows. Various items from Base Supply, such as screen assys, valve assys, tubes and chairs."

Sheet Metal Shop

The line completed 16 deck inspections on B-47 type aircraft, 18 line work orders for H-97 type aircraft, 63 line work orders on B-47 type aircraft and two Base Flight work orders. The shop work consisted of 31 dome assys, 14 thermo blankets repaired, two wall lockers, four foot lockers, 34 Mechanic cases, steel repaired. Also completed 76 miscellaneous work orders."

Parachute Shop

Repaired and made serviceable 742 personnel type parachutes, 237 type D-1 drag chutes, cleaned and weight tested 67 safety belts and or shoulder harnesses, completed 21 work orders of various nature."

Paint & Dope Shop

Inspected and recovered nine control surfaces of various types, completed 47 specialist line work orders, and installed SAC markings and decals on six B-47 type aircraft."

Machine Shop

The shop completed 45 repair or local manufacture work orders, 44 line specialist work orders were completed, also 15 green tag jobs were completed. A considerable amount of shop maintenance was also completed within the shop."

Woodmill

During the month, the shop performed a complete inspection of all docks, repaired and modified as was needed. Also completed seven local manufacture work orders, seven repair work orders, four installation work orders, also installed double doors in the squadron day room, and repainted the shop office."

BIBLIOGRAPHY

The information contained in this historical report was obtained by screening the central files (classified and unclassified) in the office of the Wing Adjutant. Additional information was obtained by interviewing key staff personnel. The Wing Historian is required to attend all staff meetings and any other meetings that may produce information of historical value. Abbreviations used in this narrative are in conformance with Air Force Regulation Number 11-11.

APPENDIX

Beacon
Record flight

Col. Carlson

Carlson

McLain

Cooper

Credit 22d BW KC-97 Pilots, Crews

FEAF Non Stops Add 22d 1sts

The B-47 flights to and from the Pacific add several more firsts to a growing string of jet records and achievements by the 22d Bomb. Wing.

Of the current interest, 22d BW:

Holds record flight times in B-47's—

1. To the United Kingdom and North Africa.

Flights from Limestone during deployment, Capt. Bishop and crew, Limestone to UK—4 hours, 37 minutes. Limestone to Sidi Slimane, Capt. Deaton and crew—6 hours, 10 minutes.

Longest Mass Flight—UK to March AFB in early March, 1954—

Single plane record time for same flight—12 hours, 10 minutes.

Non-stop 3 B-47's—Longest point to point jet flight in history—

March to Tokyo—14 hours, 12 minutes.

From there, each leg of the 22d BW Pacific trip was a new record and a first—Japan to Okinawa, 1 hour, 50 minutes . . . Okinawa to Guam—2 hours, 50 minutes . . . Guam to Hickam, approximately 7½ hours . . . Hickam AFB, Hawaii to MAFB—4 hours, 48 minutes.

22D BM: WG. COMMANDER TYPIFIES SAC LEADERS

Colonel John B. Henry, Jr. 22d Bombardment Wing (Medium) commander, leaves next week for the Air War College at Maxwell AFB, Ala. for nine months' special training. Long experienced as a leader, Col. Henry typifies flying commanders of Strategic Air Command, having led the B-47 Stratojets he first saw arrive at MAFB (about a year and a half ago) in the longest mass flight in USAF history, returning here from the United Kingdom last March. Continuing as wing commander, the colonel has seen record after record set, graphically demonstrating SAC mobility.



Col. Henry has been with the 22d 2½ years, since approximately one year before the wing converted from B-29's to B-47's. He has flown the Stratojets himself, as a check pilot and on many long-range TDY missions, led all the way; alert through constant, watchful round-the-clock days, all realistically labeled "Routine" for 22d Bomb. Wing.

His attitude and spirit contagiously follow right down the line: His leading crews; all respect-



The BEACON

VOL. VII—NO. 35

RIVERSIDE, CALIFORNIA

FRI., JULY 9, 1954

Eight 22 AR Sq.
Strato-jetters

Gen. Sweeney Leads
Record Flight Home

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(Continued on Page 2)

Marchers Win Award



INDOCTRINATION TROOPS STANDOUT—Above, a flight of the crack marching men from March's Base Indoctrination School . . . Below, the sharp AP Color Guard; Troop Commander, Maj. H. H. Henesee, Jr. salutes and gives Eyes Right. (Steriss Photo).



Marching against units from top Southern California Army and Navy installations, 100 MAFB Base Indoctrination School students won first place in the Fourth of July Parade July 5 at Huntington Beach, Calif. It was the Golden Anniversary Jubilee of the community of Huntington

Beach, sponsored by that city's Chamber of Commerce.

Maj. Henry H. Hanisee, Jr., pilot of the Indoctrination School staff, led the winning marchers. The 807th Air Police Sq. of March AFB furnished a Color Guard, the 523rd AF Band of MAFB also stood out in the parade.



The BEACON

VOL. VII—NO. 35

RIVERSIDE, CALIFORNIA

FRI., JULY 9, 1954

Eight 22 AR Sq. Strato-Tankers Aid Non-Stop Go

By A. M. HILL

Crediting the 22d Air Refueling Sq. for the part it played in the latest successful "first" for 22d Bombardment Wing, Colonel John B. Henry, Jr., wing commander, told reporters that "The eight KC-97 pilots and crews performed their mission 100% perfectly, as planned and as briefed, without a hitch anywhere. This success is attributed to the enthusiasm, willingness and determination of the crews concerned; indicative of the high state of proficiency and the kind of professional outfit we have in the 22d Air Refueling Squadron."

(Continued on Page 2)

Gen. Sweeney Leads Record Flight Home



Three B-47 Stratojet bombers of the 22nd Bombardment Wing landed here Friday, after flying from Hickam Air Force Base, Hawaii, non-stop; a distance of 2685 statute miles, in four hours and 48 minutes at an average speed of 540 mph. The flight concluded a 12-day survey trip of U. S. Far East air bases, made by Strategic Air Command's Fifteenth Air Force.

Announcing New Per Diem Pay Easing O'Seas TDY Expenses

HQ SAC (SAC PS)—Financial losses suffered by SAC personnel on overseas TDY assignments will soon be eased by Department of Defense action which reduces the cost of their meals and passes the savings on to them, according to information received last week by the SAC Comptroller.

Airmen will be allowed \$1.35 and officers \$2.70 per day to cover incidental overseas expenses, under a joint travel regulation change which reduces deductions made from per diem allowances for government meals. This action results from a ruling by the Joint Per Diem and Travel Allowance Committee, whose members include the secretaries of the Army, Navy and Air Force,

following strong representations by SAC.

The \$2.70 extra expense money accruing to officers is not as good as it sounds, however, according to SAC Comptroller officials, because they must meet certain required charges not applicable to airmen. These charges bring the net gain to officers down to approximately the amount gained by airmen.

The \$1.35 and \$2.70 rates are based on the standard \$9.00 per day. (Continued on Page 2)

The task force of intercontinental, swept-wing Boeing bombers left March Air Force Base June 21 at 7 a.m. PDST and sped non-stop over the 6700-mile route to Japan in fifteen hours.

The stratojets were assisted by three aerial refuelings enroute.

Task force commander was Major General Walter C. Sweeney, Jr., commander of Fifteenth Air Force.

Each of the three B-47s belonged to the 22d Bombardment Wing, commanded by Colonel John B. Henry.

General Sweeney was at the controls of the lead ship while the other two bombers were commanded by Colonel W. F. Coleman and Lt. Colonel W. R. Smith.

(Continued on Page 2)

THE BEACON, July 9, 1954



Refueling Aids - - -

(Continued from Page 1)

Strato-tankers of 22d Air Ref. Sq., commanded by Lt. Col. David C. Jones, furnished the three B-47's making the recent first Non-Stop Stratojet bomber flight to the Far East with the necessary "JP-4" fuel to make it both ways.

One of the tankers from the 90th Air Ref. Sq. at Castle AFB refueled the B-47 task force in mid-air off Santa Barbara, on its way out across the Pacific. The 15th AF KC-97 then returned to its base near Merced, Calif.

It was the 22d Air Refueling Squadron's show from then on, insofar as inflight refueling is concerned.

Leaving a few days prior to the B-47 take-offs June 21, the eight 22d Air Ref. Sq. KC-97's went on, some only to Honolulu, others to Guam, two on to Japan, then back to Guam coordinating the "Non-Stop Go," as the Strato-tanker pilots themselves call it. One has remained behind, to assist in further surveying of Far East Strategic Air Command potential bases.

Aircraft Commander Maj. Bud...

LEADS FLIGHT HOME

(Continued from Page 1)

Flying with the General in the lead plane were pilots Maj. Arnold Sipes and Maj. W. A. Price and Maj. R. L. Kennedy, observer. With Col. Coleman in the second ship were pilots Capt. R. B. Carlson and 1st Lt. J. E. McCune, with 1st Lt. B. W. Cooper as observer. Maj. Raymond A. Siebert and 1st Lt. Thomas J. Fiden piloted Col. Smith's plane, with 1st Lt. R. E. Carrigan, Jr. as observer.

Following the survey of U.S. Air Bases in Japan, General Sweeney and his task force flew to Guam, home of SAC's newly activated 3d Air Division.

From Guam, the three aircraft set a new (unofficial) record by flying the 3600-mile route to Hickam Air Force Base, Hawaii in seven and a half hours.

On this return leg from Japan, the B-47's were refueled by KC-97 tankers over Wake Island.

All task force refuelings were made by Fifteenth Air Force tanker aircraft stationed at March and Castle (Merced, California) Air Force Bases.

The return flight by the B-47's last Friday was over a southern route. They did not fly the "jet stream" route, which normally runs from west to east at high altitudes over the North Pacific.

MTD's Praised

Headquarters Strategic Air Command recently praised mobile training detachments which have facilitated conversion of its combat wings to new aircraft and particularly mentioned the KC-97 tanker MTD of March AFB.

The March AFB unit was mentioned as at the top of the program, having set up night classes in addition to the regular schedule to meet local base training requirements. The report stated the KC-97 unit here has regularly been 120 to 150 per cent over its assigned goal.

The detachment is headed by...

22d Commander—

(Continued from Page 1)

Col. Henry's been a flying officer since graduating from cadets at Kelly in 1939. He has served in the Panama Canal Zone, commanded a WWII bomb group in the ETO, where he was also a Mustang fighter pilot with 90 combat missions and flew 4 heavy bomber missions.

After the war, the colonel commanded Westover Field, attended the Armed Forces Staff College, then served as commander of Rapid City AFB, S. D.

In 1948, he served a tour of duty in England. In May, 1949 he was assigned as the Director of Operations of 15th AF Headquarters here at March. The colonel assumed command of the 22d Bomb Wing in March, 1952. Since then, its record has been his, and vice versa.

Col. Henry holds the Distinguished Flying Cross, the Air Medal with seven oak leaf clusters, the French Croix de Guerre with palm and Distinguished Unit Badge, among other awards and decorations. He flew three B-29 missions in Korea.

This week the Riverside Military Affairs Committee presented Col. Henry with a plaque honoring his outstanding community service, at a luncheon in his honor at the Mission Inn, given by that committee of the Riverside Chamber of Commerce.

- Buy Bonds -

Six more days and the United Savings Bond Drive will be over here at March Air Force Base; have you bought your bond yet?

Naturally a bond drive is set up to stimulate interest in buying savings bonds and it is hoped that all will double their efforts during this period, however, this is no once in a lifetime program, but one that must be continued on throughout the year.

So if you haven't bought your...

New Per Diem Announced

(Continued from Page 1)

diem, allowance, and any special per diem rates, allowed for certain overseas areas, will increase the amount the individual will get, comptroller officials report.

Under the forthcoming plan, a typical SAC airman on 90-day overseas rotation will receive a total cash gain of approximately \$121.50 to apply toward incidental expense, which a SAC study shows to be considerably higher than when the airman is at his home station.

Airmen and officers were getting along reasonably well on their \$9.00 per diem overseas until about a year ago, when an increase in meal costs resulted in the entire amount being absorbed by bed and board, leaving nothing for the inevitable incidental expenses. This change restores per diem reductions to approximately what they were a year ago.

SAC's Comptroller hopes to put...

SAC Supports Twice-a-Mo. Payroll Plan

HQ SAC (SAC PS) — Full support of a proposed Air Force-wide plan of paying airmen and officers twice a month was announced this week by SAC headquarters.

A recommendation that the semi-monthly pay plan be adopted was forwarded to Washington last week by SAC headquarters, following a SAC-wide survey which showed a large percentage of airmen in favor of the proposal. Officers showed considerably less interest in a pay change.

Specifically, the command-wide spot survey showed airmen as 73 per cent in favor, 16 per cent opposed, and 11 per cent indifferent. Officers voted 35 per cent in favor, 47 per cent opposed and 17 per cent indifferent.

However, everybody should be...

into effect the reduced meal charge plan by July 15. However, the Comptroller message to SAC's major commanders stressed that the change cannot go into effect until signed by all agencies, including the Army and the Navy, governed by joint travel regulations.

SAC has been credited with bringing about the military-wide reimbursement change. At a June meeting of the Joint Per Diem and Travel Allowance Committee in Washington, representatives of all branches of the nation's armed forces heard a TDY expense study prepared by SAC's Comptroller.

This study presented financial hardships suffered by SAC personnel during overseas temporary duty, and showed their effect on re-enlistment figures.

Gen. Curtis E. LeMay, SAC's Commander, earlier had pointed out to the USAF Comptroller that "maintenance of SAC's combat readiness capability subjects SAC people to continual separations from family and home base with resultant anxieties, pressures and costs not occasioned by the average military group."

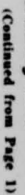
Earlier this year, SAC representatives gave a briefing on the Command's position at the Air Force Finance Center, Denver, Colo., followed by a briefing of USAF Comptroller representatives at SAC Headquarters.

Navy Gets USAF Base

Iwakuni AB, Japan (AFPS) — The gradual transfer of all activities at this air base from the Air Force to the Navy will take several months. The Naval Air Facility has been functioning at Iwakuni AB since mid-1952.

Band Instruments

RENTED
PURCHASED - SOLD -



Leaving a few days prior to the 6-8-77 take-off June 21, the eight KC-97s, under Air Ref. Sq. KC-97's wing, were sent to Honolulu, where to someone only to Honolulu, others to Guam, two on to Japan, then back to Guam, coordinating the "Non-Slop Ops," as the Strategic Air Command themselves call it. One has remained behind, to assist in further surveying of Far East Strategic Air Command potential targets.

Aircraft Commander Maj. Richard C. Morley and crew flew B-47's from Hawaii to Guam, then proceeded to Eniwetok, where they refueled. The Stratofortress more fuel on their way home, then flew to Kwajalein Island on to Honolulu. From Hawaii they flew members of a SAC Survival Team from Fairchild AFB, Wash., back to Pearl Harbor.

The flight was supervised as "Destructive Operations" by the Commander for

Capt. Donald E. Miller, NOCIC at M. Sgt. Donald L. Taylor.

Capt. Robert H. Harrington, who said he refused to return his MARB-bound B-47's which set their records on their homeward flights — from Guam to Hawaii to Eniwetok to March Air Force Base, Calif. — to the 9th AF, Gen. Carl K. Gatzert's wing of 22nd AF. Refrained, to survey

FEAR-based likely to be SAC directed

The ship, which left Lt. James E. Vickery as pilot, remained at Honolulu, to refund the three B-47's on their way to FAFW. The Colonel's KC-97 then flew back to MAEB. Three other 2d Air Ref. Sq. Strato-tankers refueled the three rendezvousing Stratoforts at Honolulu en route to Japan. These "K-C's" were commanded by Capt. Robert H. Melahn, Gene D. Munson and Charles H. Neill.

KC-97's with Maj. Edward Gorski and Capt. William V. Owen took off Guam to join Maj. Morley Hall in Japan.

As with the 2d Bomb Wing, several presidents were notified to meet them flying home in the Stratos tankers and arriving at MAFB last Saturday and Sunday morning.

Capt. Robert C. Escamoa, major commandant of the 1st Air Force, advised Maj. Morley's crew that they had been told that the flight represented "Excellent weather all the way." However, this was a lie! Important delays with electronic equipment coupled with inclement weather meant that they could never succeed.

Hall, in turn, the worst weather,

Grace Methodist Church
 Eighth Street at High
 Robert B. Weirbach,
 Minister

"THE CALL OF GOD"
 Sunday Evening Program

7:30 p.m., High School

Synagogue commanders L. C. Jones and 224 Air Rd., operations officer, Maj. Robert S. Zimmerman both commanded ground units in the 1967 Yom Kippur war. They were among the 100,000 soldiers who were sent to the Sinai desert in the eight KIC's prior to the 1967 war.

Prompt postflight maintenance checks them over, upon return from such operations as the Nov. 1967 Sinai campaign.

Stop G-4, studies and refuels the four Strato-lifters for the next mission.

Ed Bomb. Wing can locate it

First
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 5th & Fairmount Blvd.,
 NIVERSIDE
 Sunday School 9:45—Former MAYB Sgt. Johnson, Supl.
 Morning Worship 11:45—Sermon by Pastor
 Subject: STOMP LOOK! and LISTEN!
 Evangelistic Service 7:30 p.m.
ALL ARE WELCOME
 Rev. CARL A. COAD, Pastor

- Buy Bonds -

Six more days and the United Savings Bond Drive will be over here at March Air Force Base. Have you bought your bond yet? Naturally a bond drive is set up to stimulate interest in buying savings bonds and it is hoped that all will double their efforts during this period. However, this is no once in a lifetime program and one that must be continuous throughout the year.

So if you haven't bought your bond yet, you're going to miss out on the savings plan set up for this year. Uncle Sam's backing you, won't you back your Uncle Sam and Get that Savings Bond?

6th Birthday Of WAF Over

The sixth anniversary of the WAF is past history, but what a gala time was had at the Flitcote Haven on that fine evening. Three hundred and eighty-three strong the people jammed into the Flitcote Haven for a evening of festivities. After a word of introduction from the speaker, Mr. Baer Commander, Colonel G. F. Friedricks, the evening's fun was under way. Betty Ryan, USAF, wearing a costume that made a ceramic plane that was presented to the WAF.

To the

of "Old Soldier

Also on the evening's fun was tap dancing by Eddy Price, Doug Prihall and the Barberbersh Quartet. (The boys: Michael, Price and Prihall.) A French act from Boston, Pfeiffer, a Mason act from Boston, and a comedy act from Boston, closed the evening. Pfeiffer, a Mason act from Boston, and a comedy act from Boston, closed the evening.

SAC Supports

Twice-a-Mo.

Payroll Plan

HQ SAC (SAC PS) — Paul says that the plan is a part of a proposed Air Force-wide plan of paying airmen and officers twice a month was announced this week by SAC headquarters.

A recommendation that 1½ semi-monthly pay plan be adopted was forwarded to Washington last week by SAC headquarters following a SAC-wide survey which showed a large percentage of airmen in favor of the proposal. Officers showed considerably less interest in a pay change.

Specifically, the command indicated

However, everybody should have a pay under the SAC recommendation, which proposes the new plan be optional, and that all officers and officers so desiring should be given the same amount pay status on the occasion of their promotion. For example, individuals from dropping below the plan to the other, depending on varying financial demands, a proposed authorized choice of the plan only at the first and middle of the year.

If adopted as proposed by SAA, semi-monthly payments will be made on the 15th and 20th of each month for pay and allowances accrued through the 15th and 1st of the month. Comptroller of the month schedule, local com-flicants report. As is the case with the monthly schedule, local commanders would be authorized to adjust pay dates that fall on Sunday or legal holidays.

The twice-a-month pay plan was first proposed at a May Air Force commanders' conference. Attendees by Gen. Curtis E. LeMay, SAC, B-57, and Lt. Gen. Robert H. Scales, commander. B-2 at SAC, B-57, quarters. General LeMay voiced personal approval of the plan and with the stipulation that it be optional, but offered the survey

Pilot and Crew Cited For May Cited

1. command flying safety officials to take an emergency handling of an emergency situation after his engine had flamed out on top of an overcast near Tokyo, Japan.

2. Crew-of-the-month title went to it for successful flight.

3. SAC's May flying of the month.

4. Strategic Fighter Wing was named.

5. H. Smith of Thru AFB.

6. 2nd Bomb Wing for successful flight.

7. Harrison B. Hughes for successful flight.

8. 2nd Bomb Wing for successful flight.

9. leading a hydraulic line, caused a right wing heavy condition, due to a right wing heavy condition, due to a right wing heavy condition.

10. flying safety officials.

out to the USAF Comptroller in
"maintenance of SAC's comb
readiness capability subjects SA
people to continual separation

Earlier this year, SAC representatives gave a briefing on Command's position at the Air Force Finance Center, Denver, Colo., followed by a briefing USAF Comptroller representatives at SAC Headquarters.

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June 25, 1954, THE BEACON-4

Tops at March

(EDITOR'S NOTE: Another in a series devoted to those men of distinction—the First Sergeants of March Air Force Base.)

By GENE BURTON

The biggest and best of them come to March AFB, and speaking of big, have you seen the new first soldier at Headquarters Squadron Section, 807th Air Base Group? . . . Six feet, four, weighing 216 pounds . . . M/Sgt. James N. Malone, Irishman, USAF.

Sergeant Malone started out his career with military at the time of his birth many years ago at Ft. Snelling, Minn., where his father was stationed with the Third Infantry. His father also pulled duty at March Field (in the old days!), and Sergeant Malone remembers the base here as more or less confined to what is now often referred to as "Green Acres."

After spending most of his time on Army installations, young Malone joined the Marines in 1936. He spent time at both San Diego and Long Beach with USMC and



M/SGT. MALONE

Grace Methodist

You . . .
Oughta . . .
Know —



By THE CUB

Twenty four thousand, nine hundred and sixty is a whale of a bunch of mouths to stick your hands into, agreed? Well there is one lady on this base who has

AF Dependents Now Processing Thru Mira Loma

Three families of Air Force personnel stationed overseas, among the first to be processed at Mira Loma Quartermaster depot, are now on their way to rejoin servicemen in Europe, the Middle East and the Pacific area.

They are the families of Major John E. Butler, Jr., Hemet, California, Master Sergeant Hubert Eldridge, Riverside, California and Major Roy L. Ponthier, also of Riverside.

Recently designated a processing center for Army and Air Force who live in Orange, San Diego

and Riverside Counties, Mira Loma serves families enroute to join servicemen stationed abroad. All details of travel and the problems attendant on a move from one country to another are worked out with each dependant by the depot's transportation staff.

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to Evening Clothes
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MAINTENANCE MATTERS before the long hop is the topic here between Gen. Sweeney, T/Sgt. Herbert A. Hancock, 33d Bomb Sq., flight chief, and Maj. Price.

B-47's Set Record....

(Continued from Page 1)
Siebert, pilot, Lt. Thomas J. Fiden, pilot, and Lt. R. E. Carrigan Jr., observer.

Gen. Sweeney's crew were all members of 33d Bomb Squadron. Col. Coleman's crew was from 19th Bomb Squadron, and Col. Smith's were of the 2d Bomb Squadron.

(EDITORS NOTE: Aerial refueling which made this flight successful was accomplished by KC-97's of the 22d Air Refueling Squadron. Details as to which crews participated were not available as of BEACON presstime Wednesday noon. Watch for the story in next week's BEACON.)

General Sweeney shortly after the flight told wire news representatives in Japan the record-breaking trip was uneventful.

"There were no incidents... nothing unusual at all," he said. "We had beautiful weather and the refueling went perfectly."

While not trying for a speed record, the B-47's averaged well over 460 miles an hour for the hop, including the time consumed in refueling.

The bombers were ordered to make the flight by General Curtis E. Lemay, SAC commander, to survey several Far Eastern air bases for possible use in future SAC jet

bomber deployments, part of SAC's mobility training program.

For over five years now SAC units have engaged in mobility exercises from England and North Africa. The initial Far Eastern rotation will be made by B-36 aircraft of the 58th Bomb Wing based at Walker AFB, N. M.

These aircraft will depart from Walker in early July and be based at Guam for a 90-day training period. Later this year other types of SAC aircraft are expected to rotate to the Far East under the new program.

3-THE BEACON, June 25, 1954

Summer
STORFIRE

New Record

Gen. Sweeney Leads Flight Nonstop From Here to Japan



JUST BEFORE TAKEOFF Monday morning, Maj. Gen. Walter C. Sweeney, Jr., 15th AF commander and flight leader, checks logbook with Maj. W. A. Price, pilot of 33d Bomb Sq.

Three March-based B-47's took off from here Monday and streaked across Pacific skies nonstop to Japan. Actual flying time for the 6700-mile trip was slightly over 15 hours. It was the longest nonstop, point to point flight by jet planes in history.

March Among Top In USAF Safety

March AFB received an "Award of Merit" for achievement in reducing ground accidents in 1953, according to an announcement from SAC ground safety officials this week.

March was one of three cited for outstanding achievement. Offutt AFB also received an "Award of Merit" and Hunter AFB was designated as most outstanding and given the "Award of Honor." The National Safety Council, which made the awards, selected SAC, the Second Air Force and Hunter AFB for the top honors in USAF.

Leading the flight was Maj. Gen. Walter C. Sweeney, 15th AF commander, whose B-47 set down at Yokota Air Base, near Tokyo, almost 20 minutes before the other two aircraft arrived.

Also aboard the lead airplane were: Maj. W. A. Price, pilot, Maj. A. Sipes, pilot, and Maj. R. L. Kennedy, observer.

In the second B-47 were: Col. William F. Coleman, deputy 22d Bomb Wing commander, Capt. R. B. Carlson, aircraft commander, Lt. John E. McCune, pilot, Lt. Byrum W. Cooper, observer. Aboard the third aircraft were: Lt. Col. William R. Smith, commander of 2d Bomb Squadron and aircraft commander, Major Raymond A.

(Continued on Page Three)

adets! CON

FRI., JUNE 18, 1954

U.S. to Japan Non-Stop Flight Set for B-47's

Three of 22d Bomb Wing's B-47 bombers will make the 6700 mile flight from March AFB, Calif., to Japan non-stop within the next few days, according to an announcement made Wednesday by Hq. USAF.

The bombers are scheduled to land at Yokota AFB, near Tokyo, approximately 15 hours after taking off from March.

Three air refuelings along the route by KC-97's will make the non-stop flight possible.

The aircraft are being sent to Far East by SAC Commander General Curtis E. LeMay to survey several airbases for possible use in future SAC jet bomber deployments.

It will mark the first appearance of the Stratojets in Far Eastern skies. A number of SAC B-47 wings have previously deployed across the Atlantic Ocean to England and North Africa.

In March, while returning from a TDY mobility exercise in Great Britain, B-47's of the 2nd Wing, under command of Col. John B. Henry, flew non-stop from England to March AFB, covering a distance of 5000 miles for the longest non-stop jet bomber flight in aviation history.

FROM: COMAF 15 MARCH AFB CALIF
TO: COMSAC OFFUTT AFB NEBR
INFO: COMADIV 12 MARCH AFB CALIF

2 JUNE 1954

/S E C R E T/ . URMMSG DCOPO 5225, 22 May 54 and MMSG C 1636, 26 Apr 54. FOL is plan for non-stop B-47 FLT to FE:

A. X-Day commences 0001Z, 15 JUN 54.

B. Force RQR

(1) 3 B-47, 8 KC-97 (4 TKRAIR will RTN FR Hickam IMMED after RFL RCVR), and 3 heavy type SUPPAIR (STRAT-SUPPRON preferred).

(2) 4 KC-97 ACFT of 93 BOMWG OPR FR Castle AFB will PROV RFL on B-47 coast-out.

C. Routes:

(1) Outbounds:

(a) B-47: March - Santa Barbara (overfly & RFL) - Hickam (overfly and RFL) - Midway (overfly & RFL) - Yakota.

(b) KC-97:

1/ 4 ACFT: March - Hickam (RON).

2/ 4 ACFT: March - Hickam - Midway (RON)

(2) RTN:

(a) B-47: Anderson - Midway (overfly & RFL) - Hickam (RON) - March.

(b) KC-97:

1/ 4 ACFT: Hickam - March (after RFL outbound B-47).

2/ 4 ACFT: Midway - Hickam (RON) - March.

D. RFL:

(1) Outbounds: 3 PRIM and one spare TKRAIR W/B utilized at each Santa Barbara, Hickam and Midway. RCVR onload W/B max possible at EA PT; APPRX 35,000 LBS at Santa Barbara and 47,000 LBS at Hickam and Midway.

(2) RTN: 3 PRIM and one spare W/B utilized at Midway.

EA RCVR will RQR APPX 30,000 LBS.

E. FLT Data: (Planning data; exact FLT plans W/B FURN later.):

(1) B-47s (40 KT headwind component outbound, no-wind RTN):

(a) Takeoff WT: March 164,000; Anderson 156,000; Hickam 165,000.

(b) Fuel at Takeoff: March 77,000; Anderson 69,000; Hickam 78,000.

(c) Fuel RES at AIRFLPT:

1/ Outbounds: Hickam 27,600; Midway 47,500.

2/ RTN: Midway 21,000.

(d) Fuel RES at DEST:

1/ Outbounds: Yokota 32,800.

2/ RTN: Hickam 21,000; March 28,000.

(e) Time E/R:

1/ Outbounds: Hickam 6:15; Midway 3:03;

Yokota 6:00; Total 15:18.

2/ RTN: Midway 5:25; Hickam 2:40; Total 8:05;

March 5:25.

(2) KC-97:

B

(2) KC-97:

- (a) Heaviest E/R takeoff WT: 150,000 (March)
- (b) Heaviest RFL takeoff WT: 160,000 (Midway)
- (c) MIN RES: 1200 GAL.

F. Timing Concept:

(1) B-47:

- (a) 3 ACFT DEPT FR March 0700 PDST X-Day for daylight AIRFL and to land Yokota early afternoon during best wea FD.
- (b) ACFT DEPT Yokota for OPR base SURV as INDC below.
- (c) 3 ACFT DEPT Andersen to AIRFL at Midway and land Hickam (Base SURV).
- (d) 3 ACFT DEPT Hickam NLT X plus 14 for March.

(2) KC-97:

- (a) 4 ACFT DEPT March to ARR Hickam X - 1.
- (b) 4 ACFT DEPT March to ARR Midway X - 1.
- (c) 4 ACFT DEPT Hickam for March on X plus 2.
- (d) 4 ACFT DEPT Midway after RFL B-47 ACFT and PRO to Hickam (Base SURV).
- (3) 4 ACFT DEPT Hickam NLT X plus 15 for March.

(3) SUPPAIR:

- (a) 1 ACFT DEPT March to ARR Yokota on X - 1.
- (b) 2 ACFT DEPT March to ARR Hickam & Midway on X - 3.
- (c) DEPT Hickam and Midway for Yokota on X plus 2.
- (d) ACFT will ACMP B-47 ACFT on FE base SURV as NEC.
- (e) ACFT DEPT FE for Midway and Hickam to SUPP B-47 and KC-97 ACFT on RTN.
- (c) 3 ACFT DEPT Hickam for March after DEPT of B-47 and KC-97 ACFT.

G. SURV Bases and Type:

(1) B-47:

- (a) E/R: Hickam; Midway; Kwajalein; Andersen; Iwo Jima.
- (b) OPR: Andersen; Northwest Fld, Guam; Iwo Jima; Kadena; Yokota.
- (c) Staging: Misawa, Itazuke.

(2) KC-97:

- (a) E/R: Hickam; Midway; Wake; Johnston; Kwajalein; Andersen; Northwest Fld; Iwo Jima.
- (b) OPR: Andersen; Northwest Fld; Iwo Jima; Kadena; Yokota.

- (3) B-47s will land at Hickam (Honolulu INTL), Yokota, Andersen and Kadena.

H. CON teams: Class "X" CON teams W/B ESTB at Hickam and Midway utilizing TDY KC-97 ACFT for TRANS. Class "X" CON team at Yokota & Andersen W/B FR resources of 98 & 97/509 BOMWG respectively.

C

RECAP OF FEAF SURVEY

	<u>Passengers</u>	<u>Cargo</u>
C-124	20	19,899
C-124	20	18,904
C-124	2	25,997
4 KC-97s	101	8,110
3 B-47s	12	5,766
	<u>155</u>	<u>78,976</u>

KC-97 Aircraft to Hawaii Only

	<u>Passengers</u>	<u>Cargo</u>
Crew Personnel	10	
Maint Personnel	18	
Total	<u>58</u>	1,000 (Est)

FEAF SURVEY TEAM - 155 Personnel

Task Force Commander - Colonel William Coleman, Deputy Wg Comm

The first Operations Order came in on 2 June 1954, although plans were in the mill from the time a warning of the mission was received while the Wing was TDY in England.

FINAL
RECAPITULATION

	<u>PERS</u>	<u>CARGO</u>
3 B-47	12	6,410
1 C-124	15	20,154
2 C-124	2	24,289
3 C-124	2	24,025
4 KC-97	133	5,552
TOTAL	<u>164</u>	<u>80,430</u>

1 C-124 ANDERSON TO YOKOTA
1 KC-97 MIDWAY TO YOKOTA

METHOD OF TRANSPORTATION

<u>Personnel</u>	<u>B-47</u>	<u>KC-97</u>	<u>C-124</u>
Survey team 16		13	3
Task Force Commander	1		
B-47 Crews 9	9		
Maint 73		57	16
KC Crews 14		14	
15th Observers 10	2	8	
92d Observers 11		<u>11</u>	
TOTAL	<u>12</u>	<u>133</u>	<u>19</u>

B-47 LOADING

MATERIEL

3 Drag Chutes	300 lbs
Refueling Pannel	1 ea 110 lbs
B-47 FAK	6,000 lbs
TOTAL	<u>6,410</u>

PERSONNEL

9 Crew Members	2,700 lbs
3 VIP Passengers	900 lbs
TOTAL MATERIEL & PERS WGT.	<u>10,010 lbs</u>

D

QUARTERLY OPERATIONAL READINESS REPORT FORECAST

Fwd 28 June 54

(RCS: 1-AF-V2)

As of 2400 hours 30 June 1954

FOR: 22d Bombardment Wing (M)

Colonel John B. Henry, Jr
Commander

A	B	C	D	E	F	G	H	I	J	K	L	N	FORECAST INDICES		
													Jul	Aug	Sep
22d Bomb Wing (M)	March	9	10	9	9	9							9	9	9
22d Tac Sqs	March	9	10	9	9	9	B-47B&E 10	7	9	8			9	9	9
22d Maint Sqs	March	9	10	9	9	9									
22d Air Rflg Sq	March	9	10	9	9	9	KC-97F&G	9	8	9	8		9	9	9
22d Tac Hosp Gp	March	9	10	10	8	8									
510th AVN Sq	March	9	9	8	8	9									

Attachment to Operational Readiness Report, RCS: 1-AF-V2, as of 2400 hours 30 June 1954, for 22d BW (M)

ITEM M - REMARKS (Unit Preparation)

22d Bombardment Wing - Cols D & E based on 1687 authorized, 1880 assigned, and 1571 operationally ready. Forecast as indicated in columns N, O, & P made advisedly, since SAC Manning Authorization Program for 31 May 1954 thru 30 September indicates that the Wing will be reorganized under Part B of SAC T/O 1-1178P which authorized 66 Bombardment Crews and 30 Air Refueling crews. Although indices in columns K and L will be lowered upon the receipt of the implementing directive, there will be no lessening of capability to perform the mission.

TAC SQUADRONS - Cols D & E based on 348 authorized, 444 assigned and 305 operationally ready. Remarks relative to Columns N, O, & P identical to those for the 22d Bomb Wing. Items K & L based on 1.25:1 crew to aircraft ratio.

MAINT SQUADRONS - Cols D & E based on 879 authorized, 950 assigned, and 830 operationally ready.

22 ARS - Cols D & E based on 138 authorized, 163 assigned, and 126 operationally ready. Regression in column L due to average of two aircraft IRAN. The aircraft assigned 320th BW, and possessed by this unit raises index to 9. Indices for Cols N, O, & P based on same reasoning as Wing Remarks indicate. Items K & L based on 1.25:1 crew to aircraft ratio.

22 TAC HCSP - Cols D & E based on 125 authorized, 126 assigned, and 121 operationally ready. Regression in Col C due to drop in Cols F & G. That drop due to the receipt of new equipment authorization, and does not adversely affect the overall readiness of the unit to a degree requiring the lowering of Col C to the 6, the minimum acceptable index criteria would indicate.

510 AVN SQUADRON - Cols D & E based on 45 authorized, and 41 assigned, and 37 operationally ready. Regression in Col D is due to the following: 3 electrical officers (3274), 1 electrical superintendant (33100), one mechanical superintendant (46100), 1 electrician (56170), all lost RCS. Three persons (Nuclear Officer 3284, Electrical Technician, and Munitions Supervisor, 46170, although still assigned to the organization are on delay enroute pending assignment or transfer, therefore they are not considered operationally ready, thus accounting for the drop in Col E. It is still the opinion of the Commander that this unit is capable of performing its mission. The effectiveness of the Unit should not reflect unfavorably on the Wing due to the pending inactivation of the 510th Avn Sq on or about 1 July 1954.

E
HEADQUARTERS FIFTEENTH AIR FORCE
March Air Force Base
California

7 July 1951

C

SUBJECT: B-47 Survey Flight to the Far East

TC: Commander
12th Air Division
March Air Force Base
California

1. A task force from the 22d Bomb Wing has just completed a highly successful survey flight to the Far East and return. In every possible respect this operation was executed in an exemplary manner. The planning for the flight was in minute detail and so thoroughly thought out that it will be used by this Air Force as a model for future missions of this nature.

2. You are to be commended for the fine work done by the 12th Air Division in this instance. The following messages have been received from higher headquarters commending this flight:

a. From the Chief of Staff, United States Air Force: "Personal from Twining for Lemay, Partridge, and Sweeney. Please extend to the crews of the three B-47's my heartiest congratulations on their history-making non-stop flight from the U. S. to Japan, and pass to the tanker crews, maintenance personnel, and others who contributed to this flight my appreciation for a job well done."

b. From the Commander, Strategic Air Command: "Sweeney from Lemay. My hearty congratulations go to you, your B-47 and tanker crews, and all support personnel concerned with your most recent demonstration of SAC global mobility as it applies to the Far East."

3. As a member of this task force, I had the opportunity of closely observing all participants over a period of several days. I

8

C Subj: B-47 Survey Flight to the Far East

am happy to say that without exception, each officer and airman performed his duties willingly, ably, and in a highly professional manner. It was a matter of considerable pride to be a member of such a fine organization. The entire task force reflected great credit on their parent wing, the 15th Air Force, and the United States Air Force.

4. It is desired that you provide a copy of this letter, appropriately indorsed, to each participating officer and airman for inclusion in his 201 file, and that note be taken of this letter in the preparation of the next effectiveness report for the officers concerned.

s/t/ WALTER C. SWELLEY, JR.
Major General, USAF
Commander

Hq 15th AF C Subject: B-47 Survey Flight to the Far East

C (7 Jul 54)

1st Ind

12 July 1954

HEADQUARTERS 12TH AIR DIVISION, March Air Force Base, California

TO: Commander, 22nd Bombardment Wing (H), March Air Force Base, California

1. I am forwarding with pleasure the attached commendation from the Commander, Fifteenth Air Force, to you for accomplishment of the action directed in paragraph 4 thereof.

2. In doing so, I wish to add my own appreciation, particularly to those of you who had the task of planning, as well as executing the operation. Your dual task was not an easy one at any stage of development and the fact that the outcome of the operation was so successful as to have made it appear strictly a routine endeavor, belies the extent of preparatory effort that was required.

3. Every officer and airman who participated in the entire survey may take a full measure of pride in the knowledge that his individual contribution made possible a demonstration of Wing teamwork at its best, of the tremendous power potential of Strategic Air Command, and of high achievement in the finest traditions of the Air Force.

4. Please forward to me a list of the names, ranks, and organizations of the individuals to whom you are forwarding copies of the letter from the Commander, Fifteenth Air Force. As the senior participating officer of the 22nd Bombardment Wing, the original letter should be retained by you.

/s/t/ CHARLES B. WESTOVER
Brigadier General, USAF
Commander

F
HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

22C

8 Jul 1954

SUBJECT: Letter of Commendation

TO: Colonel William F. Coleman, 2021A
Headquarters Squadron Section
22d Bombardment Wing (M)
March Air Force Base, California

1. As you assume command of the Wing I am leaving, you are assuming leadership over an organization whose combat effectiveness you are largely responsible for. Your assignment a year ago as my deputy came at a crucial and difficult time. Conversion from B-29s to B-47s was under way and the target date for combat readiness was only five months distant. We were also scheduled for a rotational tour in England less than a month after attaining combat readiness. Problem factors bearing on these attainments were relatively new staff and squadron commanders with little jet experience. The problems facing the wing were many, varied and complex. With this set of conditions, I observed you approach the job with vigor, perceptiveness and intelligence. With little or no direction on my part, you formed the staff into an effective cohesive unit and then turned your attention on our squadron commanders. These people you guided, educated and managed to the maximum extent. All your efforts were eminently successful as attested by our timely meeting of all target dates. Up to the time of our deployment to England in December 1953, you managed to acquire 130 hours in the B-47, 37 in the KC-97 and 33 in the T-33. This is an important point which I quickly recognized as it was both indicative of your interest in flying our assigned aircraft and it better acquainted you with all ramifications to the problem concerning jet bombardment.

2. When the time of our deployment to England was reached, you, as my Deputy, headed the control team responsible for the scheduled dispatch of our aircraft and support personnel. In this vein you supervised the flight plan and clearance of our B-47s, the dispatch of the tankers, the loading of the MATS support aircraft and the many local problems incidental to such an operation. After this phase of the Wing's deployment was completed, you flew to the enroute staging base at Limestone, Maine and supervised the refueling and dispatch of the B-47s. It was at that time that the deployment schedule became upset and the situation became critical. The cold weather operation of B-47s posed a problem, however, the major problem concerned the weather in the region extending from Maine to England. As the weather permitted take-off at Limestone, it closed down in England; as it opened in England, it closed at Limestone. To add to the problem, the take-off and landing minimums were increased by higher headquarters and the same headquarters disapproved your plan to dispatch the force to a forward

to a base closer to England than Limestone. Coupled with these problems, you had to contend with weather phenomena concerning wing frost which according to the weather people was inexplicable in that the condition necessary to form frost were not present. During the two week period at Limestone you worked day and night on the flight line, in the hangars, control tower and weather station. The manner in which you kept complete control over the flight crews and maintained the aircraft in a ready condition, permitted, when the weather broke, to send the entire force to North Africa and thence to England. The assistance and planning that you rendered in England resulted in the highly successful execution of Operation High Gear, Square Dance and First Base and launched the wing on its mass record breaking non-stop flight from England to California.

3. Your actions were finally culminated in the Far East Survey in which you and two other pilots established records on the non-stop flight from California to Tokyo and from Hawaii to California. During this same trip, your excellent survey disclosed information of immense benefit in planning for Far East maneuvers.

4. I am proud to write you this letter and commend you for all you have done. My association with you has been both educational and pleasant and, concurrently, your efforts contributed a great deal toward the advancement of the 22d Bombardment Wing and the USAF.

JOHN B. HENRY, JR.
Colonel, USAF
Commander

G
OFFICE OF THE WING INSPECTOR
22D BOMBARDMENT WING (M)
March Air Force Base, California

SUBJECT: Report of Semi-annual Inspection of 22d Armt
and Elect. Maint. Squadron, Second Half FY 1954

TO: Commander, 22d Armt & Elect Maint. Squadron
22d Bombardment Wing (M)
March Air Force Base
California

I. GENERAL

1. This inspection was conducted pursuant to authority contained in Air Force Regulation 123-1, 13 January 1953, and Wing Regulation 123-1, 7 July 1953, by the Office of the Wing Inspector assisted by members of the Staff Directorates as listed in inclosures #1, during the period 3 - 4 June 1954.

2. The Commander of this organization is Lieutenant Colonel Charles E. Tolhurst, USAF, who has been in command since 16 November 1953.

3. Administration and Ground Training are the only activities covered in this report.

II. SPECIFIC FINDINGS PREVIOUSLY REPORTED AND NOT CORRECTED

4. None

III. SPECIAL SUBJECTS

5. None

IV. SPECIFIC FINDINGS, RECOMMENDATIONS AND COMMENTS

6. Personnel and Administration

a. Established procedures to include maintenance, organization, organized systems for directives requiring action and overall control for personnel actions is considered acceptable, however, there appears to be considerable laxity on the part of supervisors in taking follow-up action in ascertaining that policies and directives are being complied with.

b. Recruiting: Responsible personnel are aware of Base Regulation 39-1 and other pertinent recruiting directives, however, no organized recruiting program was in effect at the time of inspection.

c. Suspense Files: Method used for keeping suspense files was considered adequate, however, no positive follow-up action is being taken to see that established suspense dates are met.

d. Officers Records

(1) Form 66 - General

(a) Item 28 - Pencil entry of non-duty days required by paragraph 38b (5), AFM 35-9, is not being recorded.

(b) Item 28 - Entry level duty AFSC should be entered in pencil. Ref: par 38b (3), AFM 35-9.

(c) Item 28 - 'CER' abbreviation should be replaced by 'ER' to indicate type of report for all reports submitted subsequent to receipt of AFM 35-9. Ref: par 38b(7), AFM 35-9.

(d) Unauthorized erasures are numerous. Incorrect entries or changes should be corrected as prescribed in paragraph 5, AFM 35-9.

(e) Annual familiarization in arms should be scheduled and recorded. Ref: AFR 50-22.

(f) Item 19 - Record of physicals should indicate date only. Ref: par 29, AFM 35-9.

(g) Special Orders are being published to announce action required to be included on PAM. Ref: Chap 8, AFM 30-3, for subject matter of PAMs.

(h) Item 28 indicates the AFS for duty titles. This should be the descriptive job title indicated on PAM assigning primary duty, i.e., 3234 Flight Line Maint Off. Ref: par 38b (4), AFM 35-9.

(i) Annual review of records and Classification Interview is not being completed. Ref: AFR 31-9 and AFM 36-1.

(j) Field Personnel Files contain duplicates and extraneous information. Ref: AFR 31-9.

(k) WD AGO Form 66A change numbers are not being entered when posting changes to Form 66, Ref: par 8h, AFM 35-9.

(2) Form 66, Specific Items:

(a) 1/Lt Peerman, James R: Weight not recorded; Form 66 does not agree with AF Form 475 in that Sq Off Crse was not completed;

Physical Examination has not been recorded; an effectiveness report is required by reason of 'no report rendered for period of 12 months'.

(b) Captain Rosling, Gale W: Should be scheduled for language proficiency test; campaigns are not entered in Item 27 - officer served in Korea for three battle periods.

(c) 1/Lt Dickerson, Walter W: FSD should be a permanent entry; only the highest security clearance should be shown in Item 42; Morning Report and leave record show officer departin on leave 19 April 1954 and returning 2 April 1954; both should be corrected to read 4 May 1954 which is actual date officer signed arrival and departure book.

(d) Major Harvin, Albert K: Overseas bars are not authorized for entry in Item 41.

(e) Major Thompson, Murray G: No security clearance has been recorded; 201 File has a letter of Commendation addressed to a 1/Lt Richard F. Thompson.

(f) Captain Lewallen, Charles E: Date of rank should not be entered for Reserve rank of Captain; marital status not indicated.

(g) Lt Col Tolhurst, Charles E: Item 24 - Armament Staff Off 3216 entry has been entered twice.

(h) Captain Carson, Robert L: Only highest security clearance should be shown in Item 42; an entry is still; on records showing deferment from overseas which expired December 1952; method of recording Final Top Secret Clearance is not correct. Recommend this entry be reaccomplished. Ref: AFM 35-9.

(i) Captain Davila, Eugene L: Primary AFSC should be preceded by Permanent entry 'P'.

(j) Captain Pedersen, Stanley C: Officer should be interviewed to complete the remainder of Item 37 which indicated 'Chemist' for vicilian occupation with no other data recorded. Officer should be awarded the Army of Occupation Medal and the National Defense Service Medal.

(k) 1/Lt Ramirez, Jess: Officer is assigned Primary Duty 6424 with a directed duty assignment in the 43 career field until 3 May 1955.

(l) CWO Wictor, Gust N: Duty AFSC should be at the entry level.

c. Airmens Records

(1) Classification and Audit List

(a) An inspection of the C & A List was not able to be made due to the failure of the classification clerk to maintain a current and up to date roster. Because of numerous statistical information being extracted

from the C & A List, it is alarming to find such a discrepancy. It is highly recommended that a complete and accurate C & A List be maintained at all times.

(2) Form 20

(a) The Forms 20 maintained by the squadron should be thoroughly screened and in those cases where line-outs have been made 'free hand' and in those cases where sections are completely filled, forms should be reaccomplished. It is estimated that this would be the case for approximately 75% of the forms. It is recommended that when reaccomplishment of Forms 20 is made, AFR 35-500, as amended, be strictly adhered to. It is further recommended that a "dummy" Form 20 be accomplished to be used as a guide for reference purposes. It is also recommended that upon the receipt of personnel records for incoming airmen, that such records be thoroughly screened to detect any discrepancies and correction thereof. Special Orders, PAMs, etc., filed in airman's 201 should be used for reference documents.

1. The FSSDs of A/2C Arthur E. Deicke, A/2C Billy B. Harrell, and A/2C Vernon E. Hayes are entered incorrectly. Ref: par 31 (a), AFR 35-500.

2. The UAFSC OF A/2C Donald W. Helsel has not been entered. Ref: par 30 (k), AFR 35-500A.

3. Item 16 data should be deleted and entered in Item 17 of T/Sgt Ernest P. Hopfinger's record. Ref: AFR 35-500.

4. A/1C James P. Andersen: Section 27 indicated PAFSC as 32130E. Authority for award indicates PAFSC 32351F. Form 20 should be corrected to reflect PAFSC 32351F with additional AFSC of 32130E.

f. Morning Reports

(1) The manner and method of circulating the morning report proved satisfactory as well as entries thereon. The Morning Report Cards should be handled with somewhat more care as a spot audit did not reveal 100% accounting for all grades.

g. The following items were considered to be satisfactory:

- (1) Service Records.
- (2) 201 Files
- (3) Finance.

7. Ground Training

a. March AFB Form 517 has not been utilized to furnish Wing Ground Training necessary data on unit training accomplishments. Ref: MAFB Reg 50-15.

b. No certificate of completion of the requirements of Fifteenth Air Force Regulation 50-23, 11 August 1953, were noted in the officers Training 201 files. (AF Leadership - AFM 35-15)

c. It is recommended that officer's training files be screened and those officers needing a certificate of completion on Air Force Leadership be scheduled for examination through Wing Ground Training, and that in the future, MAFB Form 517 be utilized for unit training accomplishment reporting purposes.

d. A complete and systematic set of training records are being maintained by the Armament & Electronics Squadron's Ground Training Section and an extensive supplemental training program is being conducted at squadron level. Although MAFB Form 517 has not been utilized in the past, the necessary information has been submitted regularly and promptly to the Wing Ground Training Section through other reports.

V. ROUTING

8. It is requested that this report, together with indorsement of corrective action, be forwarded to the Office of the Wing Inspector, in accordance with paragraph 6b, Wing Regulation 123-1, not later than 6 July 1954.

KENNETH G. BARZEE
Major, USAF
Wing Inspector

OFFICE OF THE WING INSPECTOR
22D BOMBARDMENT WING (M)
March Air Force Base, California

SUBJECT: Report of Semi-annual Inspection of 22d Periodic
Maintenance Squadron, Second Half FY 1954

TO: Commander, 22d Periodic Maintenance Squadron
22d Bombardment Wing (M)
March Air Force Base
California

I. GENERAL

1. This inspection was conducted pursuant to authority contained in Air Force Regulation 123-1, 13 January 1953, and Wing Regulation 123-1, 7 July 1953, by the Office of the Wing Inspector assisted by members of the Staff Directorates as listed in inclosure #1, during the period 11-16 June 1954.

2. The Commander of this organization is Lieutenant Colonel James M. Hayes, Jr., USAF, who has been in command since 10 November 1953.

3. Administration and Ground Training are the only activities covered in this report.

II. SPECIFIC FINDINGS PREVIOUSLY REPORTED AND NOT CORRECTED.

4. None

III. SPECIAL SUBJECTS

5. None

IV. SPECIFIC FINDINGS, RECOMMENDATIONS AND COMMENTS

6. Personnel and Administration

a. Established procedures to include maintenance, organization, organized systems for directives requiring action and overall control of personnel actions are considered excellent.

b. Officers Records

(1) - Form 66 - Major Frank E. Eckenroth:

(a) Item 24 should contain the remark "see insert" indicating reference to Form 66B which was used to record additional AFSC

8611. Ref: par 8, AFM 35-9.

(b) Item 28 - Duty AFSCs at the entry level should be in pencil until the fully qualified AFSC is awarded at which time permanent entry is made. Ref: par 38b (3), AFM 35-9.

(c) Item 28 - Descriptive Job Titles are being promulgated on Personnel Actions Memorandum but being recorded on Form 66. Ref: par 38b (4), AFM 35-9.

(d) Item 41 - National Defense Service Medal should be awarded. Ref: AFM 35-30.

(e) Item 42 - Interim security clearance should be deleted. Ref: AFM 35-9, par 52a.

(f) Item 42 - Indicates "AF Res Indef"; Item 21 indicates "SPTC 11, Jan 57". SPTC entry was made as a result of training and three years service commitment upon completion thereof, however, no correspondence verifies this in Field 201 file. It is recommended that the organization of assignment at the time SPTC date was entered be requested for copy of 3 year service statement.

c. Airmens Records.

(1) Classification and Audit List

(a) It is recommended that all qualified "3" skill level A/3C be submitted for up-grading in their respective duty skill level.

(b) It is recommended that a filing system be initiated for all correspondence pertaining to reclassification. File copies of letter, Hq 12th ADiv, BCC, subj: Testing and Upgrading of Airmen Third Class, dated 24 April 1954, and letter, Hq 12th ADiv, PDCPC, subj: Actions Requiring Change of UAFSC, dated 15 January 1954, were requested but personnel were unable to produce subject letters. Considering the importance attached to subject letters it would seem imperative that they would be available for constant reference.

(c) Only one discrepancy of a specific nature was noted.

1. A/1C Robert L. McAfee; AF19412631 - Training Code "B" required.

(2) Forms 20

(a) Paragraph 30(j)(k), AFR 35-500A, 17 March 1954, is not being complied with. Examples can be found by referring to any Form 20 pertaining to individuals who are coded "A" on C & A List.

(b) Discrepancies of specific nature are as follows:

1. M/Sgt Dormant:

a. Item 8 - No date entered to reflect year airman graduated or departed high school. Ref: AFR 35-500.

b. Item 17 - Incorrect APT number and incorrect methods used for recording entry. APT number should be converted to AFSC of specific test.

2. M/Sgt Main:

a. Item 8 - No data entered to reflect year airman graduated or departed high school. Ref: AFR 35-500.

b. Item 17 - Incorrect APT number and incorrect methods used for recording entry. APT number should be converted to AFSC of specific test.

3. T/Sgt Allen:

a. Item 17 - Incorrect APT number and incorrect methods used for recording entry. APT number should be converted to AFSC of specific test. Ref: AFR 35-500.

4. T/Sgt Ayers:

a. Item 8 - Date left high school not entered. Ref: AFR: 35-500.

(c) It was noted that many Forms 20 are in need of reaccomplishment due to "free hand" line outs and excessive use of ink. It is recommended that all forms be screened and those in apparent need of reaccomplishment be accomplished in complete compliance with AFR 35-500 and 35-500A.

d. The following items were considered to be satisfactory:

- (1) Recruiting.
- (2) Service Records.
- (3) Morning Reports
- (4) Suspense Files.
- (5) 201 Files.
- (6) Duty Rosters.

7. Ground Training

a. No certificates of completion of the requirements of Fifteenth Air Force Regulation 50-23, 11 August 1953, were in Officer's 201 Files. (Air Force Leadership - AFM 35-15)

b. It is recommended that Officer's 201 Files be screened and those officers needing a certificate of completion on Air Force Leadership be scheduled for examination through Wing Ground Training.

c. It should be noted here that Airman Sundquist, though

new duty of maintaining Ground Training Records, has done an excellent job of recording the training activities and in maintaining the records.

V. ROUTING

8. It is requested that this report, together with indorsement of corrective action, be forwarded to the Office of the Wing Inspector, in accordance with paragraph 6b, Wing Regulation 123-1, not later than 6 July 1954.

KENNETH G. BARZEE
Major, USAF
Wing Inspector

Roster of Key Personnel, 22d Bombardment Wing (M), March AFB, California

<u>GRADE</u>	<u>NAME</u>	<u>AFSN</u>	<u>JOB TITLE</u>
Col	John B Henry Jr	4129A	Wing Commander
Col	William F Coleman	2021A	Deputy Wing Commander
Capt	Alfred J Nelson	A0937033	Wing Adjutant
Maj	David A Lion	A0569118	Comptroller
It Col	John A MacIsaac	A0432007	Director of Personnel
Maj	Harry E Arnold	A0757367	Director of Intelligence
Col	William L Welch	4833A	Director of Operations
It Col	Louis J Lamm	8612A	Director of Materiel
Maj	Webb Thompson	A0738129	Aircraft Maintenance Staff Officer
CWO	Robert E Sands	AW2201020	Maintenance Control Officer
It Col	William R Smith	8410A	Comdr, 2d Bomb Sq
It Col	Jay O Gray	9506A	Comdr, 19th Bomb Sq
It Col	Earle E Sweetland	8551A	Comdr, 33rd Bomb Sq
Maj	Harry N Griffin	5894A	Comdr, 22d Fld Maint Sq
It Col	Mabon A Cornwell	A0476936	Comdr, 22d Periodic Maint Sq
It Col	Charles E Tolhurst	A0395298	Comdr, 22d Armament & Electronics Sq
It Col	Horace E Hatch	4670A	Comdr, 22d Air Rflg Sq
Col	George K Fair	19086A	Comdr, 22d Tac Hosp
Col	Ernest E Hodgson	18975A	Veternary Staff Off
It Col	Edward J Dodd	A0379447	Comdr, 510th Aviation Sq

C O P Y

HEADQUARTERS 22D BOMBARDMENT WING (H)
March Air Force Base
California

22DFC

29 June 1954

SUBJECT: Officer Effectiveness Reports

TO: All Squadron Commanders

1. I am very concerned about the poor quality of effectiveness reports submitted by units of this Wing. During the past month, a total of 157 reports were forwarded by the Wing. Approximately 60% of these reports were returned to the squadrons for correction due to erroneous information, or because one or more mandatory comments were omitted by the reporting officer. The errors resulted from the laxness of the reporting and Personnel Officer in following applicable directives.

2. The effectiveness report is the most important document in an officer's career. It is THE record by which his accomplishments and shortcomings are viewed and judged by those who are in a position to alter the course of his career. This is especially true in these times of flux, for it is to this record that our superiors turn for promotion, assignment, and other data. It may be the deciding factor in the development or termination of an officer's career. Review of these records, however, indicates that they are not receiving the consideration they merit. In many cases, they consist of trite stilted phrases devoid of specific information indicative of the officer's performance. This indicates that the reporting officer is unfamiliar not only with the regulations governing the preparation of these reports, but also with the action of the person upon whom he is rendering the report, and the importance of the task at hand. Many reports, instead of specifically noting a trait of character or actual job performance, are hazy, and leave the reviewing officer with an incomplete and distorted impression of the capabilities of the officer reported on.

3. The end result of the rating officer's effort should be a valid, factual, and informative report. That has not been true of many of the reports received by this headquarters. The word picture has been especially noticeable by virtue of its being inept, vague, unimaginative, and repetitious, indicative of poor thought and planning on the part of the rating officer. Comments concerning the officer's height, weight,

C O P Y

Hq 22d Bomb Wg (M), 22DFO, Subj: Officer Effectiveness Reports

color of eyes and hair, are of very little value. Vague comments on his activities are equally valueless. Such statements as "he appears to have an adequate knowledge of his job" cannot stand by themselves, and are useful only if they are substantiated by noting the factors which give the rating officer basis for his statement.

4. The rating officer is responsible for the performance and career development of those officers under his supervision. The effectiveness report is an important phase of that responsibility inasmuch as the rating officer's judgment of the officer reported on is, in essence, a reflection of his own merit and efficiency as a supervisor. If the rating officer contents himself with recording only the vaguest generalities it is an indication that he, the supervisor, is not aware of, nor interested in, the actions of those whom he supervises. This then raises some doubt as to his own efficiency. The rating officer should not minimize the importance of this task, hurriedly dash off a few lines to cover the required data and dispense with any further action, since it is "just another report." Knowingly or unknowingly he holds the progress or termination of his own and another officer's career in his hand as he records his evaluation and prepares the word picture.

5. Specific information is the basis for any and all comments which the officer chooses to make. The comments made must be substantiated by actual fact. In this respect there are several questions the rating officer should ask himself. Is his report an objective evaluation, or has his judgment been impaired by personality conflicts? It is a test of self discipline to be able to eliminate personal feelings and submit an unbiased report. Has he taken a personal interest in the officer's job progression by assisting him in overcoming his weak points, complimenting him on a job well done, etc? Has he given the "why" supporting the statements he has made, or merely put down an unsupported allegation? Has he adequately commented on the required statements in Section IV? Has he recommended the officer for any specific duty or training? If so, why? If not, why not? When reviewing his comments, are they clear and easily understood, or do they leave some doubt as to what was intended?

6. I desire that each officer of this Wing review and become completely familiar with those Sections of AFR 36-10 dated 18 August 1953, and SAC Manual 36-1 dated February 1954, which pertain to the action to be taken by the rating officer. I also desire that each officer make a special effort to improve the quality of the next report he writes, being explicit in his statements, and above all, giving facts, not generalities.

Hq 22d Bomb Wg (M), 22DFC, Subj: Officer Effectiveness Reports

7. Each Squadron Commander will initiate action to provide a complete file of all directives pertaining to the preparation of effectiveness reports for the use and convenience of all officers assigned to his organization. The improvement in quality of effectiveness reports will be made a continuing project of special importance by all concerned.

/s/t/JOHN B HENRY JR.
Colonel, USAF
Commander

Secret

AS OF 30 JUNE

PREDICTED POINTS FOR 50-8 QUALITYRADAR RBS ACCURACY
(PTS. MAX. POSSIBLE)

	PROF. INDEX	% MAX. SCORE
2D BM SQ	50	80
19TH BM SQ	44	68
33RD BM SQ	51	<u>82</u>
WING	48	76

VISUAL RBS ACCURACY
(PTS. MAX. POSSIBLE)

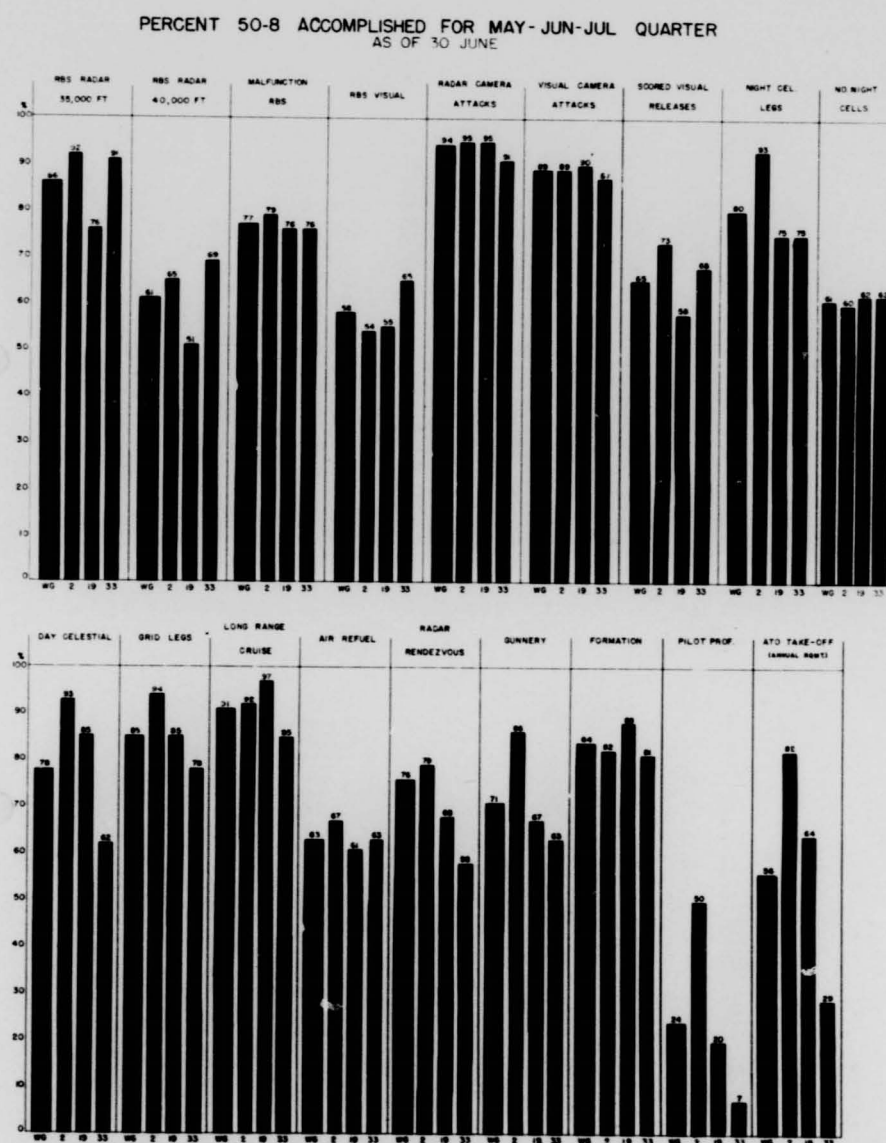
	PROF. INDEX	% MAX. SCORE
2D BM SQ	52	84
19TH BM SQ	59	<u>98</u>
33RD BM SQ	54	88
WING	54	88

NITE CELESTIAL
(PTS. MAX. POSSIBLE)

	PROF. INDEX	% MAX. SCORE
2D BM SQ	63	63
19TH BM SQ	76	<u>76</u>
33RD BM SQ	63	63
WING	67	67

SCORED CREWS
(SOPTS. MAX. POSSIBLE)

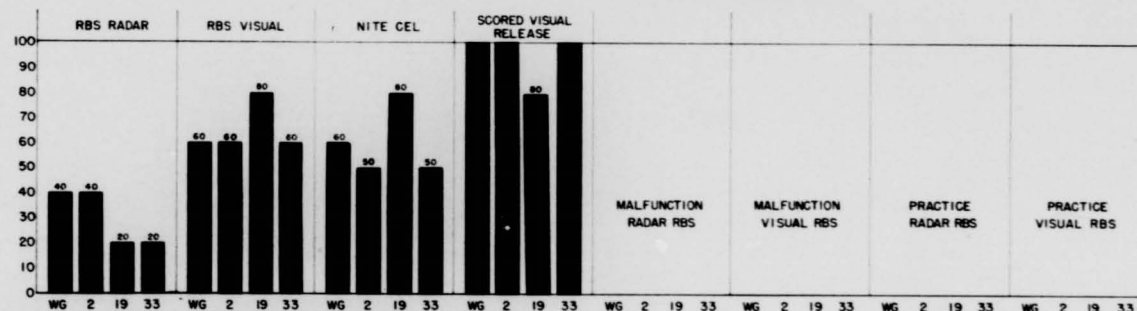
	CREWS ELIGIBLE FOR SCORING	CREWS SCORED	% CREWS SCORED	% MAX. SCORE
2D BM SQ	13	3	23	25
19TH BM SQ	15	4	27	30
33RD BM SQ	15	4	27	30
BM CREW TOTAL	43	11	26	30



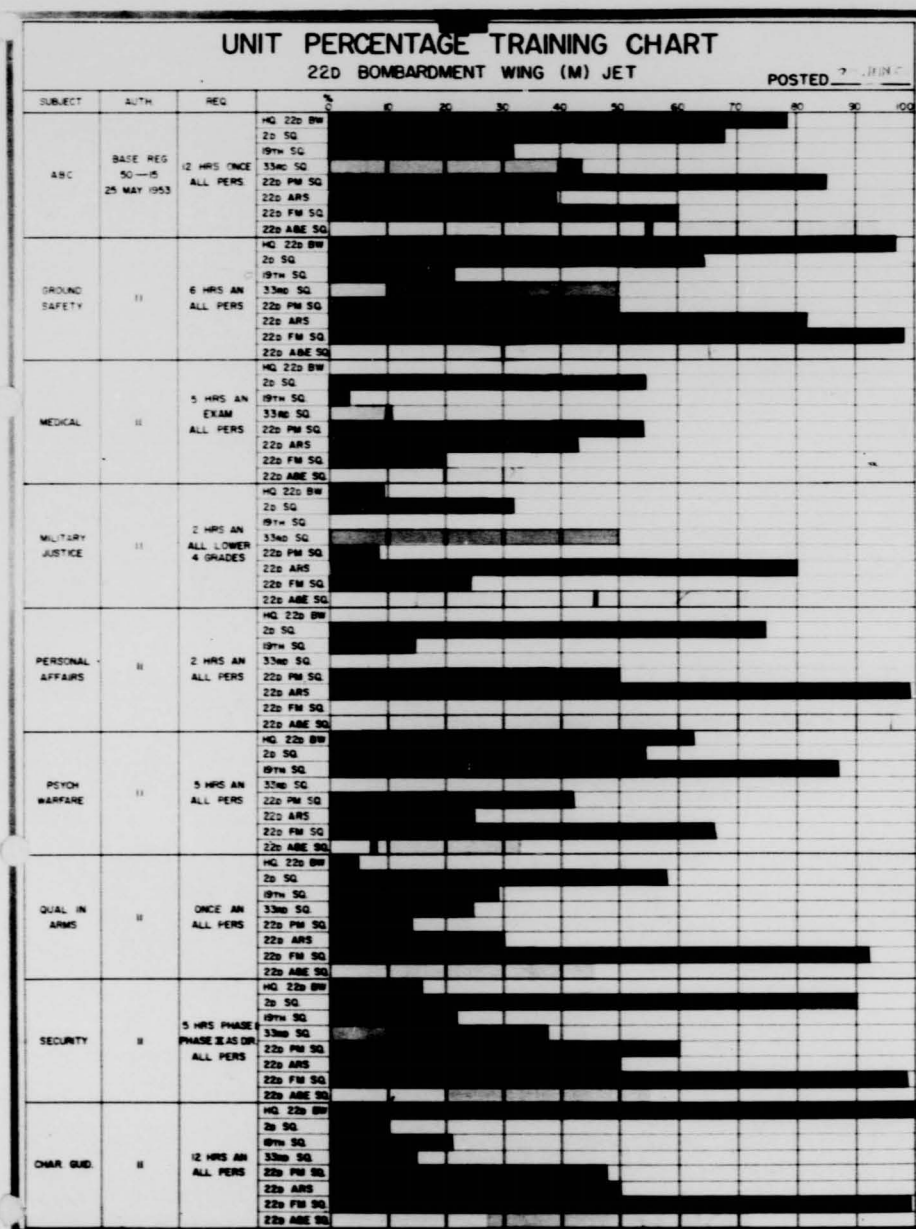
QUANTITY ACCOMPLISHMENTS JUNE 1954

	TOTAL FLY TIME	35,000 RBS RADAR	40,000 RBS RADAR	MALFUNCTION RUNS	RBS VISUAL	VISUAL CAMERA	RADAR CAMERA	SCORED VISUAL	NITE CEL	DAY CEL	GRID LEGS	LONG RANGE CRUISE	WET HOOK UPS	RADAR RENDEZVOUS	GUNNERY MISSIONS	FORMATION	PILOT PROF	STD 80 CHECKS	ATO TAKE OFF	NO NITE CELS
2d Bm Sq	550:40	41	11	6	26	14	27	25	18	14	21	8	56	9	6	40:00	2	6	-	6
19th Bm Sq	562:20	36	18	20	13	26	24	28	24	17	19	13	51	10	10	34:00	2	5	-	6
33d Bm Sq	518:05	37	25	17	23	15	29	27	25	11	21	18	58	15	5	54:00	3	7	-	2
22d Bm Sq	1631:05	114	54	43	62	55	80	80	67	42	61	39	165	34	21	128:00	7	18	-	21

QUALITY FOR MAY & JUNE 1954

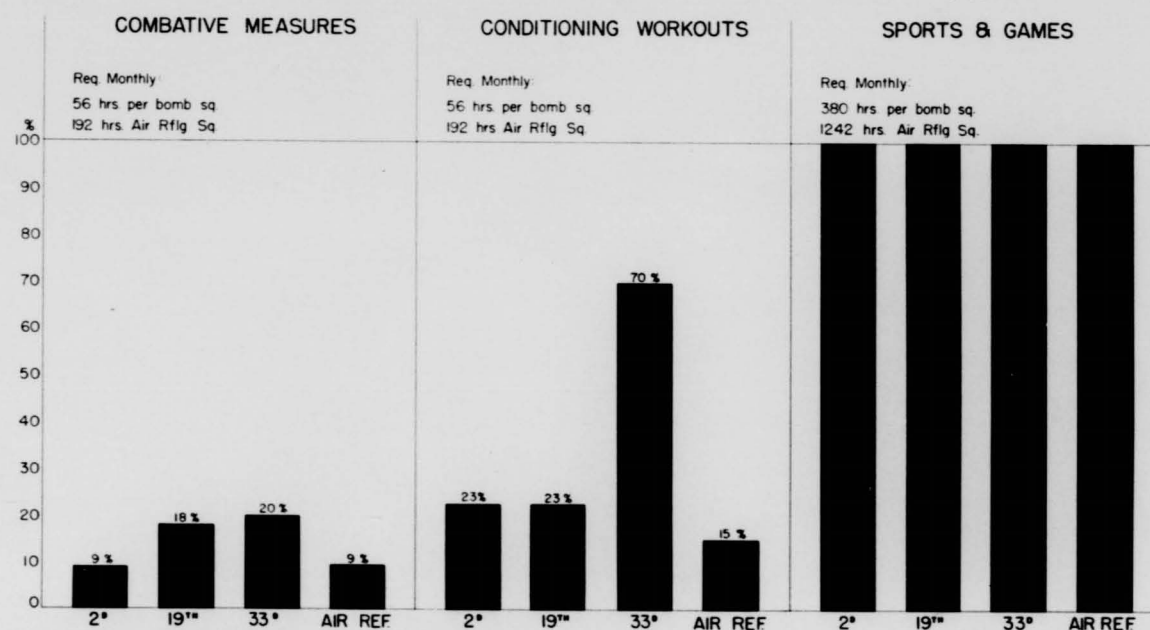


CEA	2308	2110	2372	2437	1807	1229	1052	1165	152	162	129	164	876	1048	900	713	3063	3032	3486	3426	1250	-	1250	-	2723	2302	1953	3202	2400	2088	3025	-
CEP	4820	1750	1900	1800	1025	1285	950	1000	15.6	15.7	12.8	15.7	735	800	880	600	2688	2900	2500	2685	1250	-	1250	-	2088	2225	1225	2370	2275	1450	3025	-
RUNS	34	105	94	115	122	46	32	44	100	32	31	37	116	32	42	42	98	71	47	30	1	-	1	-	38	14	8	16	6	4	2	-



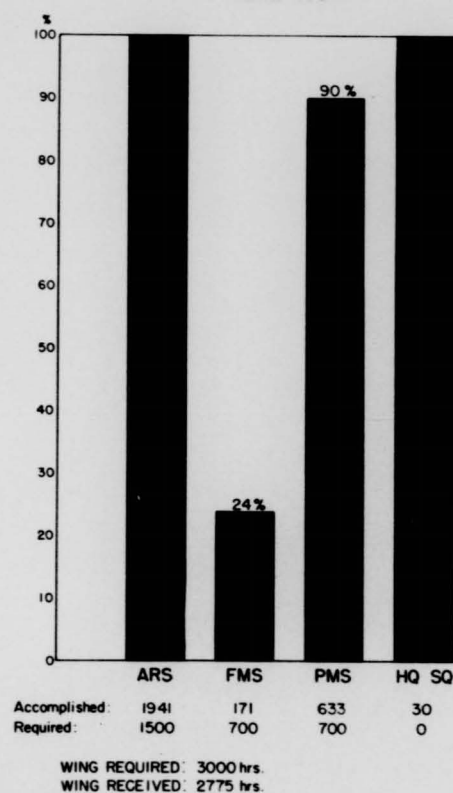
PHYSICAL CONDITIONING PROGRAM

AS OF 30 JUNE

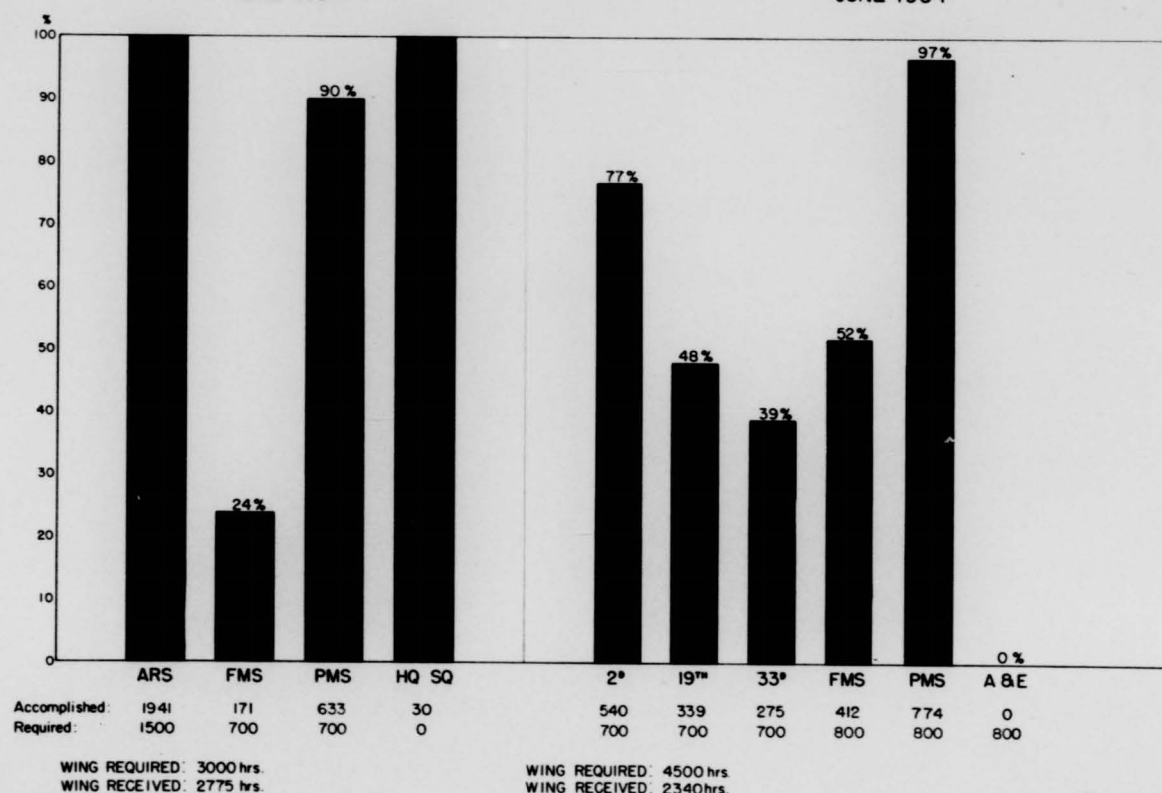


TOTAL HRS REQ PER CREW MEMBER SINCE 1 OCT 53 - 39 HRS.
41 CREW MEMBERS RECEIVED THE REQ AMOUNT OF HOURS FOR 12 %

UTILIZATION, KC-97 MTD UNIT
JUNE 1954

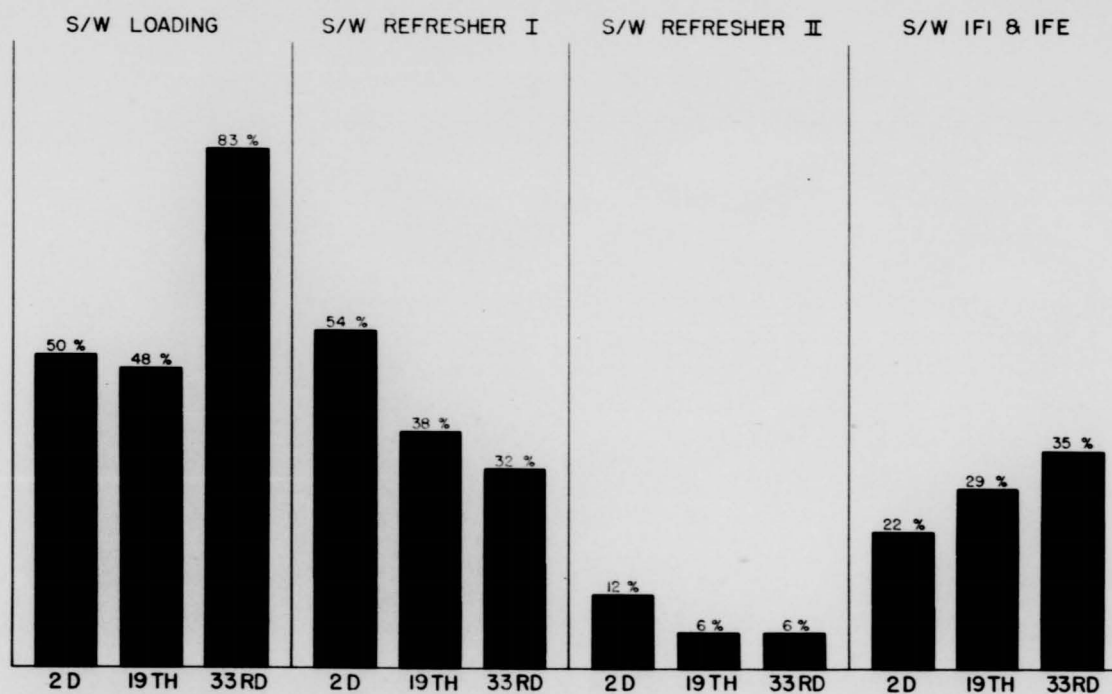


UTILIZATION, B-47 MTD UNIT
JUNE 1954



SPECIAL WEAPONS
PERCENTAGE TRAINED FOR MAY-JUNE-JULY QTR.

AS of 30 June



UTILIZATION OF SYNTHETIC TRAINERS JUNE 1954

ORGANIZATION	SCHED. AVAIL. TIME	UTILIZED TIME	%
LINK TRAINER			
2 nd BOMB SQ	34:00	20:00	59 %
19 th BOMB SQ	36:00	22:30	62 %
33 rd BOMB SQ	34:00	14:30	42 %
22 nd AIR RFLG. SQ	31:30	16:30	52 %
T-2 ULTRASONIC TRAINER			
2 nd BOMB SQ	26:00	26:00	100%
19 th BOMB SQ	20:10	20:10	100%
33 rd BOMB SQ	15:40	15:40	100%
T-1A GUNNERY			
2 nd BOMB SQ	24:00	10:30	43 %
19 th BOMB SQ	28:00	09:00	32 %
33 rd BOMB SQ	28:00	12:00	43 %
LORAN TRAINER			
22 nd AIR RFLG. SQ	67:00	00:00	00 %
B-47 SIMULATOR			
2 nd BOMB SQ	21:00	9:00	43 %
19 th BOMB SQ	21:00	26:30	100 %
33 rd BOMB SQ	30:00	09:00	30 %
22 nd WING STAFF	03:00	00:00	00 %
SPACES ALLOTTED		SPACES FILLED	
SAC SURVIVAL			
22 nd AIR RFLG. SQ	7	7	
BASIC SURVIVAL			
2 nd BOMB SQ	3	0	
19 th BOMB SQ	6	3	
33 rd BOMB SQ	3	0	
22 nd AIR RFLG. SQ	6	0	
SEA SURVIVAL			
22 nd AIR RFLG. SQ	75	75	

THIS CHART COVERS
THE RATING SYSTEM FOR
THE FOLLOWING MONTHS: May June

[illegible]

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

REGULATION)

16 June 1954

NUMBER 9-1)

BLANK FORMS

Forms Management Program

(This Regulation supersedes Wing Regulation 9-1, 5 December 1952)

1. PURPOSE: To establish and provide for the continuous and economical operation of the 22d Bombardment Wing forms management program and to eliminate non-essential blank forms. This regulation implements Base Regulation 9-1.

2. POLICY: It is the policy of this command to approve the publication of blank forms only when no other authorized forms can be utilized, and then only upon approval by the Base Forms Management Officer.

3. SCOPE: This regulation is directive to all squadrons, units, and staff sections assigned and attached of this command.

4. PROCEDURES: a. Any activity of this command desiring to initiate a new blank form will effect research to insure that such form is necessary and is not a duplicate of a form issued by higher headquarters.

b. Proposed forms, (draft) will be submitted to the Wing Adjutant, together with two (2) copies of DD Form 67 (Request and Justification for approval of forms).

c. The Wing Adjutant will effect coordination with the Division Forms Management Officer in accordance with paragraph 5, Base Regulation 9-1.

- (1) In accordance with SAC Reg 9-1, the Air Base Group Forms Manager (Division) is responsible for final review and approval of all locally developed division, wing and/or Air Base Group Forms, which includes assignment of numbers and indexing.

5. RESPONSIBILITIES: a. Each squadron and headquarters staff agency will appoint an NCO, designated as unit or section Forms Management NCO. A PAM will be published appointing the Forms Management NCO and two (2) copies will be forwarded to the Wing Forms Management Officer (Adjutant). Each squadron and section forms management NCO will maintain a complete list of all reproduced forms and indicate on that list the name of the person who originally suggested the forms.

Reg 9-1
2 Pages
Page 2

b. Any individual who believes that a certain type of form will aid his section in the performance of its assigned job will suggest this to his immediate supervisor, showing him a draft of the form suggested. If the supervisor considers the idea sound, he will forward the sketch and a complete description of the procedure used in connection with the form to the appropriate director. The director will either approve or disapprove of the form and, if approved, forward it to the wing forms management officer.

c. The Wing Forms Management Officer will call a meeting of all forms management NCOs each month, or more frequently if deemed necessary, to discuss the program or idea within the wing.

6. SUPPLY OF FORMS: All units will stock only such forms as are required to conduct normal business.

a. Higher headquarters forms (Fifteenth AF and above) will be obtained from Base Publications. Unit or section stock levels will not exceed thirty (30) day usage nor fall below ten (10) day usage.

b. MAFB Forms used by two (2) or more activities will be obtained from Base Publications. Unit or section stock level will not exceed thirty (30) day usage nor fall below ten (10) day usage.

c. MAFB Forms used by only one (1) activity will be obtained from the Base Reproduction at time of reproduction and will be established and will not exceed ninety (90) day usage nor fall below twenty (20) day usage.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ALFRED J. NELSON
Captain, USAF
Adjutant

D. A. Lion
D. A. LION
Major, USAF
Asst Adjutant

DISTRIBUTION: "D"

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

REGULATION)

NO 10-1)

M

1 July 1954

CORRESPONDENCE

(Handling and Preparation of Correspondence)

(This regulation supersedes Wing Regulation 10-1, 10 May 1954)

1. REFERENCE: AFM 10-1, Base Reg 10-1, Base Reg 10-2.
2. PURPOSE: To establish a uniform procedure for the handling and preparation of military correspondence.
3. GENERAL: a. Correspondence requiring action by the 22d Bombardment Wing normally is processed by the Base Adjutant and forwarded to this headquarters by Mail Control Record (DD Form 278).
b. Correspondence prepared by this wing for a command higher than 12th Air Division will be prepared using a 12th Air Division letter heading with the exception of those specific instances wherein direct communication is authorized.
c. Correspondence prepared for an addressee within 12th Air Division will have a wing heading or appropriate squadron heading.
4. INCOMING CORRESPONDENCE: Correspondence forwarded to this headquarters as outlined in 3a above will be processed by the Wing Distribution Center as follows:
 - a. The action agency and date of forwarding will be inserted in the appropriate blocks on the Mail Control Record. A copy of this "fanfold" will be retained in a suspense file by the Wing Distribution Center to insure timely submission by action agencies.
 - b. Agencies of this wing will also maintain a suspense file on the sub-sections under their administrative control who handle suspense correspondence.
 - c. When necessary action has been completed, entries will be made in the appropriate fanfold block, e.g., "Replied or Indorsed To", "Filed (Place)", and/or "Other Action".
 - d. Fanfolds will remain attached to the correspondence at all times except correspondence that has been forwarded for information only and requires no reply or further action. In such cases a notation will be made to that effect on the fanfold and the fanfold returned to the Wing Distribution Center.
 - e. All correspondence will be returned to the Wing Distribution Center at least one (1) working day prior to the date of suspense. If suspense date cannot be met, a request for extension will be submitted in accordance

M

REG NO 10-1
3 Pages
Page 2

with paragraph 5, Base Reg 10-2. Two copies of MAFB Form 10 will be completed and handcarried to the Base Message Center with the fanfold and correspondence. The request for extension will be approved or disapproved at the Base Message Center. If the request is approved, one copy of MAFB Form 10 will be handcarried to the Wing Distribution Center in order that the suspense extension may be entered on the retained copy of the Mail Control Record. In all cases the request for extension of a suspense date will be submitted prior to the time the correspondence becomes delinquent.

f. More detailed instructions regarding the use of the Mail Control Record is contained in Base Reg 10-2.

5. PREPARATION: All military correspondence will be prepared in accordance with the provisions of AFM 10-1. See Appendix A, B, and C for sample correspondence.

a. Copies: Sufficient copies will be prepared so as to reach the addressee with at least the original and one carbon copy. The making of excessive copies will be avoided.

b. Office Symbols: In accordance with AFM 181-4, the office symbol is the key to accurate distribution of comeback and file copies to the office of record and also is a ready reference to determine the office of origin. The office symbol of the preparing agency as designated in Base Reg 10-1 will be typed at the left margin directly opposite and on the same line as the date line.

c. Dating: Correspondence prepared within the wing for forwarding to a higher echelon will not be dated by the preparing agency. Date of dispatch may be entered on the file or comeback copy. This type of correspondence will be dated at the Wing Distribution Center immediately prior to dispatching.

d. Authentication: (1) The following types of correspondence will be signed by commanders of the appropriate echelon:

- (a) Replies or indorsements to correspondence signed by general officers or commanders of a higher or lateral headquarters.
- (b) Correspondence establishing a major policy.
- (c) All matters affecting the career of an officer, e.g., promotions, demotions, reprimands, etc.
- (d) Reports of serious incidents, or breaches of discipline, including reports of corrective action taken.
- (e) Inspection reports of higher headquarters.
- (f) WCO Mess resignation requests.

(2) The signature block for correspondence prepared with the wing or 12th Air Division heading will be left blank except

REG NO 10-2/
3 Pages
Page 3

when it is to be signed by the Division Commander, Wing Commander, or Deputy Wing Commander.

6. COORDINATION: It is the responsibility of the originator to insure full coordination of correspondence prior to dispatch. The last name of the originator and coordinating section heads will be entered on the left margin of the file copy prior to being forwarded.

7. MAILING: a. Penalty Matters: All penalty envelopes required to dispatch correspondence from this headquarters will be prepared by the Wing Distribution Center, except airmail, which is covered in paragraph d, below.

b. Staff sections of this headquarters will not maintain a supply of penalty envelopes.

c. Squadrons will maintain a sufficient supply of penalty envelopes to mail correspondence not required to be processed through this headquarters.

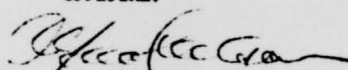
d. Correspondence to be airmailed by this headquarters will arrive in the Wing Distribution Center with a properly prepared envelope attached to the back. (Penalty envelopes will not be used for airmail purposes.)

8. USE OF THE DISPOSITION FORM: The disposition form will be used by staff agencies of this headquarters to relay information of an informal nature not requiring the preparation of a military letter. The disposition form will also be used as a vehicle in the coordination of regulations and forms. Subordinate units will not initiate disposition forms to this headquarters.

9. SUPPLY OF FORMS: Forms referred to in this regulation may be procured in accordance with Base Reg 9-1.

BY ORDER OF THE COMMANDER:

OFFICIAL:



ALFRED J. NELSON
Captain, USAF
Adjutant

ALFRED J. NELSON
Captain, USAF
Adjutant

3 Appendix

1. Sample of basic letter
2. Sample of indorsement
3. Sample of disposition form

DISTRIBUTION "D"

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

22ADJ

1 July 1954

SUBJECT: Preparation of Correspondence

TO: Commander
22d Special Weapons Squadron
22d Bombardment Wing (M)
March Air Force Base, California

1. It has come to the attention of this headquarters that correspondence has been prepared by your organization and forwarded direct to the addressee without having been coordinated by staff agencies of this wing who have a definite interest in the subject matter.

2. You will take immediate action to insure that all military correspondence is fully coordinated with interested staff agencies and routed through the Wing Message Center for dispatch to the addressee.

BY ORDER OF THE COMMANDER:

JOHN J. DOE
1st Lt, USAF
Adjutant

APPENDIX "A"

SAMPLE

Hq 22d Bomb Wing (M), March AFB, Calif, 22MDJ, Subj: Preparation of
Correspondence

22SWS (1 Jul 54)

1st Ind

22D SPECIAL WEAPONS SQUADRON, 22d Bombardment Wing (M), March AFB, Calif

TO: Commander, 22d Bombardment Wing (M), March Air Force Base, California

1. Receipt of the basic communication is acknowledged.
2. Action has been initiated to fully implement instructions contained in paragraph 2. All activities of the 22d Special Weapons Squadron have been briefed relative to the proper handling of military correspondence in this wing.
3. Request that future known violations of this nature be brought to my attention as expeditiously as possible in order that corrective and/or disciplinary punishment may be taken.

1 Incl w/d

JOHN J. ROE
Lt Col, USAF
Commander

APPENDIX "B"

SAMPLE

DISPOSITION FORM		UNCLASSIFIED
FILE NO	SUBJECT	
	Military Correspondence Discrepancies	
TO 22SWS Supply	FROM Comdr 22SWS	DATE 24 Jun COMMINT NO. 1 54 Lt Col Roe/22222
<p>1. It has been brought to my attention that discrepancies exist in the handling and preparation of military correspondence.</p> <p>2. You will take immediate steps to indoctrinate clerical personnel under your immediate supervision to insure that military correspondence is prepared in accordance with AFM 10-1 and 22d Bomb Wing Reg 10-1.</p>		
<p>JOHN J. ROE, Lt Col, USAF Commander</p>		
SAMPLE		
APPENDIX "C"		

N *Wgt Rush*
H. Stover

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

REGULATION)
NO. 5-3B)

7 June 1954

PUBLICATIONS

Regulations - Directives - Memorandums

Wing Regulation 5-3, 12 August 1953 is changed as follows:

* * * * *

5. RESPONSIBILITIES:

a. Delete.

b. The Wing Adjutant is responsible for the publication of General, Special and Letter Orders, and Wing Regulations.

* * * * *

BY ORDER OF THE COMMANDER:

OFFICIAL:

Alfred J. Nelson
ALFRED J. NELSON
Captain, USAF
Adjutant

ALFRED J. NELSON
Captain, USAF
Adjutant

DISTRIBUTION: D

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

REGULATION)

NO. 51-4)

FLYING TRAINING

11 June 1954

Evaluation of B-47 Select and Lead Crews

1. PURPOSE: To establish specific requirements and training for B-47 crews and aircraft scheduled for evaluation by the 3906th Strategic Evaluation Squadron.

2. SCOPE: This regulation is applicable to all organizations and personnel of this command.

3. RESPONSIBILITY: It is the responsibility of each Squadron Commander to insure compliance with the provisions of this regulation.

4. PROCEDURE:

a. Complete select or lead crews will be scheduled in accordance with SAC Regulation 51-24.

b. At least one week prior to departure for 3906th SES, the crews will be scheduled for a formal ground school refresher course by the ground training officer. This course will include: eight (8) hours for entire crew on special weapons loadings, IFI's and IFE's; Eight (8) hours special weapons refresher training for complete crews; three (3) hours emergency procedure practice in B-47 simulator for AC and CP; three (3) hours bomb release schooling for entire crew; four (4) hours 20MM cannon for CP; six (6) hours K-system in-flight maintenance training for AOB; four (4) hours on the T-1A trainer for the CP; and eight (8) hours instrument ground school for AC and CP. AC and CP will be scheduled for at least eight (8) hours supervised study of section III of the flight handbook - all safety of flight supplements and all changes incorporated in the latest revision of the flight handbook.

c. Crews will fly a regular scheduled mission in their aircraft at least three (3) days prior to departure, to include nitro celestial and RBS. Careful write-ups of marginal or malfunctioning equipment will be made.

d. Prior to departure, the crews will be furnished with a checklist of required equipment. It is the responsibility of each squadron operations officer to make available all items as listed on the checksheet.

e. Prior to the crews departure, an officer in charge will be appointed by the Wing Adjutant to act as project officer to coordinate aircraft scheduling and supervise flight and ground personnel while TDY.

f. Squadrons will plan and brief missions to and from Davis-Monthan Air Force Base. The mission to Davis-Monthan should be short and designed to thoroughly check the K-System.

g. Crews will maintain 22d Bomb Wing Accomplishment Forms for all flights, 22BW Form 251.

h. The Director of Material is responsible to provide highly reliable aircraft equipped with particularly good K-Systems. A ground spare will be provided.

REG 51-4
2 Pages
Page 2

i. The 22d A&E Squadron Commander is responsible for correct entries in the Form I, Part II and in addition will prepare a certificate certifying complete wiring-out of the U-2 release system, bombing system and aircraft circuitry.

j. Maintenance personnel will be responsible for security and guard duty during special weapons loading. The Monday prior to each reporting day, maintenance personnel on orders for TDY will be scheduled by the wing Security for a Security Refresher Course.

k. Maintenance personnel will be airlifted to Davis-Monthan Air Force Base. Personnel will report to Base Operations at 0800 on the Wednesday scheduled.

l. Mail for personnel on TDY will be addressed to Detachment 4, 3908th S.E.S., Davis-Monthan Air Force Base.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ALFRED J. NELSON
Captain, USAF
Adjutant

ALFRED J. NELSON
Captain, USAF
Adjutant

DISTRIBUTION: "D"

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

REGULATION)

4 June 1954

NO. 66-9)

MAINTENANCE-ENGINEERING

Flying Time, Fuel and Lubricants, and In-Flight Refueling Data

(This regulation supersedes 22BW Regulation 66-9, dtd 28 Apr 54.)

1. PURPOSE: To establish and set forth procedures for accurate reporting of flying time, fuel and lubricants, and in-flight refueling data.
2. SCOPE: The provisions of this regulation are applicable to all tactical units of this command and 22d Air Refueling Squadron.
3. RESPONSIBILITY: It will be the responsibility of the Squadron Commanders of the tactical units and 22d Air Refueling Squadron to take positive action to insure compliance with this directive.
4. PROCEDURE:
 - a. The attached form (22BW Form 318) will be utilized by the 2d, 19th, 33d Bomb Squadrons and 22d Air Refueling Squadron each day following the day that aircraft are flown, fueled or defueled.
 - b. The form (22BW Form 318) is self explanatory.
 - c. Negative reports will apply if applicable.
5. SUBMISSION: The completed form will be due in Reports and Analysis Branch, Director of Materiel, each week day and Saturday no later than 1000 hours. Report for Saturday and Sunday will be submitted on Monday. Report for holiday and day previous to holiday will be submitted the day subsequent to the holiday.
6. REPORTS CONTROL: This report is RCS exempt in accordance with paragraph 7b(1) AFR 174-1.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ALFRED J. NELSON
Captain, USAF
Adjutant

Alfred J. Nelson
ALFRED J. NELSON
Captain, USAF
Adjutant

DISTRIBUTION: "D"

Total Time Today_____

Squadron _____

Cumulative Flying Time _____

Date _____

[illegible]

221251

21 June 1954

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 13)

PRE-FLIGHT AND POSTFLIGHT OF BOMB-NAVIGATION SYSTEMS

1. PURPOSE: To establish procedures for the elimination of Power On Pre-Flight and Post-Flight Inspections and for the accomplishment of essential maintenance of the Bomb-Navigation Systems on B-47 aircraft.

2. SCOPE: This directive is applicable to the 22D A & E Maintenance Squadron and the Three Bombardment Squadrons of the 22D Bombardment Wing.

3. RESPONSIBILITY: Commanders are responsible for compliance with the provisions of this directive as outlined in SAC Reg DW6D, 22 April 54.

4. DEFINITION: Essential Maintenance is defined as that required only by virtue of a Combat Crew reported malfunction and the Periodic Inspections required by the appropriate dash six (-6) Technical Order.

5. PROCEDURES: a. External ground power may not be applied to the Bomb-Navigation System except under the following conditions:

- (1) When required to aid in the confirmation, isolation and correction of malfunctions or maladjustments reported by the Radar Observer.
- (2) After the replacement of a component, when required to perform system function or accuracy checks.
- (3) When it is required that the Bomb-Navigation System be cycled and ready for the navigation function at take-off as a flight safety precaution in cases of take-off under instrument conditions. The Bomb-Navigation system may then be turned on for a period not to exceed 20 minutes before take-off. This paragraph is not to be construed as permission to perform preflight functional checks as a routine procedure, since that would deviate from the intent of this directive.

b. Components of the Bomb-Navigation System will not be removed from the aircraft except:

- (1) To aid in the correction of malfunctions reported by the Radar Observer.
- (2) When required during accomplishment of Periodic Inspections.

MAINTENANCE INSTRUCTION LETTER
NUMBER - - - - - 13

23 June 1954

c. Armament & Electronics Squadron responsibilities:

- (1) Provide a representative to meet all aircraft upon landing to insure that the Observer Mission Reports are complete and contain all malfunctions encountered in flight with corrective inflight maintenance attempted. Screen the AF Form I to ascertain that the Bomb-Ray System is cleared or "accepted" for further use without maintenance, or in the event of a reported malfunction, that the Form I write-up coincides with the Observer report.
- (2) Perform maintenance on Bomb-Ray Systems only when malfunctions are written on the mission report form. Pre-flight and Post-flight inspections of the Bomb-Ray System will not be performed.
- (3) Discrepancies carried on Part II, AF Form I will be cleared by the Bomb-Ray Mechanic after completion of essential maintenance.
- (4) Provide Bomb-Ray System Mechanics to assist Observers when performing operational checks after malfunctions and discrepancies have been cleared. If an aircraft lands with no malfunctions, no ground operational check will be made prior to the next flight.
- (5) Establish inspection procedures to insure that Bomb-Ray System components are inspected, overhauled and lubricated at periodic intervals, based on -6 inspection procedures.
- (6) Maintain a Flight Line Ledger Book by aircraft serial number to show the following:
 - (A) Date of Mission
 - (B) Observer flying aircraft
 - (C) Malfunctions encountered
 - (D) Mechanic correcting malfunction
 - (E) Date maintenance performed
 - (F) Corrective action taken by mechanic
 - (G) Observer accepting sat after maintenance completed

d. Flight Crew Members: (Observers)

- (1) Flight Crew Members will determine the operational condition of the Bomb-Navigation System prior to landing and discuss any malfunctions with the A & B representative who meets the aircraft.

MAINTENANCE INSTRUCTION LETTER
NUMBER - - - - - 13

23 June 1954

- (2) Carefully maintain the Bomb-Nav inflight mission report provided by the A & E Maintenance Squadron. All Bomb-Nav system malfunctions and discrepancies encountered during flight and any inflight maintenance attempted or performed will be entered in the report.
- (3) After flight, the Bomb-Nav System status will be entered in Part II, AF Form 1, i.e., "E-System Insp" or "E-System Satisfactory", with signature in appropriate column.
- (4) The Bomb-Nav System will be operated on all training missions and test flights. A Test Flight Report will be accomplished when performing a test flight.
- (5) Perform visual power-off Preflight inspections and make appropriate entries in the Preflight Inspection Work Book as outlined in 13-42A-6.
- (6) Provide Observers, when notified, to perform ground operational checks of the Bomb-Nav System only when essential maintenance has been accomplished. When a satisfactory ground operational check has been completed the Observer will enter in AF Form 1, Part II, "E-System Accepted", with signature in proper column.

g. Aircraft Bomb-Nav status will immediately be called into Maintenance Control after an aircraft has landed. Responsible Squadron personnel will insure that Maintenance Control is aware of aircraft Bomb-Nav status at all times.

BY ORDER OF THE COMMANDER:

John J. Borah
JOHN J. BORAH
Major, USAF
Actg Chief of Maintenance

HEADQUARTERS 220 AVIATION WING (M)
MARINE AIR FORCE BASE
CALIFORNIA

MAINTENANCE INSTRUCTION LETTER)
NUMBER ----- 15)

17 June 1954

FOLLOW-UP PROCEDURES ON REQUESTS FOR AIRCRAFT PARTS

1. PURPOSE: To establish procedures for follow-up on priority and routine requests submitted by organizations through the supply controller of the aircraft service unit.

2. SCOPE: The provisions of this directive are applicable to the Maintenance Control Supply Unit of the Wing, and the Aircraft Maintenance Section of the using organization.

3. RESPONSIBILITY: Commanders are responsible for compliance with this directive.

4. PROCEDURES: a. Priorities:

- (1) The using organization will transmit requirements for aircraft parts to the Supply Controller of the Aircraft Service Unit. The priority of the request will be given as LA, 1, 2, 3 or 4. The number priority will correspond to the time element in which the item requested is required for the aircraft mission.
 - (A) At no time will the using organization be authorized to establish a lettered priority with the Aircraft Service Unit on items specifically required for aircraft.
- (2) When items requested are NIS in the Aircraft Service Unit and the priority has been given as LA, 1 or 2 the Maintenance Control Supply Unit of the Wing will be contacted to verify a lettered priority for the item in question. This priority will be established as AOCF, SFR, ANNE etc. This information will be recorded by the Maintenance Control Supply Unit. Follow-up action will be taken by the Maintenance Control Supply Unit on AOCF items within ten (10) days after the priority has been established if the item has not been received. Follow-up action on other priorities will be taken by the Maintenance Control Supply Unit within fifteen (15) days after the priority has been established if the item has not been received.

MAINTENANCE INSTRUCTION LETTER)
NUMBER ----- 16)

17 June 1954

- (3) It is the responsibility of the using organization and/or the requesting organization to see that organizational copies of Back Order Releases are transmitted to the Maintenance Control Supply Unit each working day in order to record the receipt of priority items to preclude the possibility of follow-up action on items already received.
- (A) At any time it is determined that a priority item is no longer required the requesting organization will notify the Maintenance Control Supply Unit so that cancellation can be affected with the Aircraft Service Unit and the item can be deleted from the Maintenance Control Supply Unit records.
- (B) When the requesting organization determines that a change of priority is required the Maintenance Control Supply Unit will be notified so that proper coordination can be affected to make the proper change.
- (C) At no time will the using and/or requesting organization notify the Aircraft Service Unit direct that a change of priority or cancellation of a priority request is required.

b. Routing:

- (1) All items requested, not listed above will be routine requirements and will not be referred to the Maintenance Control Supply Unit of the wing for verification.
- (2) Follow-up action on all routine requirements for aircraft items will be made by the requesting organization every thirty (30) days that the item remains due out, i.e. If a request is made on the 5th of January and is not received by the 5th day of succeeding months the organization will take follow-up action each month until the item is received or no longer required. This procedure requires the maintenance of a due-out file of organizational copies of due-outs. Organizational copies of due-outs will be available daily at the Aircraft Service Unit.

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 15)

17 June 1954

- (3) The following criteria will be followed by each activity when making follow-up action with the Aircraft Service Unit.

2d Bomb Sqdn	1st Monday of each Month
19th Bomb Sqdn	1st Tuesday of each Month
33d Bomb Sqdn	1st Wednesday of each Month
22d AR Sqdn	1st Thursday of each Month
22d FM Sqdn	2nd Monday of each Month
22d FM Sqdn	2nd Tuesday of each Month
22d AAB Sqdn	2nd Wednesday of each Month

At any time the day for follow-up is a holiday the follow-up will be made on the same day of the following week.

- (4) It is imperative that items no longer required from the Aircraft Service Unit, which are dis-out, are cancelled as soon as possible.
- (5) Cancellation of routine requirements will be made by the requesting organization to the Aircraft Service Unit.

5. REFERENCES: AFM 67-1 and SAC Manual 65-2.

BY ORDER OF THE COMMANDER:

Will Thompson
WILL THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 25)

21 June 54

PROCEDURE - OFFICE MACHINE REPAIR SHOP

1. PURPOSE: To establish a standard operating procedure for the Office Machine Repair Shop in order to assure more effective control of this activity and more economical utilization of parts, equipment and manpower.

2. SCOPE: This directive applies to all personnel concerned with the operation, servicing, repair and handling of office machines.

3. RESPONSIBILITY: It is the responsibility of the Field Maintenance Supervisor and the OIC of the Aero Repair Branch to insure compliance with this directive.

4. PROCEDURE: a. Work Orders (Production Control)

(1) Production Control work orders will be filled out in accordance with current policies and directives of Production Control.

b. Job Identification Cards (MAEB Form 930)

(1) The Job Identification Card is a complete record of all work performed, man hours expended and parts used on machines entering the shop for repair. This Card is a shop record only and is not to be confused with work orders issued by Production Control.

(2) Each Job Identification Card is assigned a number. These numbers start at the beginning of the fiscal year, 1 July, and terminate on the end of the fiscal year 30 June. They will be numbered consecutively from number one (1) on.

(3) The Job Identification Card (MAEB Form 930) will be used as a Shop I.D. Card and will be filed in numerical order according to machine make. These cards will remain on file for a period of one (1) year. Disposition at the end of this period will be in accordance with AFM 181-5, Sec IX, par 118 1.

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 25)

21 June 54

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MAINTENANCE INSTRUCTION LETTER
NUMBER - - - - - 25)

21 June 1954

- (4) Job Identification Cards will be filled out with the following information: Organization, Section, Phone Number, Make of Machine, Serial Number and Carriage length (when applicable). The exact hour, day, month and year when received and when picked up will be stamped with an I.B.M. time stamp or equivalent device. Appropriate check marks will be entered to indicate what work is to be performed. All parts used (list by part number and quantity) mechanics name, total man hours, time started and time finished will be entered in the spaces indicated. All parts missing upon receipt of the machine by the shop as determined by visual inspection will be listed in the space provided, using the back of the card if necessary. The signature and Serial Number of the person picking up the machine will in all cases be filled in.
- (5) The shop mechanics will take machines from the shelf for repair in strict rotation according to the number on the Shop I.D. Card, accomplishing the lowest numbered job first.

c. Priorities:

- (1) The current Air Force policy is to assign office machines a priority no higher than three (III).
- (2) The number of office machines at March Air Force Base is such that only in extreme emergencies will it be necessary to place a machine of one organization ahead of another.

d. Technical Order 25-1-1.

- (1) Each office machine entering this shop and found to be subject to technical order compliance will be completely overhauled in accordance with T.O. 25-1-1 and other existing regulations.
- (2) A yellow serviceable parts tag will be attached thereto.
- (3) No new serviceable tag will be attached, nor will any data be changed, unless T.O. 25-1-1 is complied with. This restriction will apply in all cases.

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 25)

21 June 1954

e. Service Calls and "Over the Counter" Issues.

- (1) This type of work will be treated exactly as receipt of an office machine for repair.
- (2) The Job Identification Card will be used for service calls and "over the counter" issues. All pertinent information will be recorded.
- (3) When leaving on service calls, the mechanic will stamp on the card the time he leaves the shop and the time he returns. The time will also be stamped on the card for an "over the counter" issue.

f. Supply:

- (1) Shop personnel will record parts needed and parts which are low in stock (as per current authorized stock levels) on a sheet of paper posted and marked for this purpose.
- (2) Inasmuch as the 22D Materials Control does not schedule office machine repair work, parts will be delivered directly to building 418, Office Machine Repair Shop.
- (3) The Office Machine Repair Shop is notified by phone from the Central Receiving Warehouse, Local Purchase Section, when parts are ready for delivery.
- (4) Only authorized personnel, holding a supply card, AF Form 93, are allowed to sign for these parts. This card must be shown in order to take delivery of parts.

g. New Office Machines:

- (1) The manufacturers' warranty on new office machines is voided when a machine is unpacked, adjusted and put into service by other than company representatives or a qualified office machine repairman, who, by arrangement with the factory is authorized to do so.
- (2) When the shop backlog is such that shop personnel are not available to put new machines into service, the Contract Maintenance Coordinator, 22D Field Maintenance Squadron will be notified in order to contact the local factory representative for a mechanic to perform this function. (Ref 15 AF Reg 65-2)

MAINTENANCE INSTRUCTION LETTER)
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21 June 1954

- (3) In accordance with the manufacturers' warranty, the USAF is entitled to immediate service. Unsatisfactory Reports on unsatisfactory service will be processed through normal channels.
- (4) The provisions of the manufacturers' warranty must be complied with in order that the Base Office Machine Repair Shop may secure new parts in exchange for defective parts and/or secure factory representatives service when necessary.

BY ORDER OF THE COMMANDER:

W. H. Thompson
WESLEY THOMPSON
Major, USAF
Chief of Maintenance

OPERATIONAL AND MAINTENANCE (M)
ENGINE AIR FORCE BASE
WHEELS, WYOM.

MAINTENANCE INSTRUCTION LETTER
NUMBER - - - - -

14 June 1954

ENGINE CONDITIONING 1-47-21A - 1-48BBS

This M.I. replaces M.I. No. 104 of Mar 54.

1. PURPOSE: To establish procedures outlining the application of 1-47-21A-48B engine conditioning.

2. SCOPE: This directive is applicable to all Maintenance Personnel performing maintenance on 1-47-21A-48B Engines.

3. RESPONSIBILITY: It will be the responsibility of the Commanders of the 2d, 19th and 32d Bomb Groups, the 22d Periodic Maintenance and the 22d Field Maintenance Squadrons to insure compliance with this directive.

4. GENERAL: All Maintenance Personnel performing maintenance on 1-47-21A-48B Engines will become familiar with the contents of T.O. 02B-1-1, 1B-7B-1 and 1st Manual 66-1 pertaining to Engine Conditioning.

5. REQUIREMENTS: a. Engine conditioning will be accomplished at the following periods by Flight Line and Periodic Maintenance personnel with the aid of the Engine Conditioning Team from the Power Plant Branch, when necessary:

- (1) Upon receipt of Aircraft from Modification Centers, Depots and other Units. Conditioning in these cases will be accomplished prior to utilizing the Aircraft for Training or Operational Missions.
- (2) On all newly installed engines, prior to Test Flight or First Flight subsequent to change as applicable. Minor Overhauled engines which have not been run on Jet Test Stands, will also be conditioned.
- (3) Subsequent to each Periodic Inspection and prior to Test Flight following Periodic Inspection.
- (4) Subsequent to the clearing of Flight discrepancies involving Fuel Regulator Units, Flow Dividers, compressor stalls, acceleration rates, IMT malfunctions, over temperature conditions, main fuel pump, fuel control valve and throttle alignment.

HEADQUARTERS 225 BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 1-A)

1 June 1954

AF FORM 1, PART IV ENTRIES

1. PURPOSE: To establish the proper procedure for completing the entries in the Part IV of AF Form 1.
2. AUTHORITY: T.O. 00-20A-1, Section VII.
3. SCOPE: This directive is applicable to all Maintenance Personnel responsible for entries in the subject form.
4. RESPONSIBILITY: The Commanders of the Air Refueling Squadron and the Tactical Squadrons are responsible for insuring compliance with this directive.
5. PROCEDURE: a. B-47 Aircraft. The items listed below will be entered in Block 40 of Part IV, AF Form 1.

<u>ITEM</u>	<u>FREQUENCY</u>
(1) Periodic Inspection, Calendar	60 Days
(2) Post Flight Inspection, Calendar	15 Days
(3) Safety Belt Test	12 Months
(4) Shoulder Harness Test	12 Months
(5) Batteries, Capacity Check	4 Months
(6) Batteries, Inspection	7 Days
(7) First Aid Kits	6 Months
(8) Inventory 263 Equipment, listed as "Special", "CI" and "NL".	6 Months
(9) Portable A-20 Fire Extinguisher, Functional	24 Months
(10) Weighing of Aircraft	12 Months
(11) Oil Sumps	7 Days
(12) Replace Pressure Demand Oxygen Regulator	6 Months
(13) Wing External Tank, Parachutes	10 Days
(14) Camera Lens and Lens Cones for evidence of Water and Fungus	3 Days

MAINTENANCE INSTRUCTION LETTER)
 LETTER ----- 1-1)

1 June 1954

<u>ITEM</u>	<u>FREQUENCY</u>
(15) Stand-By Compass Indicator Swing	2d Periodic
(16) M-1 Compass Swing (Autopilot)	2d Periodic
(17) Gyrosyn Compass Swing (K-System)	2d Periodic

b. KC-97 Aircraft: The items listed below will be entered in Block 40 of Part IV, AF Form I.

<u>ITEM</u>	<u>FREQUENCY</u>
(1) Periodic Inspection Calendar	60 Days
(2) Post Flight Inspection, Calendar	15 Days
(3) Weighing of Aircraft	12 Months
(4) R. H. Aileron (Mullens Test)	18 Months
(5) L. H. Aileron (Mullens Test)	18 Months
(6) Rudder (Mullens Test)	18 Months
(7) R. H. Elevator (Mullens Test)	18 Months
(8) L. H. Elevator (Mullens Test)	18 Months
(9) Fixed Fire Extinguishers for Weight Test	6 Months
(10) Fire Extinguisher Discharge Tubing Insp.	6 Months
(11) Portable CO ₂ Fire Extinguisher Weight Test	6 Months
(12) Battery Capacity Check	4 Months
(13) Battery Inspection	7 Days
(14) Compass Swing (B-16)	6 Months
(15) Compass Swing (Gyro Fluxgate)	6 Months
(16) Life Rafts	6 Months
(17) Safety Belt Test	12 Months
(18) Shoulder Harness Test	12 Months

MAINTENANCE INSTRUCTION LETTER
NUMBER - - - - - 1-A

1 June 1954

ITEM

FREQUENCY

- (19) Oil Tank Jumps for water
- (20) Explosive type Caps. (Baker AK46)
- (21) Pyrotechnics
- (22) First Aid Kits

7 Days
2 Years Pu Mfg.
12 Months
6 Months

BY ORDER OF THE COMMANDER:

W. B. Thompson
W. B. THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 9)

22 May 1954

USE OF PRE-FLIGHT, POST-FLIGHT AND PERIODIC INSPECTION
WORK BOOKS B-47 AND KC-97 AIRCRAFT

1. PURPOSE: To establish a procedure for use of Pre-Flight, Post-Flight and Periodic Inspection Work Books for B-47 and KC-97 Aircraft.
2. SCOPE: The provisions of this directive are applicable to personnel performing Pre-Flight, Post-Flight and Periodic Inspection on B-47 and KC-97 Aircraft.
3. RESPONSIBILITY: Commanders are responsible for compliance with this directive.
4. GENERAL: The Work Books will be used by all Pre-Flight, Post-Flight and Periodic Inspection Crews, according to instructions in T.O. 00-20A-1.
5. PROCEDURE:
 - a. Master copies of the Pre-Flight, Post-Flight and Periodic Inspection Work Books will be maintained by the 22D M.Q.C., the Flight Line Engineering Officers and the Periodic Maintenance Officer. It will be the Crew Chief's, Post Flight Chief's and the Dock Chief's responsibility to keep their copies of the Pre-Flight, Post-Flight and Periodic Inspection Work Books current with the Master Copy maintained by the Flight Line Engineering Officers and the Periodic Maintenance Officers Master Copy.
 - b. Monthly, the Master Copies maintained by the Flight Line Engineering Officers and the Periodic Maintenance Officer will be checked against the 22D M.Q.C.'s Master Copies to insure that all Master Copies are complete and up to date.
 - c. Use of Post-Flight Work Books on B-47 Aircraft:
 - (1) Post-Flight Work Books will be taken to the scene of the inspection, appropriate parts will be distributed to applicable personnel, entries will be made according to instructions as outlined in T.O. 00-20A-1.
 - (2) At the completion of each Post-Flight Inspection the Post-Flight Book will be carried to the Engineering Office, where it will be reviewed for completeness, signature, date, by the Line Chief or Flight Line Engineering Officer.
 - (3) Upon completion of the five (5) inspections, filling the book, the Book will be forwarded to T.O.C. and Records for filing.

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 9)

28 May 1954

- (4) The Post-Flight Chief is responsible for correct use of the Post-Flight Inspection Book.
- (5) The Post-Flight Books will be kept in the Engineering Office when not in use.
- d. Use of Pre-Flight Work Books for B-47 Aircraft.
 - (1) The Pre-Flight work books will be used and maintained by the personnel performing the inspection, according to instructions in T.O. 00-20A-1, Sec. XIX.
 - (2) Crew Chiefs are responsible to see that all items listed in the Book are properly inspected and true status indicated.
 - (3) Upon completion of each Pre-Flight Inspection, the Flight Chief will inspect the entries to ascertain that the inspection has been completed, and true status of the aircraft is shown, current date and signatures are entered according to sec XIX, T.O. 00-20A-1.
 - (4) Before starting their Pre-Flight Inspection, Flight Crew members will inspect the Ground Crew's Pre-Flight Book and Part II of AF Form I to determine the status of the aircraft and to insure that a ground crew Pre-Flight has been performed.
 - (5) Upon completion of each Pre-Flight Inspection, the Flight Chief will inspect all entries to ascertain that the inspection has been completed, and true status of the aircraft is shown, current date and signatures are entered according to Sec. XIX, T.O. 00-20A-1.
 - (6) Pre-Flight Books will be kept in the Engineering Offices when not in use.
- e. Periodic Inspection Work Books B-47 Aircraft:
 - (1) The Dock Chief will be responsible for the correct use and maintenance of the Periodic Work Book according to instructions in Sec. XIX, T.O. 00-20A-1.
 - (2) The Periodic Work Book will reflect all Maintenance performed during the Periodic Inspection and the status of the aircraft at the completion of the inspection.
 - (3) At the completion of the Periodic Inspection the Dock Chief will forward the Work Book to the Organization concerned, after review by the Organization it will be forwarded to T.O.C. and Records.

8 MAINTENANCE INSTRUCTION LETTER)
NUMBER ----- 9)

28 May 1954

f. Use of Pre-Flight, Post-Flight and Periodic Inspection Work Books for KC-97 Aircraft.

(1) Master Copies of the Pre-Flight, Post-Flight and Periodic Inspection Work Books on KC-97 Aircraft will be maintained by the 22D M.G.C., the 22D Periodic Maintenance and the Flight Line Maintenance Officer of the 22D Air Refueling Squadron.

(2) Master Copies will be kept current according to instructions in Par. 5. a. and b. above.

6. SUPPLY OF WORKBOOKS: Work Books for the B-47 and KC-97 aircraft are available through normal AF Supply channels. All Organizations affected will order through these channels.

BY ORDER OF THE COMMANDER:

Will Thompson
WILL THOMPSON
Major, USAF
Chief of Maintenance

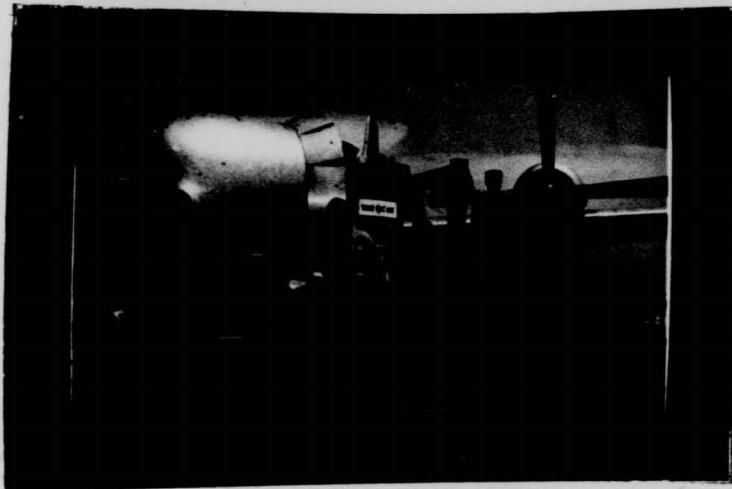
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SECRET

Class: *Secret*
Auth: *COM 238W*
Date: *3 Sept 54*
Name: *Nelson*

K-00-22-H
July 1954

**HISTORICAL REPORT
FOR
22D BOMBARDMENT WING (M)**



JULY 1954

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SECRET

HISTORICAL DATA REPORT
of the
22D BOMBARDMENT WING (M)
for
JULY 1954

Compiled by Technical Sergeant John S. Rush, Wing Historical
Technician, under the supervision of Captain Alfred J. Nelson,
Wing Historian.

Approved by:

William F. Coleman

WILLIAM F. COLEMAN
Colonel, USAF
Commander

12th Air Division
Fifteenth Air Force
Strategic Air Command
United States Air Force

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FRONT COVER PHOTO CAPTION

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ROHR POWER PACK ON THE MARCH AFB FLYING LINE - ready to be installed in the 22d Air Refueling Squadron KC-97 tanker in the background. The man most concerned with the installation of the QEC Kit are: (l to r) Major Ray E. Boyer, 22d Air Refueling Squadron Engineering Officer, M/Sgt Reubin L Clanton, NCOIC Power Plant Branch; S/Sgt Edward W. Hereth and A/2c John F. Kinsey. The latter four men are members of the engine change crew headed by M/Sgt Eugene Thomas.

MISSION

MISSION

The mission of the 22d Bombardment Wing (M) is to be prepared to conduct strategic bombing operations on short notice in any portion of the world and under any conditions of climate, terrain or weather. In order to maintain this condition of readiness, the wing performs a training program encompassing ground and air training which is designed to insure that combat crews will be capable of efficiently performing this function and that ground personnel will be able to plan and conduct operations and maintain equipment in a high state of efficiency.

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- Exhibit A - 22BW Ltr "Readiness Inspection" to DIG Norton, 23 Jul 54.
- Exhibit B - 22BW Incls to Readiness Inspection Ltr to DIG Norton, 23 Jul 54.
- Incl # 1 - Operations
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- Exhibit C - 22BW 1st Ind "Readiness Inspection" to 12ADIV Eval, 23 Jul 54.
- Maintenance - Supply - Personnel & Administration -
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- Exhibit D - 22 D BW Rpt of Survey of Mid Pacific and FEAF bases, 11 Aug 54.
- Exhibit E - 22BW Operations & Training Charts:
- Combat Crew Accom Chart (Quantity Minimums)
 - Quantity Accomplishments
 - Predicted Pts for 50-8 Quality May-Jun-Jul
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 - Percent 50-8 Accom May-Jun-Jul
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 - Unit Percentage Trng Chart
- Exhibit F - Answer to 22BW Request for Info on Battle Citations, 30 Jul 54.
- Exhibit G - 22BW "Work Wk & Analysis of Overtime for May-Jun-Jul 54, sgd, Col Coleman, Comm; TO COM12ADIV.
- Exhibit H - 22DM Info to Sqs "Probs Rltd to Shortages in Supply Fld, 22 Jul 54
- Exhibit I - Memo for Col Coleman, "Talk to Armn & O's" 22 Jul 54.
- Exhibit J - Memo for Col Coleman re fatigue uniform, sgd Capt Nelson 22ADJ.
- Exhibit K - New Wg Regs published during July 1954.
- Exhibit L - Roster of Key Wing Personnel
- Exhibit M - Maintenance Publications for July 54
- Exhibit N - 22BW G.O. #14, 9 Jul 54 "Assumption of Command", Col Coleman, 9 Jul.

SECRET

CHAPTER I

CHAPTER I
ORGANIZATION & ADMINISTRATION

SECRET

- 1 -

The Big Picture: ^{1/} During the month of July 1954, the Wing flew a total of 1,619:25 hours. This amounted to 19:25 hours over the 1,600 hours which was originally predicted to be flown. Of the total hours flown during the month, 809:15 hours were devoted to the accomplishment of missions ordered by higher headquarters. These special commitments included the following:

Globetrotter Mission (63:10 hours)

Three "Globetrotter" missions were scheduled and successfully completed during the month for an average duration of 20:23 hours each. One of these missions actually required a second take-off. The original aircraft had a radar abort 23 minutes after take-off. This crew returned to March AFB, after two hours flight time, transferred to the spare aircraft, and were airborne again 2:44 hours after the original take-off time. Proficiency measurements for the three missions were:

Radar RBS: CEA 2123 feet, CEP 1950 feet.

Day Celestial Navigation Legs: CEA 25.1 NM, CEP S.O. NM.

Night Celestial Navigation Legs: None were accomplished due to delay in refueling area resulting in daylight prior to completion of the legs.

This concluded the "Globetrotter Two" requirement dictated in 15th Air Force Operations Order 17-54. This order directed that a minimum of 15 aircraft complete the mission. However, the Wing flew a total of 17 successful "Globetrotter" missions throughout the

1 - From Director of Operations Hist Rpt for July 1954.

months of April, May, June and July.

As a result of these missions it is believed that any long range refueling can be performed without incident. However, a high proficiency level must exist with both the tanker and receiver crews as there is a definite correlation between flying time and proficiency.

Briefly the results of these missions is as follows:

Fatigue

Navigators were interrogated immediately upon landing and were in common agreement that most of the errors made on their celestial navigation legs would not have occurred had they been less tired. Most of them feel that fatigue is very definitely a factor to be considered in future long range missions. However, all were in accord that fatigue did not seriously hamper them, nor did they feel that it would effect their overall work to the extent of creating a dangerous situation.

Malfunctions

This operation indicated that longer missions produce the best results from the point of a lower malfunction rate.

Maintenance

The operation did not impose any additional maintenance on engines or on the aircraft in general. Approximately 80 percent of the aircraft on these missions landed with an OK flight or minor maintenance which was accomplished on the post flight inspection, and aircraft was in commission the day subsequent to the completion of the mission. Of the remaining aircraft, none required maintenance which delayed

accomplishment of the next regularly scheduled mission two or three days after completion of the "Globetrotter" flight.

A detailed analysis of all the "Globetrotter" missions was forwarded to 15th Air Force Headquarters on 3 August 54 in a classified document, subject: "Final Evaluation Summary Report on Globetrotter Two Missions".

ORT Mission (605:55 hours): This was a unit simulated combat mission simulating the Wing Deployment EWP Plan. It was conducted on the 12 through 23 July, as part of the operational readiness inspection of the Wing conducted by a team of USAF inspectors from the Inspector General's Office headed by Team Chief, Colonel Robert J. Hughey.

In general, this mission called for the simulated deployment of, and strike by 70 percent of the B-47 aircraft assigned to the Wing. The mission involved 36 aircraft and required 72 sorties beginning on 14 July, and continuing for a four day period. In addition, this mission called for a maximum effort on the part of the 22d Air Refueling Squadron, which was required to provide 18 KC-97 aircraft on each of the strike days.

The mission was successfully completed and the reports of the readiness mission give an excellent picture of almost all phases of the Wing "Big Picture" ^{2-3-4/} The Inspector General's Report states in parts

-
- 2 - Exhibit A: USAF Insp Rpt on 22BW Readiness (ORT) 23 Jul 54, sgd Hughey
 - 3 - Exhibit B: 8 Inclosures to USAF Report, Ops, Sup, Materiel, etc.
 - 4 - Exhibit C: 1st Ind 22BW action taken on USAF Rpt.

The Wing demonstrated an effective capability of conducting long-range bombardment operations and air refueling operations. The accuracy of radar bombing was excellent; visual bombing accuracy was sub-standard. High frequency air to ground communication at long ranges was unreliable. Wing Special Weapons activities were fully effective. Wing Maintenance although handicapped by shortages of spares was, for the most part, adequate and efficient. Unsatisfactory practices were found in the maintenance of powered ground equipment. Supply support to the Wing was above average. With few exceptions, particularly supply officers, manning of the Wing was adequate. Additional emphasis on ground training was needed. Although some deficiencies existed in maintenance, operational and administrative facilities, adequate corrective programming action had been taken. Wing leadership was experienced, capable, and aggressive.

Goose Bay APTS Loading (16:15 hours)

This mission involved scheduling three B-47 aircraft of the Wing for the Goose Bay APTS for the purpose of training of loading teams. One B-47 aircraft from each of the three Squadrons was scheduled for this mission on the dates indicated:

2d Bomb Squadron	26 thru 30 July
19th Bomb Squadron	23 thru 27 July
33d Bomb Squadron	20 thru 24 July

This mission was successfully completed.

Weight & Balance Check at McClelland AFB (55:55 hrs)

This mission was for the purpose of accomplishing the annual weight and balance test on B-47 aircraft in accordance with T.O. 1-1B-52, and began on 21 July 1954.

ROTC Flights (2:00)

This was in support of the ROTC incentive program in which outstanding Cadets are scheduled for flights in B-47 aircraft.

Far East Survey: (36:10 hours)

This involved the return of B-47 aircraft for the Far East

Survey reported in the June 1954 history. A summary of the
Survey Report is included in the Appendix ^{5/}.

Bombing Accomplishments

Seventy-three visual releases (500 lb training bombs).
These were made by 22 combat crew operators for a CEA of 822 feet.

One hundred and fifteen visual RBS runs made by 40 combat
crew operators for a CEA of 1419 feet.

One hundred and ninety Radar RBS runs made by 43 combat crew
operators for a CEA of 1647 feet.

Twenty-six malfunction RBS runs made by 61 combat crew
operators for a CEA of 5870 feet.

Sixty camera runs.

Air Refueling

During the month the 22d Air Refueling Squadron participated
in nine special mission ordered by higher headquarters, for a total
of 427:20 hours flying time. As reported in the 4-SAC-T12 report
to higher headquarters, it is the belief of the Squadron Commander that
these special missions seriously affected the training requirements of
the non-combat ready crews and newly assigned flight personnel. The
allotted squadron flying time and the time required in performing
missions directed by higher headquarters has precluded sufficient time
remaining for upgrading and indoctrination of rated personnel not
already on Combat Ready Crews. This lack of sufficient time to spend
on checking out new personnel poses a serious problem.

5 - Exhibit D: 22BW Wg Survey Team Rpt of Survey of Mid-Pacific and
FEAF Bases, 11 Aug 54.

Operations & Training Charts: A total of thirteen Operations and Training Charts were published during the month and are included in the appendix. ^{6/}

Work Week & Analysis Of Overtime ^{1/} Analysis Of
For May-June-July 1954 : overtime for

May, June, and July 1954, and Colonel Coleman's letter to Commander 12th Air Division relative to a 5 day 40 hour work week are illuminating studies and are included in the Appendix. The "Work Week Letter" states in part:

Higher headquarters commitments are the primary cause of overtime work. In addition to operational commitments, special maintenance requirements, such as Technical Order Compliance with short suspense dates for completion, contribute materially to overtime.

The statistical methods for recording overtime are only partially accurate.

Compensatory time cannot always be granted to the most deserving personnel. Key supervisors, both officer and airmen, are irreplaceable against normal as well as important commitments.

Even normal flying schedules create overtime by virtue of the "round-the-clock" flying required to obtain proper training. More efficient planning of work schedules should reduce, but will never completely eliminate this.

- 6 - Exhibit E: Operations & Training Charts as of July 54:
 Combat Crews Accom Chart (Quantity Minimums)
 Quantity Accomplishments
 Predicted PTS For 50-8 Quality
 Predicted Points for 50-8 Training Minimums
 Percent 50-8 Accom for May-Jun-July Quarter
 SAC Req 50-8 Quality Chart Sup XVIII
 Percent of Operational Points Earned by Orgs
 Predicted SAC Rating System Pts for Ops
 Special Weapons, Pot Trnd for May-June-July
 Utilization of Synthetic Trainers
 Physical Conditioning Program
 Utilization MTD Unit - KC-97 & B-47
 Unit Percentage Training Chart

- 7 - Exhibit F: 22EW Ltr "Work Week" 19 Aug 54 to 12ADIVCOM & Analysis of Overtime for May-Jun-Jul 54

The commitments imposed on this Wing since 1 June have been equally excessive with those in May. Therefore, progress in attaining a 40-hour, 5-day flying week and a 44-hour work week has been limited. To make up for this, compensatory time has been granted as liberally as possible. In fact, the June figures reflect the fine effort made to make up for the excessive May overtime....

Bomb Wing Redesignation: It came as somewhat of a surprise and a shock when a "Request For Information" initiated by this Wing to USAF relative to displaying awards and decorations earned by the 22d Bombardment Group (M) were found not to be applicable to members of the 22d Bombardment Wing (M). It seems the Wing, although bearing the same numbered squadrons as the old Group, is a separately constituted and activated unit. Headquarters USAF stated, however, that they were conducting a study to determine whether the provisions of AFR 35-75 should be changed in order to permit higher units to inherit awards and battle honors awarded to subordinate units.

Problems Related to Shortages

"As you know,"

In the Supply Field

Colonel Coleman

in a letter to All Squadrons, "this Wing is suffering an acute shortage of qualified supervisory personnel in the supply field, both officers and airmen. This in turn results in continuing if not increasing supply difficulties. We have no projected input of either type at any time in the near future, therefore, we must seek to combat this problem with what we have. Since each supply account must be the responsibility of an officer, we are presently of necessity giving such accounts in the various squadrons to aircrew members, maintenance officers, etc. Since these personnel have

8 - Exhibit G: USAF Ltr, 30 July 54 to 22BW "Request for Info".

9 - Exhibit H: 22BW Ltr to All Units, "Probs in Supply Field", 22 Jul 54.

other duties to perform concurrently and understandably are not well qualified as supply officers, basic deficiencies can be expected to increase."

General: At Officers and Airmen Call, Saturday, 24 July 1954, Wing Commander, Colonel Coleman pointed out an increase in the following incidents: ^{10/} bad checks, drunk driving, traffic accidents and speeding tickets.

In a Memo to the Commander the Wing Adjutant, Captain Alfred J. Nelson suggested a comfortable fatigue uniform should be adopted as soon as possible. The entire Wing has been canvassed and almost without exception the troops want a uniform approximating that which is used at Barksdale, i.e., trousers, T-shirt or short sleeve shirt, service shoes and baseball ^{11/} cap.

New Wing Regulations: ^{12/} Wing Regulation 11-2 was published for the purpose of prescribing the requirements, affix responsibility and establish duties of Wg Duty Officer, Officer of the Day, Airdrome Officer, etc. Wing Regulation 137-2 was published to establish standard procedures for the reporting of Armament and Electronics Systems discrepancies. To supply complete factual information to the maintenance personnel as a means of insuring comprehensive evaluation and corrective action as

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- 10 - Exhibit I: MEMO for Col Coleman, 22 July 0 & Ann Call, 24 Jul 54
11 - Exhibit J: MEMO for Col Coleman re new fatigue uniform.
12 - Exhibit K: Wg Regs for Jul 54: 11-2, 137-2, 100-2, 205-1, 55-11.

required. This Reg supplements SAC Reg 137-15. Wing Reg 100-2 was published to clarify procedures to be used in the preparation of teletype messages. These instructions supplement those contained in AFM 10-1 and Base Reg 100-1. Wing Reg 205-1 "Safeguarding Military Information" supercedes Wg Reg 205-1, 20 March 1954. Wing Reg 55-11 prescribes minimum acceptable acceleration check speeds for B-47 aircraft during take-off and to provide a simplified B-47 line speed chart for computing minimum and optimum acceleration check line speeds.

ADMINISTRATIVE NOTES FROM THE UNITS

2d Bombardment Squadron: ^{13/} Due to the great number of losses in personnel assigned to the orderly room during the last few months, the main effort has been to keep administration flowing as smoothly as possible while operating under strength. The airmen have been doing an excellent job in keeping the section going.

22d Air Refueling Squadron: ^{14/} Considerable emphasis is being given to improvement and rejuvenation and managerial procedures in the Squadron Orderly Room. This program has been in the planning stage during the past month. Actual changes are expected to take place in the near future. The pending loss of qualified Orderly Room personnel dictates the establishment of an energetic cross-training program.

The proposed cross-training program will greatly enhance

13 - From 2d Bdb Sq Hist Rpt, sgd Lt Col Graybeal, Comm
14 - From 22d Air Refueling Sq Hist Rpt, sgd, Lt Col Hatch, Comm.

the present OJT-AFSC upgrading for Orderly Room personnel.

A "Command Book" based on the prescribed table of organization has been completed. It is felt that this will greatly aid in giving an instantaneous picture of the Squadron personnel situation.

33d Bombardment Squadron:^{15/} The month of July saw Lt Col David C Jones assume command of the 33d Bombardment Squadron, relieving Lt Col Earle E Sweetland. Lt Col Sweetland is to attend Field Officer's Course at Maxwell AFB, Alabama. Lt Col Jones was re-assigned from the 22d Air Refueling Squadron where he served as Commander.

This unit was host to the USAF Inspection Team which administered the Operation Readiness Test. The whole Squadron was pleased with the outcome of this test, as the results indicated a high degree of readiness. The inspection of the Orderly Room was gratifying since it revealed no outstanding discrepancies. Although the troops were happy about the inspection, it is realized that continued improvement is necessary to stay ahead in the race caused by these unsettled times.

In addition to the change in command the Squadron underwent several Staff changes. The most notable changes were Major George H Myers assignment as Operations Officer, Lt Dichiaro becoming Unit Supply Officer, and Captain Denis O Peterson assuming the duties of Personal Equipment Officer.

Morale was quite high. The fact that the unit did well in the OJT plus improvement in the Day Room and recreational facilities

15 - From 33d Bomb Sq Hist Rpt, sgd Lt Col David C. Jones, Comm.

has a lot to do with the high state of morale.

Aside from preparing for the ORT administrative work load increased by virtue of an unusual upsurge of gains and losses of personnel. Seven men were discharged, seven men were transferred, and four men were assigned.

Gratifying reports were received upon return of the FEAF Survey Team. All of the Personnel concerned with this survey were extremely satisfied with the results.

22d Periodic Maintenance Squadron:^{16/} July was the squadrons first complete month of operation under command of Lt Col Cornwell. Lt Col Cornwell was previously assigned to the 22d Directorate of Materiel. Several minor policy changes were effected during the month. The most important of these was a new system of selecting airmen for promotion, based upon the findings of a board of Squadron supervisors presided over by the Squadron Commander. The implementation of this promotion program raised Squadron morale noticeably. It was generally agreed that the new system was fair and practicable.

22d Armament & Electronics Maintenance Squadron:^{17/} The 510th Aviation Squadron was deactivated and 22 of the personnel were assigned to this squadron. The personnel assigned consisted of 7 officers and 15 airmen.

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- 16 - From Hist Rpt of 22d Periodic Maint Sq, sgd Lt Col Cornwell, Comm.
17 - From Hist Rpt of 22d A & E Maint Sq, sgd Lt Col Tolhurst, Comm.

CHAPTER II
PERSONNEL

CHAPTER II

Change Of Command: On 9 July 1954 the Wing Deputy Commander, Colonel William F Coleman took over command of the 22d Bombardment Wing (M) from Colonel John B. Henry, Jr., who transferred to Maxwell AFB to attend a ten month course at the Air War College, Air University.^{1/} Colonel Coleman was responsible for much of the staff direction throughout the conversion from B-29s to B-47s and through the TDY to the UK.^{2/} During World War II he was awarded the Distinguished Service Cross for outstanding performance as a combat pilot with the old 22d Bombardment Group (M), and recently was Aircraft Commander on one of the three B-47s that made the record breaking non-stop California to Japan flight.^{3/}

Director Of Personnel: During the period of this report, the annual USAF Inspector General's Team conducted a Squadron and Wing Inspection of the Personnel and Administrative Sections. Of all the Squadrons and Staff Sections inspected the 22d Air Refueling Squadron and the 22d Armament and Electronics Squadron were the only Squadrons who were rated unsatisfactory. Necessary steps have been taken to correct the deficiencies noted in the IG Report and a Wing Staff Inspection is scheduled

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- 1 - Exhibit Nr 22BW G.O. #14, 9 July 54, "Assumption of Command".
 - 2 - See 22BW Ltr Of Commendation from Col Henry to Col Coleman in Appendix of 22BW June 1954 History.
 - 3 - From Hist Rpt of the Dir of Personnel, sgd CWO Neal, D.P.

for these Squadrons in the early part of August 1954.

The 22d Bombardment Wing Director of Personnel, Lt Col John A Mac Isaac departed from this station on 26 July 1954, on a permanent change of station, for the AC&SS, Air University, Maxwell AFB, Ala. Chief Warrent Officer Howard B Neal, Assistant Director of Personnel assumed duties of the Director of Personnel on 27 July 1954.

The authorized, assigned, effective manning and body manning strength of the officers for the Wing as of 31 July 1954 is as follows:

<u>AUTH</u>	<u>ASGD</u>	<u>EFF MANNING</u>	<u>BODY MANNING</u>
429	397	83%	92.5%

During the month of July, 77 Effectiveness Reports were forwarded to higher headquarters. A revised Guide for Reporting Officers was distributed as an aid in the preparation of better reports. Since this guide was distributed, there has been less errors in the effectiveness reports, and the quality of the reports are excellent.

There was a net loss of 48 airmen during the month. The Wing is authorized 1613 airmen and as of 31 July 1954 assigned.

During the month 13 airmen were entered into formal school training conducted by the Air Training Command. All were in a TDY status.

A total of 77 airmen discharges occurred during this reporting period. Of this number, 72 were eligible for reenlistment with five not eligible for reenlistment. Of the 77, there were 26 reenlistments.

Approximately 15 applications were received for early release to attend college during the month. These airmen will be released from the service in the latter part of August and the first two weeks of September 1954. To be eligible for early release to attend college, airmen have to have 90 days or less to serve on active duty, and be unconditionally accepted for enrollment, and must have paid the required entrance fee.

There was a little increase in the Wing's MIRS. As of 31 July 1954 the MIRS was 86.8% as compared with a MIRS of 85.9% for 30 June 1954.

The OJT Program is progressing very satisfactory and there are no major problems hampering this program.

In the next few months there is going to be a considerable loss in the Administrative Field. This is due to the fact that many airmen are being discharged on their ETS. The future does not look too bright for the Wing due to the loss and will seriously hamper the Wing in its assigned mission.

During July recommendations for promotion to the first three grades were submitted to the Office of the Director of Personnel. The promotion board will be convened the first week in August for the first three grades. It is anticipated that there will be a little increase in the S/Sgt thru A/2c promotion quotas for the month of August. There were approximately 15 T/Sgts, 24 S/Sgts and 54 Airman First Class recommended for promotion to the next higher grade by their respective Squadron Commanders.

Also during the month necessary action was taken by this office to insure that all NCO's serving in temporary NCO grades are considered

for award of an permanent NCO grade. The criteria for award of a permanent NCO grade is established by par 17a (1), Air Force Regulation 39-29. Award of these permanent NCO grades will be announced in August 1954 on 22d Bomb Wing Special Orders.

There were 31 airmen nominated for possible overseas shipments during the month with 19 being selected. Forty-one were nominated for possible ZI assignments of the 41 nominated 18 were selected.

This headquarters now has been given the authority to publish all Personnel Actions Memorandums pertaining to reclassification, OJT and change in DAFSC, etc. With this authority delegated to the Wing there should be a greater increase in the MIRS in the next two or three months.

Inclosed in the Appendix is a roster of Key Wing Personnel as of 31 July 1954.^{4/}

PERSONNEL NOTES FROM THE UNITS

22d A & E Maintenance Squadron:^{5/} During July there was considerable change in the personnel status. There were 74 airmen and nine officers who processed in and out of the squadron. Twenty-nine airmen and eight officers were gained. Thirty-two airmen were lost. Twenty-two due to transfer and ten due to be discharged. One officer was lost due to transfer.

The following is the status of the squadron as of 1 July 1954:

4 - Exhibit Ls 22BW Roster of Key Wing Personnel.

5 - From Hist Rpt of 22d A & E Maint Sq, sgd, Lt Col Tolhurst, Comm.

	Authorized	Assigned	PPD	Leave	Hospital	TDY
Officers 14	22	16	2	-	4	
Airmen 350	375	298	42	1	50	

31 July 1954

Officers 14	22	19	1	-	2
Airmen 350	372	313	21	3	35

During the month of July the 510th Aviation Squadron was deactivated. The personnel of the 510th were assigned to the 22d A & E Maintenance Squadron. The personnel assigned consisted of seven officers and 16 airmen.

During the month of July three airmen were TDY to Scott AFB. Two for the purpose of attending a 19 week school and one for the purpose of attending a 39 day school.

Eight airmen were placed on proficiency OJT during the month. Of these eight airmen, seven were from the 3 to 5 skill level and one from the 5 to 7 skill level.

Proficiency examinations for the purpose of AFSC upgrading from 32530c to 32350c were taken by 19 airmen during the last week of the month.

22d Periodic Maintenance Squadron: ^{6/} A breakdown of the squadron personnel strength as of the first and the 31st day of July follows:

1 July 5431 July 54

	<u>Auth</u>	<u>Asgd</u>	<u>Pres for Dy</u>	<u>Auth</u>	<u>Asgd</u>	<u>Pres fo Dy</u>
Offs	5	4	3	5	4	4
Ann	158	191	169	158	184	173

Personnel Changes: 9 airmen discharged
1 airman reenlisted

6 - From 22d P.M. Sq Hist Rpt, ^{agd} Lt Col Cornwell, Comm

10 airmen returned from TDY in FEAF on 3 July
 1 airman and 1 Officer returned from TDT FEAF
 on 22 July 1954
 3 airmen 43131B entered OJT to 43151B
 5 airmen 43133 entered OJT to 43153
 10 airmen 43131J entered OJT to 43151J
 1 airman 43132B entered OJT to 43132A
 1 airman 43152B awarded PAFSC 43152A
 1 airman 43151E awarded DAFSC 43151B
 1 airman went to and returned from Francis E.
 Warren AFB, Wyoming, attending a two week course in ground power
 maintenance.

1 airmen left for school at Boeing Aircraft
 Corporation in Seattle, Washington, (B-52 school)

During July the following personnel were assigned to this
 organization.

73170 - one master sergeant
 64173 - one staff sergeant

33d Bombardment Squadron: 1/ Strength Report as of 1st and

31st July 1954:

1 July 54			31 July 54		
Auth	Asgd	Pres for DY	Auth	Asgd	Pres for DY
165	204	171	165	195	178

The authorized assigned difference is a result of the extended
 B-47 training program. Cadre will take our overages.

Lt Col David C Jones assumed command of this Squadron during the
 month of July.

The VD rate is negative.

2d Bombardment Squadron: 8/

The work during this month was
 mostly routine, with the exception of Officers Effectiveness Reports.
 Again the section was responsible for the accomplishment of

7 - From 33d Bomb Sq Hist Rpt, sgd, Lt Col Jones, Comm
 8 - From 2d Bomb Sq Hist Rpt, sgd, Lt Col James M. Grabeal

approximately 18 ER's due to the reassignment of our Squadron Commander, Colonel William R. Smith. This type work load has slightly hampered the section for the last four months. With additional projects such as this, the maintenance of Officer's Form 66's has been somewhat lax, reclassification and maintenance of Forms 66 has been made the primary objection of this section for the month of August. The reaccomplishment of Form 20's has been accomplished and the condition of the records in the Airmen's records in the Airmen's section is the highest that has been in the past months. Finance, Morning Report and Record sections and a great deal of time was spent in correcting and improving of the records in these sections.

The loss of personnel in this squadron for the month of July was high. Engineering section lost seven airmen, all which were highly qualified in maintenance. This was due to normal ETS in most cases, one discharge was to accept Seasonal job. The Personal Equipment Section lost one airman through normal discharge and Engineering lost one airman, who was reassigned to an overseas base. The Squadron gained two enlisted personnel during the month of July, one M/Sgt Harry F. Abbott, who was assigned to the orderly room as Chief Clerk and one S/Sgt Vernon Quick, who was assigned to Supply.

The Operations Section lost two Officers by reassignments and also gained two Officers. Lt Col Paul H Francis was assigned to us and upon completion of a two week Course in Staff Aircraft Maintenance at Chanute AFB, Ill., he will assume command of this squadron. We also gained Major Harold F Berry, who will be a B-47

crew member.

CHAPTER III
OPERATIONS & TRAINING

CHAPTER III

General: For the Operations and Training "Big Picture" turn to page 2 of this history.

Intelligence: ^{1/} During the month this section received its first inspection of the year by Hq USAF personnel. This inspection was conducted by Major Teague from the Office of the Air Inspector General at Norton AFB, in connection with an Operational Readiness test for the entire Wing.

This Section participated in the ORT by providing an annex to the operations order, a simulated combat situation at the general briefing for combat crews, target study, interrogation, and intelligence reporting. The general briefing and target study was conducted at Wing level, while the Interrogation was conducted at the squadrons by the individual Intelligence Officers.

Intelligence personnel interrogated combat crews of the 306th Bomb Wing for the purpose of preparing and submitting B-17 reports in accordance with SAC Manual 55-8. The 306th Bomb Wing was participating in a unit simulated combat mission, and used March AFB as a post strike staging base. Interrogation of additional required reports was to be accomplished at McDill AFB, Florida.

Procurement of a D-1 Survival Kit was accomplished for the purpose of arranging a survival display in one of the vacant shadow boxes in the Wing briefing room. The D-1 Kit, which was designed for passenger use in the KC-97 Aircraft, is one of the three survival kits with which

1 - From Dir of Ops Hist Rpt.

the Wing is equipped; the others being the A-1 modified survival kit for B-47 crew members, and the E-1 Kit for use by crew members in KC-97 aircraft. This panel will complete the display of all three survival kits in use by the Wing.

Also under construction in the briefing room at the present time is a new flak panel to replace the Korean Flak panel portraying B-29 operations in that area. The new flak panel is designed to represent the anti-aircraft problem from the standpoint of a B-47 aircraft operating against a target defended by 100mm guns. This panel is scheduled to be completed within the next two weeks.

A considerable amount of training for both combat crews and Intelligence Personnel was conducted during July. As a part of the Base Survival School training for combat crews, five hours of intelligence training in the following subjects was conducted by Captain Fowler, Lt Perez and M/Sgt Kersch:

- Resistance to Interrogation.
- Geneva Convention - Rights of PWs.
- PW Conduct and Camp Organization.
- Underground Organizations and Partisan Activities

A lecture on foreign anti-aircraft capabilities and flak analysis procedures was prepared and presented to the combat crews by Captain Schnieder and A/Lc Gruen of the 19th Bomb Squadron Intelligence Section. As a guest speaker, Lt Col S.M. Arnold, Commander of the 166th AA Bn based here on March AFB, presented the organizational functions and weapons capabilities of his unit.

Two hours of classroom training was provided for the AFROTC summer encampment by Lt Perez. One hour was in the form of an actual training

mission briefing with the second hour being a lecture concerning "Intelligence in a Combat Wing".

In addition, a meeting of all Wing and Squadron Intelligence personnel to discuss operations reporting and interrogation was held on 29 July. In the future it is the intention of the Wing Intelligence Officer to appoint different Squadron Intelligence Officers and Airmen as "Reports Control Officers" and typist for the various Wing Missions. This will allow for increasing their proficiency to the point where they will be able to perform these functions without trouble should it ever be necessary under actual war-time conditions. Approximately two hours was spent in reviewing the SAC Reporting Manual to clear up any questions squadron personnel may have had regarding the various reports.

Photo Interpretation: Special effort in this Section was directed toward accomplishing required production in connection with the Wing CRT Mission. Target folders were prepared, six hours of target study was conducted, film was scanned and scored and the B-51 report (SAC Reporting Guide 55-8) was prepared and submitted.

Routine activity accounted for the accomplishment of 163 rolls of radar film being scanned and/or scored. A total of 125 forms X (Celestial Navigation) were scored with only three during the month being non-scoreable.

Target Developments: Additional targets gained during the month for the BWP were analyzed and new briefing materia was completed. Preliminary work was started on the production of the radar simulation plates for the targets. Plates completed by the end of the month total 87% of the targets assigned, with the remaining 13% projected

for completion during the first part of August.

Two officers from 15th RTS, Lt Grant and Lt Simms who were on Detached Service with this section for a period of ten days aided in the completion of four radar simulation plates for the Wing EWP.

The Wing Target Prediction team composed of Major Albert N. Hasson, Captain Clinton C. Legg and Captain Walter P. Pfeiffer attended a two day conference at 15th Air Force Headquarters. This conference was called by the Director of Intelligence for the purpose of discussing prediction techniques and problems and for a discussion and analysis of the San Antonio Evaluation Mission. All Target Prediction Team members in 15th Air Force Wings were in attendance.

Operational Intelligence Branch: All projected projects of this branch were not completed during the month due to the special projects levied on the branch by higher headquarters. These projects consisted of preparation of the Historical Report for the section, and for Wing Operations, promotion board meetings and the Air Force Aid Society drive. These commitments greatly retarded work on the EWP Project, particularly the Air Force Aid Society drive since it was directed by the Wing AF Aid Project Officer that each individual of the Wing Headquarters Squadron Section be contacted personally and asked to make a pledge. In addition, daily reports as to the number of individuals contacted, and the amounts pledged were required beginning 27 July. Although no difficulty was encountered in completing these projects they required time which was originally scheduled for work on the EWP Project.

During the month of July the Navigational Chart, and Domestic Target situation improved considerably. Over 1,000 charts were received, and on that number approximately 600 were the new Jet (JN) series charts. To date, the section has completed coverage for the United States and Europe. The Domestic Target material situation is essentially the same as was previously reported with the exception that eight of the mosaics were replaced by newer editions.

During the month five shipments of Target Materials were received. Six hundred and thirty-five pieces of target material was inventoried, entered in the SAC U-2 Report, and filed. All ACFs were inventoried and rearranged. ACF Change number five was received with approximately 200 changes to be made in the U-2 and the folder of the target concerned.

Radiological-Bacteriological & Chemical: During the month the REC Section directed most of its effort to the preparation of tactical radiological defense plans. Most of these plans have been incorporated into 12th Air Division Operations Plans (title and number classified Top Secret).

The recent IG inspection of the wing proved beneficial to this section in many ways. One very important item was a list of equipment authorized for REC activities indicating the nomenclature of each item, basis of issue, and basis of authorization. This list, compiled by the IG inspection team, will save this section many hours that would have been spent researching for this information since much of the

equipment is still army equipment.

This section was visited by representatives of Norton Air Force Base during the month of July 1954. They were interested in the 55 hour RBC Defense training course as prepared and presented by this section. The Norton personnel seemed extremely interested in the 55 hour course and stated that they were planning to submit a request for this section to train 20 of their key personnel.

Wing Standardization Boards: Standardization checks for the fiscal year ending 30 June 1954 were nearly completed with the exception of four crews. These crews were given their checks in the early part of July.

During the week of 12 July 1954 no Standardization checks were given because of the Air Force CRT. The Wing Standardization checks were given because of the Air Force CRT. The Wing Standardization crew participated in the CRT, flying on the 14th and 16th of July.

Major Confer has been revising the combat crew information file, rescinding Regulations and deleting applicable operations bulletins in so far as any and all items that are covered in the Pilots Handbook, T.O. No. 1B-47E-1. This is being done to Standardize and Minimize available references for Pilots so that they may have a so called Bible for Standard Operation of the B-47 Aircraft.

Captain Fantino has been working on checklist incorporating the latest changes. He also completed giving Emergency Procedure

and Proficiency Examination to the combat crews for the fiscal year, 1 Jan to 1 July.

Captain Brown is in the process of revising Observer Checklist and procedures to conform the SAC Manual 50-38. He is still conducting Senior Observer Examinations.

On the first day of July the Wing Standardization Board moved from the first floor of Building 470 to the third floor. This gives us more working space and a better place to give written Examinations.

Ground Training: During the month the following activities and training were conducted by the Wing Ground Training Section:

A total of 285 periods were attended by personnel of this Wing in the Physical Conditioning Unit.

A total of 577 hours of Synthetic Trainer time was accomplished by combat crew personnel of this wing.

A total of 2958 man-hours were spent by maintenance personnel of this in the KC-97 MTD.

A total of 2894 man-hours were spent by personnel of this wing in the B-47 MTD.

A semi-annual inspection of the Headquarters Squadron Section, 22d Bomb Wing, was conducted by the Wing Ground Training Office.

Seven officers and airmen were placed on TDY orders for SAC Survival School, class starting date 7 July 54 and three officers were placed on TDY orders for SAC Survival Course, class starting date 17 July 1954.

During the month a total of 13 personnel completed 312 hours of Basic Survival Training and sixty personnel completed 30 hours of Sea Survival Training.

Six officers of this wing were placed on TDY orders for Bomb Commander School, McCormell AFB, Kansas, class starting date 29 July 1954.

Two B-47 Crews attended 3908th SAC Evaluation School during the month of July.

A total of 17,3736 hours of OJT were completed in the wing

during the month of July.

All records and charts were posted to date in the Ground Training Section and a new monthly schedule was put into effect in the form of Wing Operations Order 264-54.

Operational Plans: The Operational Plans Branch devoted the majority of its effort, during the month of July 1954, toward the following projects.

Briefing crews and Inspection Team for CRT mission plus the preparation of flimsies for the mission (Operation "STOVE PIPE").

Continuation of BWP Target study for combat crews.

Preparation of Amendment #2 to 22d Bomb Wing Operations Plan 40-54, "Deploymet".

Complete reworking of 22d Bomb Wing Operations Order 50-54, "Strike".

Preparation of 22d Bomb Wing Operations Order 265-54, "Training for August, 1954", was the second training Operations Order the 22d Bomb Wing had prepared and the first one for the Plans Branch.

22d Bomb Wing Operations Order 266-54, "SAC Bombing and Navigation Competition" was prepared during July. This order included Wing Competition missions to determine the two crews of the three selected, to represent the Wing.

Operation "Paul Revere" was given to the Plans Branch to plan, brief and prepare flimsies. No Operations Order required.

Communications: During the month of July 1954 flimsies were prepared and crews were briefed for the Operational Readiness Test inspected by Headquarters USAF. Flimsies were prepared for Paul Revere.

A communications indoctrination course for B-47 crew members was prepared and is scheduled to begin in September 1954.

Special Weapons: Major Crist returned from a survey of bases in the Far East. Data was gathered to complete a report to indicate the ability of these bases to support a B-47 operation.

Training was completed for the quarter of May, June, July and the wing received 91.7% of the possible points allotted for Special Weapons Training.

A new plan is being studied to help get students scheduled and to better utilize the instructors time.

Captain R.P. Halpenny was assigned to this section on D.S. from the 22d A & E Squadron. It is expected that he will be assigned to one of the Bomb Squadrons. It is expected that he will be assigned to one of the Bomb Squadrons and then will be permanently assigned on D.S. to this section.

An inspection team from USAF arrived and this section was inspected in conjunction with other sections on the base. Special Weapons received only three gigs: the section was below strength, the A & E Squadron had no plans for use of the 11 men assigned from the Aviation Squadron and a "swivel" was used for loading instead of the P-3 dolly. If this is all they could find to write up, we are in very good shape.

Two officers arrived here to borrow training capsules. They arrived with no orders, no weapons, had other passengers on the aircraft and were not going to their destination direct. Under these circumstances we refused to let them have the capsules.

19th Bombardment Squadron:^{2/} As usual the squadron was kept busy during July in an effort to satisfy the requirements set forth by SAC regulation 50-8. Wing Headquarters had committed the squadron to 438:00 hours which was less flying time than the other squadrons. Reduction of flying time was primarily due to the fine record set last month by the squadron. The 19th exceeded the original commitment by over 133 hours resulting in 568:45 flying hours for the month of July.

Also slated for July was a thorough inspection conducted by Air Force Inspectors of Norton AFB, Calif. All sections of the squadron were inspected. A few minor discrepancies were noted as is always the case in even the most efficient organizations. The discrepancies were carefully considered and action taken to correct them.

Missions

About the middle of the month two training missions were scheduled. The first of these missions "Operations Buck Dozen" Security consciousness was stressed since penetration were being exercised in an effort to eliminate some of the squadrons aircraft on the mission. The 19th's security training proved fruitful and no penetrations were accomplished.

The first day of the deployment mission, the squadron made all five scheduled take off times to the second, although #2 aircraft had to drop out of its slot due to a fuel leak. The other aircraft briefed of the possibility of aircraft dropping out of the line-up due to difficulties encountered, moved into the next slot. Number 2 was immediately attended and minor maintenance performed, enabling it to make the #5 take-off. The second day we were scheduled for strike missions and

ORT deployment missions of which all take offs were met on time. Some of the take off times were early due to extenuating circumstances. Captain Fox and Captain Boyd (Aircraft Commanders) were directed to depart early by Edison Control due to rising temperatures at which time the mercury had climbed to 85 degrees by 0730 hours.

Major Grubb did not make the return trip as scheduled due to low fuel capacity and chose to land at the alternate base. He refueled at Travis AFB., California and returned to March late the same afternoon. On the third day 5 strike scheduled aircraft made good their take off times. The strike lasted approximately 10 hours and all completed, including three aircraft that were diverted to Castle AFB, California by Edison Control due to a severe dust storm during the time they were to return. The diverted crews who consisted of Major Bailey, Major Tucker and Captain Devlin, departed later the same day completing their missions on the ORT strike. For the fourth day, the remaining two aircraft left for the strike and completed. The 19th Bombardment Squadron came through with an excellent on the ORT and strike missions, completing 24 sorties as scheduled with our spare aircraft standing by for the wing. The spare was utilized for two missions by the 2d Bombardment Squadron. Therefore giving the 19th Bomb Squadron 26 sorties all told for operation STOVE PIPE and BUCK ROGERS.

Maintenance deserves their full share of the praise for their exploits on the two missions. The prompt repair of a fuel leak during the first day of the deployment enabled the aircraft to make good its take-off on time.

The Division Commander, Brigadier General Westover was

flown three times on check out missions this month utilizing two of our IP's and one from the 33d Bomb Squadron making all three flights in one of the 19th Bomb Squadron aircraft.

Training

Three crew members were sent to Stead AFB, Nevada for the SAC Survival Training program. The course has undergone some major changes and requires a great deal of physical endurance. Most of the material is now classified as Secret making it impossible to elaborate on the course. Primarily the course had been lengthened; the trek distance lengthened; field trip extended and a very comprehensive course on contemporary authentic evasive action. The course is continuously being revised but in my opinion crew members would benefit more so if some of the following suggestions were considered:

"As the course is presently set-up, personnel of larger aircraft are kept as an individual crew. This condition is fine for larger crews since they will be traveling at lower speeds during bail out and generally will be easily assembled in a condensed area once on the ground. B-47 crews, however are put in groups of 3 and 4 crews. Under actual conditions it is not possible that B-47 crews could assemble after a bail out as a complete crew of three members, much less as 9 or 12 men. Granted that these conditions of smaller crews would present a problem for the school as far as the number of instructors is concerned. However smaller crews would enable the instructors to closely observe the trainees and thereby afford

closer and individual instruction. It is my opinion that a certain amount of personnel go through the course and survive merely on the actions of the other members of the crew. Many of the Air Force personnel are just not the out-door type and do not make an effort to learn the means of survival but rather have the tendency to lean on those individuals who are adapted to the task of surviving.

Every crew subjected to the trek is afforded exactly the same items of survival. The crews should be afforded the use of the type of equipment which would be contained in their particular aircraft. In the case of B-47 crews, the E-1 survival kit should be utilized since this would be the kit you would bail out with. Every man on the trek is presently issued the greater part of a parachute which is exactly what he would have and therefore a step in the right direction.

Presently all trainees are restricted to the observation of the state game laws making it next to impossible to secure a meal of any size. The trek could very well be situated in an area that would do away with game laws and be closely supervised by instructors to prevent abuse of the free game.

As a whole, the present course has a great deal of merit. Trainees are instructed in the basic principles of survival and subjected to self rationing. The Intelligence personnel at Stead AFB are particularly well qualified and present the greatest amount of information that will be of value to combat crew members should the occasion arise. As mentioned previously this information is closely guarded and

cannot be included in this report."

The Squadron also filled the quota for the intelligence school at Lowry AFB, Colorado with Captain Lester M. Schneider. The school is approximately three months long.

Likewise during July, Captains Howard, Sanders, and Cohn were selected for attendance to the SAC Evaluation School at Davis Monthan AFB, Arizona. ^{2/}

22d Air Refueling Squadron: ^{3/} During the month of July the 22d Air Refueling Squadron flew a total of 745 hours and 50 minutes composed of 188 sorties and two test hops.

July being the final month of the SAC 50-8 quarter, special emphasis was given to the completion of these requirements. A great amount of cooperation was necessary from the Operations sections within the Bomb Wing in order to coordinate the requirements of the different Squadrons. It is felt that the missions flown gave the greatest benefit to both jet and tanker crews.

The Squadron went all-out for the maximum effort (Operation STOVE PIPE) which was flown on the 15th, 16th and 17th of July. All sections placed their full strength behind the operation and the results were more than satisfying. Forty-three sorties were flown on the 15th and 16th and 17th. Eighteen out of 18 available planes were flown on the 15th and 16th. On the 17th only eight tankers were requested and all eight were ready, although, one B-47 aborted and it was only necessary to send seven planes. The work accomplished by the refueling squadron for this operation was 100% successful

from all views.

2 - Hist Rpt by Lt Feres

3 - From ARS Hist Rpt sgd Lt Col Hatch, Comm.

- 35 -

from all views.

The month of July also saw the return of our crews from a survey trip to bases of the Far Eastern Air Force. Major Edward Gorski was the Aircraft Commander of the last ship to return on the 23d of July. The experience gained by these crews will be shown in the future operations of the refueling squadron.

Twenty-seven new pilots signed into the organization this month. Although 12 were later transferred to other squadrons within the Wing, those remaining with the Air Refueling Squadron are Lieutenants STANZEL, VELING, HARRISON, BIRCH, GOEBEL, PETERSON, DRUMMER, DORTZBACH, SCOTT L.G., KRENZ, JAMES, DURANT, LEATHEM, KURACKI and HELLBERG. Classes of the Mobile Training Detachment are currently claiming most of their time but soon they will take their places as full-fledged squadron members.

Lieutenant Rozsa's crew was the only crew to receive a standardization flight by the Squadron Standardization Board this month. Individual crew members were given safety flight checks or standardization rides into revised crews as necessitated by crew changes.

The squadron is participating fully in the Air Force program connected with the ROTC summer encampment. Nineteen sorties were flown giving 195 cadets an informative ride in our KC-97 aircraft. Lt. D.S. Wilson was busy throughout the month briefing and answering questions of the cadets. The briefings stressed emergency procedures and parachute fitting but the sessions were always spiced with a question and answer period that everyone concerned seemed to enjoy.

Navigation Section

The month of July ended a very successful 50-8 training period for the Navigation Section. The following is a resume of the recorded accomplishments for the month: Ten night celestial legs, nine day celestial legs, thirteen radar legs and six let-downs, plus 75 APN12-76 or APN-11 rendezvous. The completion of these allowed the section a 100% score for the three month period.

Fine progress was also made in checking out three new navigators; Captain W.R. Moritz, Lts H.P. Jones and B.M. Forbes, on their 51-19 flying requirements. They flew two night celestials, two day celestials, and two grid missions besides getting rendezvous experience by flying with experienced navigators. This flying training combined with a heavy ground training program, which used all experienced navigators as instructors, has resulted in all three officers nearing combat-ready status.

All combat-ready navigators have now completed their check-outs on the new "G" Model KC-97 aircraft. The new periscopic sextant and the N-1 compass is proving very popular with the navigators.

Early in July Lieutenant G.F. Border was lost to the section and Lt Gallagher's crew due to a PCS move. Lt Griggs, however, stepped into the position with no loss in flying requirements for the crew.

One new navigator, Lt R.E. Spencer, signed into the Base. He will enter the squadron 51-19 training program as soon as he finishes M.T.D.

Whenever flying requirements allowed navigators to remain on

the ground, they were used to calibrate the driftmeters, airspeed meters and perisopic sextents on the new "G" model aircraft.

The squadron navigator, Captain Murphy, and his assistant, Captain Walker, are checking out as many navigators as possible in the flight planning duties of the section. Due to the many changes in flight plans that are necessary in a tanker support squadron, it is felt that all navigators should have experience in drawing up flight plans for other crews.

Flight Engineers Section

Verbal commendation was received by this section from the Squadron Commander and the Operations Officer for the part it played in the squadron's fine showing in "Operations Stovepipe". The section is also proud that all its monthly and quarterly requirements were completed by month's end.

Sergeants Werner and Riggs were added to the squadron and Master Sergeant Leckband was lost when he volunteered for a mandatory B-36 shipment.

Two student engineers were checked out and placed on crews, M/Sgt Holder and S/Sgt MacMenigall.

Communications Section

The Communications Section held up well during an inspection by an Air Force Inspecting Team. The Inspector told the NCOIC that the section was in fine shape.

Three new men reported into the section for duty.

Boom Operators Section

The Boom Operator's Section enjoyed one of its most productive months, accomplishing a total of 281 contacts. A breakdown of the total shows that 216 were made during daylight and 65 were accomplished during hours of darkness. Seventeen of these contacts were made using the emergency override system and 132 were in radio silence. Of the total 281 contacts for the month, 100 were "dry" hookups, primarily for the purpose of training student operators. The remaining 180 contacts were "wet" with an average of 11,582 pounds transferred on each hookup.

There was a total of two million eight hundred and forty thousand six hundred and seventy pounds of JP-4 fuel transferred in July which is an increase of one million four thousand seven hundred and twenty pounds over the month of June.

During "Operation Stovepipe" a record amount of JP-4 fuel was transferred to B-47 receivers in one hundred and two "wet" contacts. Each contact averaged 11,819 pounds for a total of one million five hundred and fourteen thousand nine hundred and seven pounds transferred.

One Boom Operator, S/Sgt Strong, was stand-boarded and is now awaiting assignment to a combat-ready crew.

Intelligence Section

"Operation Stovepipe" found Intelligence personnel spread thinly over their many duties. Lt McNulty, the OIC of the section, was assigned duty in the Wing Control Room; A/LC N. Graf was injured in a motorcycle accident and A/LC Dalziel was on TDY for Intelligence training. Major Heath quickly stepped into the busy section and

and took over the job of issuing AFSAIS, Color Codes, and Pilot's Flimsys throughout the mission.

Since the mission, Master Sergeant Shelton has aided the section by posting the information board in the briefing room, assisting at briefings as well as helping to maintain the training file and the Project "X" report.

The Intelligence Section is now handling 85% of the Classified Documents for the squadron. The section has as its responsibility the Operations safe and all of the squadron's Operations classified documents/.

Fifteenth Air Force Headquarters Regulation 50-2, dated 30 June 1954, has been received in the section and a program to accomplish the prescribed training is now in progress. In July 566 man-hours of Intelligence training were logged.

Ground Training Section

The Ground Training Section stressed Atomic Biological and Chemical training during July. The training periods were scheduled on Saturday mornings so as not to conflict with the flying schedule. However, "Operation Stovepipe" and crews on TDY limited the total man-hours to 246. It is hoped that August will see a larger total.

Flying Safety and Security were also a part of the Saturday morning schedule. All other training was scheduled for individuals with SAC Survival Training and M.T.D. receiving the greater number of man-hours.

Survival Training & Equipment Section

July found this section busily engaged in inspecting all crew

and mobility survival equipment to insure that the equipment remains in serviceable condition. A work order was submitted requesting an air condition unit to be placed in Building #808 to protect the huge stocks of rubber goods from the heat.

The equipment room in the Operations hangar was rearranged to give the maximum space for storage of equipment. Another project was to remove all signal flares from C-2A rafts. The flares were sorted by Lot numbers and turned into the Ammunition Section for storage.

The squadron received a few summer flying suits. They were issued only to pilots and instructor navigators.

The Air Force Inspection Team Completed and complimented the section on the cleanliness of the storage bins and areas.

263 Equipment Section

The new "G" models received a great deal of the attention of the 263 Section during the month. The equipment was checked on the "G" models and hand receipts were written listing equipment on all KC-97 aircraft. These hand receipts will ultimately be signed by respective crew chiefs.

The "F" model KC-97s are still being sent to IRAN at Tinker AFB, Oklahoma. Airmen Newkirk spent most of the month at that Base checking the 263 equipment.

Tool Crib

A complete inventory was requested by Colonel Hatch and all bins were re-tagged with Stock Number, nomenclature and relative data.

The Air Force Inspectors stated that the section was in fine shape, however, they suggested something might be done about the poor lighting. A work order was submitted to have the fluorescent lights repaired and

the section is now awaiting results.

Maintenance Section

The accumulative incommisioned rate for the stratatankers was 86.2% for the month of July. Considering the number of aircraft away from the station during the month, this figure is very commendable. The AACP rate based on a daily average was 4.3%. Since the squadron has no control over AACP aircraft, it is felt that the incommisioned rate would have been even hgiber if the AACP rate could be lowered.

The high point of the year thus far for the Maintenance section was their excellent record for the three day maximum effort (Operation Stovepipe) which took place on the 15th, 16th and 17th of July. Eighteen aircraft out of eighteen availble took off on the "hack" the first day. The second da 17 aircraft took off on the "hack" and one aircraft aborted its take-off but was able to take off immediately after the last sehcheduled aircraft. The third day only eight aircraft were requested. Seven of these were "hacked" off while the eight temained a ready spare on the fround because of a B-47 abort.

There were a total of ten abort reports turned into Maintenance C ntrol during the month. Aircraft involved in these reports were 274, 281. 283 two, 284 two, 286, 289, 751 and 754.

Eight aircraft were sent to Norton AFB during the month for the weight and balance check. The remaining aircraft in the squadron are either "G" models or they have been to IRAN at Tinker AFB, Okla.

A total of 26 postflight inspections were completed and T.O. 1G-97-99, which is the isntallation of aturbo override system, has been complete.

There were no discharges in the section, however, three men resigned from Indefinite Enlistments and re-enlisted to fill their own vacancies. One new airman, S/Sgt Krohn, has been assigned as Assistant Crew Chief of Aircraft 750.

Considerable difficulty is being encountered in securing parts to maintain aircraft. The section is working on ideas to reduce the lag between the ordering of a part and the time it is received.

33d Bombardment Squadron: The big operation story for the month centered around the flawlessly executed "Operation Stovepipe". There can now be no question in the minds of individual crew members of the Wing Staff Personnel concerning the 33d Squadrons ability to meet any operational situation and deliver the highest possible professional results.

During the period 15, 16 and 17 July 1954 a SAC simulated Emergency War Plan operation was conducted from March AFB, employing the Units, personnel, and equipment necessary to make this road show engagement the "real thing". Crews were assigned their deployment positions, route distances, and simulated activities necessary to deliver the "Big One" to pre-determined targets.

Ground rules for the operation were strict, rigid and exacting. Nowhere in planning was chance for error considered - there could be no errors on this mission!

Twelve committed aircraft departed the home base in EWP bomber stream formation 15 and 16 July. A record RBS run on Sacramento was made by each of the 12 crews. A record radar run was also required on either Phoenix or Los Angeles in conjunction with the visual run to

qualify each crew. The 33d Squadron qualified 100 % for top honors in the Wing. The Red Dragon Crews also showed their heels in an easy gallop to win the visual bombing competition and place second for radar bombing by scant feet.

The strike mission was a simulated flight echoing the requirements of each formation EWP targets. Due to the classification on this phase it cannot be discussed at further length in this report/.

A T-59 drop and camera attack on select targets were accomplished 100% with excellent results by the 33d and neither safety, security or professional ability was compromised at any time during Operation "Stove Pipe".

A SAC Evaluation feather in the hat of each member for their best effort to date.

Total flying time for July was 521:20 hours representing a considerable effort in itself.

During the month, an old hand with winning ways and a "crew cut" put on the Operations Officers hat and accepted the full support of each individual flight crew. In a matter of days Operations Officer Major George Myers was spurring the 33d to greater achievement.

Thirteen eligible crews all scored under 50-8, finishing up the final quarter month of July in a blaze of excellent bombing and navigation work. ^{4/}

2d Bombardment Squadron ^{5/} Normal operations and training were continued during July with the exception of an Operational Readiness Test that was conducted by a USAF inspection team.

- 4 - From Hist Rpt of 33d BS, sgd Lt Col Jones, Comm.
- 5 - From Hist Rpt of 2d BS sgd, Lt Col Graybeal, Comm.

50-8 and lead crew requirements were accomplished, upgrading training continued, a change in the organization of operations was made, a number of personnel changes were made and other miscellaneous activities took place.

The CRT consisted of a continuous two week inspection of all activities in the wing and the squadron. The administrative report with respect to operations has not yet been received, but the actual flying involved can be related at this time. Two missions were flown to test the ability of the squadron to perform its part in the war plan. The first mission simulated the deployment of the squadron to an advance base, with the flight actually terminating back at March AFB. The second flight simulated the strike mission that would normally follow and also terminated at the home base.

Since the type of formation flown on the strike mission would prohibit a bombing evaluation other than by camera scoring, three RBS runs were made on the deployment flight. Two radar runs and one visual run were briefed and the scores obtained used to indicate the squadrons' capability on a strike mission. All aircraft deployed successfully and on time. The radar scores obtained were very satisfactory, but the visual results throughout the wing were not as good as desired.

After the brief respite for crew rest the strike mission of approximately ten hours duration was flown. It included special weapons procedures, inflight refueling, tactical formation and communications, gunnery and a bomb drop to make the mission as realistic as possible.

These flights went smoothly and on time also, with the exception of one aircraft that aborted to a mechanical malfunction.

The inspectors seemed to be well pleased with the operations phase of the CRT. All units were reported to be capable of performing their war plan missions with professional skill. When the final, complete report is received by operations, applicable portions of it will be included in the history.

The month of July concluded the 50-8 rating quarter and as usual the last few weeks were a hustle to meet the deadline and score as many crews as possible. Unofficially, it appears that all lead and ready crews did score under the system. It is possible that two crews did not score, however official results will appear in next months history.

Lead crew status for the month did not change. The squadron still has nine lead crews and these completed the necessary activity for the month. Only one crew is on probation at this time, which is the least number of crews on probation for the last few months. The crews are becoming more selective about the type of equipment that they accept since each score is so important to their lead crew status. It appears that some of the improvement in the scores is a reflection of this policy. In addition to the lead crews there are four ready crews and two non-ready crews in the squadron.

The following is a list of some of the accomplishments of all the crews for the past month:

Flying Training

Radar RBS Runs	54	
Visual RBS Runs	39	
Actual releases	22	
Night Celestial	8	Missions
Day Celestial	13	Missions
Grid Missions	12	

Refueling Rendezvous	17
Refueling Hookups	52
Gunnery Missions	9
Long Range Cruise Missions	19
Pilot Proficiency Missions	20
Hours of Formation	55
Ground Training	
ABC Defense	193 hours
Ground Safety	65 hours
First Aid	65 hours
T.I.P.	382 hours

Upgrading of non-ready crews continued with a number of personnel changes preventing any solid advance. Major Eastham is now checked out as an aircraft commander, but Captain Fernandez lacks a night ~~check~~. Lt. Miller, who was on the latter's crew, has been transferred PCS so Lt. Rader and Capt. Springer now complete Captain Fernandez's crew. Lt. Cook and Capt. Vadnais are now on Major Eastham's crew, replacing Lt. Urschel and Captain Springer.

The major personnel change this month was the transfer of Lt Col Smith, squadron commander, to 12th Air Division, where he will be the director of operations. Lt Col Graybeal has assumed command until Lt Col Francis, the new commander, arrives from a TDY school. Since Lt Col Smith was with the squadron for almost four years, no doubt there will be an adjustment and some policy changes.

Other activities during the month included Major Sims crew going to the evaluation school at Tucson. Although all of the records haven't yet reached this section the indications are that the crew completed the course successfully. There is a possibility of the squadron losing one of its lead crews to Smoky Hill AFB, Salina, Kans.

Captain Bishop and crew officially assumed the duties of the squadron standardization crew. This is an area that requires much attention since each crew must be rechecked every six months.

Operations has been completely remodeled and the open stall working areas have been divided into rooms with one or two sections in each room. The crews have been divided into flights instead of three and each flight commander has a private office. It is hoped that this readjustment in working areas and personnel organization will lead to better and more effective control of crews. It should relieve the Operations Officer of many of the smaller problems that continuously arise and give him trouble. The privacy and quiet of the smaller offices should also lead to better results in the performance of the many secondary duties that must be done.

July was a busy month since it was the last month of the rating quarter and also included the ORT. The results of the latter were very favorable and it appears that the 50-8 results should be the same. August should provide the opportunity for operations to do many of the little things that are often put off in the hustle of the rating period. It will probably be a month of some minor reshuffling of crews to maintain the strongest possible combat potential. It should give operations a base to meet September's requirements with a firm balance.

22d Periodic Maintenance Squadron: ^{6/} During the period 13 attended the B-47 and KC-97 MTD schools, and five airmen attended the base indoctrination course.

22d A & E Maintenance Squadron: ^{7/} Training in the

- 6 - From Hist Rpt of 22d FM Sq, sgd, Lt Col Cornwell, Comm.
7 - From Hist Rpt of 22d A & E Maint Sq, sgd, Lt Col Tolhurst, Comm.

squadron for the month consisted of formal and OJT conducted by company technical representatives. Training consisted of a total of 1272 hours. Heavy commitments and personnel turnover hampered the accomplishment of a larger training program.

The Training Section was given the annual SAC inspection during the month and several constructive suggestions were obtained from the inspection team and are being incorporated into the Squadron Training Program.

In the Camera Repair Section a Cross Training Program was set up on 1 July by the NCOIC and two Philco Technical Representatives.

22d Field Maintenance Squadron: ^{8/} The status of the ground training program as of 31 July 1954 and the percentage of 1954 requirements is as follows:

Atomic, Biological & Chemical Training	60%
Ground Safety	98%
Medical Training	27%
Military Justice	33%
Personal Affairs	98%
Psychological Warfare	66%
Qualification in Arms	92%
Security Indoctrination	99%
Character Guidance	99%

Nine airmen are attending or have graduated from the KC-97 MTD Course and 12 from the B-47 MTD course.

During the month 30 airmen were placed on OJT for upgrading in AFSC.

8 - From Hist Rpt of 22d Fld Maint Sq, sgd, Maj Griffen, Comm.

CHAPTER IV
MATERIEL

Director Materiel: ^{1/} Organization & Administration:

Oral Evaluation is continuing on KC-97 Maintenance Personnel from the Periodic Maintenance Squadron and Air Refueling Squadron. Estimated percentage completed to date is 96%. Maintenance personnel on leave, at school, or in the hospital who are yet to be evaluated, make the completion date on this program still undetermined.

Written Evaluation Maintenance Proficiency (WEMP) Tests are at present 90% complete. A deadline for completion has been set for 12 August 1954.

The Reports and Analysis Branch has been successful in the timely submission of reports during the month of July. This section has made excellent progress in the analyzing of various reports, mainly the SAC U-22, which has been reflected in the Monthly Maintenance Summary. This section is now in the process of initiating paper work to enable the various sections and branches to compile time standards.

Two IBM machines have been speeded up. It is believed that the cost involved in speeding these machines up will pay for itself in the reduction of overtime and decrease in backlog. As of the last of July, all backlog has been caught up and normal procedures are now in effect, thus enabling new procedures for work orders to be put into operation. Higher headquarters has notified this section that the IBM machines will be moved to Base during October and the 320th Bomb Wing will be phased into Electric Accounting Machine procedures.

Clarification on Record Type Technical Orders was received from 12th Air Division on 20 July 1954. This type of technical order is not to be requisitioned by field activities or reported in the SAC

UIC and LSAP-K6 Reports.

Personnel

Major Smith (Logistics Section) and S/Sgt Federici (Liaison Section) returned from TBY on project "LONG RUN".

Major Erickson, former OIC of the Wing Supply Section, has resigned from the service and is being replaced by Captain Charles F Aitken. This change-over took place approximately 15 July 1954.

Supply & Equipment

A total of 32 cannibalizations were made during the month. Ten of these cannibalizations were required for the CRT.

Disposition instructions were received on four obsolete UPREALS of the Hq Sq Section, 22d Bomb Wing, and dates of these UPREALS were 5 Oct, 7 Jul 51, 8 Nov 51, and 11 Aug 52. All property had been cleared from these records.

Disposition instructions were also received for the 19th Bombardment Squadron on UPREALS dated 21 Nov 52 and 15 Jun 53, and supporting documents. All property had been cleared from these records.

Received message from Fifteenth Air Force (DMCD 46121, 29 Jun 54) containing information on disposition of property in possession of the 510th Aviation Squadron which is being de-activated in accordance with SAC General Order #48. The Armament & Electronics Maintenance Squadron will receive most of the property authorized by UPREAL. Instructions were furnished the A & E Maintenance Squadron for compliance. ^{1/}

A letter was forwarded to all units of this wing directing

1 - From DM Hist Rpt. sgd, Lt Col Lamm, Director Materiel

that all reports of survey be processed through the Wing Supply Section prior to being submitted to the Base Survey Board. This action was deemed necessary due to the enormous amount of these reports being initiated by units of the Wing.

Fifteenth Air Force directed that an investigation be made to determine the high replacement factor on PK-2 Rafts in this Wing. The deterioration of these rafts was determined to be caused by the chaffing action of the A-1 Survival Kit under the present packing methods and the light material used in the fabrication of the raft. As a result of this investigation and its findings, the Personal Equipment Officer has submitted a UR on the present packing methods as a recommended solution to the chaffing problem.

An inspection schedule was established to cover all units of the Wing. This inspection will cover supply activities as required by SAC Regulation 67-32. One unit will be inspected each week until 30 Sep 54. SAC Form 310 and 310a will be utilized.

A message was received from Headquarters Fifteenth Air Force on 28 Jul 54 stating that interim authority has been approved for 15 each Parachute Assembly, deceleration, S/N 2010-638540, as UEE for T/O 1-1178P. This authorization is applicable to the Bombardment Squadrons pending Headquarters USAF approval and inclusion in the MEAL.

Maintenance

Following is a breakdown of AACP and ANFE rates for the month of July 1954:

Average number of B-47 Acft AOCF per day: 3.6
 Percentage of B-47 Acft AOCF per day: 7.7%
 Percentage of B-47 Acft ANFE per day: 75.1%
 Average number of KC-97 Acft AOCF per day: 0.4
 Percentage of KC-97 Acft AOCF per day: 3.5%
 Percentage of KC-97 Acft ANFE per day: 67.5%

Aircraft Distribution: KC-97F 51-288 was lost to OCAMA,
 Tinker AFB, Okla., as of 1545 CST, 12 July 1954, on Project A-5-
 3044-OC.

KC-97F 51-282 was gained by the 22d Bomb Wing from OCAMA as of
 0700 hours local time, 31 July 1954.

Aircraft Presently Possessed:

B-47B: 3
 B-47E: 44
 KC-97F: 11
 KC-97G: 10

<u>TOC Status:</u>	B-47B	KC-97	B-47E
No. TOs received:	23	9	20
No. of SAC Form 85s issued	99	197	795
No. hrs required on SAC forms	1270	428	3904
No. of SAC Form 85s received:	162	285	779
Manhours accomp on SAC Forms	1406	928	4137

Complied with Tech Order 1B-47-537, Re-routing of Ground Wires
 in the landing gear system, on all assigned B-47 aircraft.

Complied with Tech Order 1B-48-232, Nav Personnel's Need of
 Quick Disconnect Assy in Oxygen System on all assigned B-47 aircraft.

Performed Periodic Inspections on five B-47 aircraft and one
 KC-97 aircraft.

Submitted five hundred and fifty eight URs during the month.

Table Of Maintenance Statistics:

	B-47	KC-97
Total Flying Time	1610:55	739:50
Number of Test Hops	6	2

	B-47	KC-97
Number of engine changes:	4 (failure)	0
Number of fuel leaks:	15	1
Sorties flown:	278	164
ORT Sorties (In # of acft)		
(1) 14 July	17	
(2) 15 July	34	18
(3) 16 July	15	18
(4) 17 July	5	

Four Maintenance Instruction Letters were published during July.

T.O. Familiarization Charts were drawn up, approved, and distributed to all organizations.

Logistics: The Survey to FEAF was completed during the month. The report is being compiled by Major Smith of the 22d Bomb Wing Logistics Office and Lt Col Slough of the 320th Bomb Wing.

Developed logistical support for the SAC Bombing Competition during the month.

Work was begun on Change 3 to the 22d Bomb Wing Mobility Plan in compliance with Fifteenth Air Force directives. Completion date set for 31 August 1954.

Continue work on Operations Order 40-54, Annex "D".

22d Field Maintenance Squadron:

Aero Repair Branch
Hydraulic & IFR Shops

Twenty eight airmen were assigned to this shop during July.

In addition, seven airmen of the 320th Field Maintenance Squadron are being utilized. Two men from this section have been discharged from the service.

There has been a shortage of special tools and a pre-issue of bench stock recoverables is badly needed. An engine driven hydraulic

2 - From 22d FM Sq Hist Rpt, sgd, Maj Griffin, Comm.

test was received from the 22d Air Refueling Squadron to aid in pre-fighting the refueling systems.

Three teams were formed to accomplish Tech Order Compliances. There has been a man hour back log of approximately 75 hours, and 50 hours of overtime have been logged during the last three weeks of July. However, the overall effectiveness has been good.

All three level personnel are being cross trained with five and seven level men.

Several airmen are programmed to attend the seat ejection school in the near future.

The building housing the Hydraulic and IFR shops has been exceptionally hot due to the metal structure. Exhaust fans or evaporator type air conditioners are recommended to correct this condition. Additional improvements needed are latrine facilities and a drinking fountain.

Electric Shop

The present strength of the Electric Shop is 75 airmen and three civilians.

The TOC crew has completed 47 TOCs during July and the work continues. The flight line electricians have completed 86 work orders in conjunction with the work output of the TOC crews.

Instrument Shop

During the month, the only change made in the organization of the section was: A TO/E Change Request was submitted to the Aero Repair Branch Office for an assignment of two additional seven level technicians. These technicians are needed to increase the maintenance effectiveness of the section.

The total strength of the Instrument Section: 43 airmen and one civilian assigned is present for duty. Of these airmen, five are on detached duty from the 22d Periodic Maintenance Squadron and nine are attached from the 320th Instrument Section. One airman, AFSC 140433, was newly assigned to the section and two airmen, AFSC 1,3156 were discharged.

A slight change has been inaugurated in the dispatching of specialists. A trail test is being made on dispatching two specialists to each of the Bomb Squadrons, two specialists to the 22d Air Refueling Squadron and five specialists to the 22d Periodic Maintenance Squadron. These specialists are dispatched at 0800 hours and again at 1300 hours, and are to accomplish all specialist work orders. To take care of any increased work load organizations will submit specialist work orders to the Instrument Section, through the Maintenance Control unit.

Seven specialists are presently on OJT for upgrading to a five level AFSC. One man is presently attending B-47-MTD school for familiarization upon completion of the B-47-MTD school. Two specialists are TDY to Tucson, Arizona in support of Wing Aircraft, and one (1) man is presently on leave. All qualified personnel were submitted for promotion within the quotas authorized.

Bench stock is still inadequate and several items have been requisitioned on a work stoppage basis. Pre-Issue of Instruments is being maintained at the highest level ever experienced. No critical shortages exist in tools or equipment. Shop test equipment will be adequate when recently submitted ECL Change Requests have been approved. No items were locally manufactured this past month, but material for

suggested modification is being gathered for submission to the Maintenance Standardization Team. Shop facilities could be improved if space were available for expansion.

This section accomplished 165 work orders between the first and the 19th of July. Thirteen specialists were dispatched to the organization to accomplish needed maintenance. Since the 19th of July, only 31 specialist work orders have been accomplished by specialists still assigned to the Instrument Section.

Two hundred and eight Instruments have been processed through the section this past month and 44 sextants have been purged with nitrogen and repaired. The new dispatch system has eliminated most of the transportation lag time. This was the reason for the majority of our weekly overtime in the past.

Plans are in progress to send Instrument personnel through an MTD Instrument Refresher Course in the near future. Plans are also in process to modify and revise existing mock-ups to accommodate newer types of instruments so as to increase the maintenance effectiveness of the section.

Office Machine Repair

This section has an assigned strength of four military and two civilian personnel. During the past month they have processed 129 units consisting of 104 typewriters, ten adding machines, four duplicating machines, six calculators and five time stamps.

Aircraft Repair

The present strength of the Aircraft Repair Section is 27 assigned, with one man on leave and six in MTD school. This greatly reduced number of assigned personnel has completed 35 work orders

on fuel cells and 14 miscellaneous work orders.

All old ECL change equipment has been turned-in and the new ECL issued.

No word has been received from AIO regarding the work order for construction of a new office and tool crib. A V-5 pressurization tester has been received and is being serviced for use in the dock area.

Tire Shop

All assigned members of the shop have been present for duty during the month except for one man who is attending MTD school.

Because of an inoperative bead braker, excessive numbers of pre-issue items have been used. A new bead braker has been installed and is being tested and modified. The hydraulic controls are over sensitive and difficult to operate.

The work backlog has increased greatly due to the inoperative bead breaker. In spite of this, 65 work orders have been completed during the month.

Ground Power

Supply is on the process of turning in excess parts and requesting a pre-issue of recoverable parts and bench stock items. Records have been revised in accordance with supply procedures.

The maintenance performed by this section has been sub-standard for a number of reasons. Among the reasons are the following:

1. The tremendous number of equipment deadlines received from the squadron.
2. The lack of complete inventory of equipment received from the various organizations.
3. The supply procedures within the section have been improperly established.
4. Personnel have not received the proper training.

5. Since the consolidation of ground power equipment within the wing is comparatively new, existing regulations are not clear and concise, nor are they applicable in all cases.

The Ground Power section is continuing in a vigorous effort to correct the above conditions. Reorganization is also in process which will result in a higher standard of operating efficiency.

Reclamation Section

Nine airmen are assigned, two of whom are TDY from the 320th Field Maintenance Squadron. One man is presently attending B-47 MTD school.

One ten ton crane PT and the Kar Crane 10,000 pound are presently in the third echelon repair shop on dead line for seals and parts. The cranes in operation are, the Ensco 10,000 pound and the Bettibone 6,000 pound.

Power Plant Branch

During the month of July the J-47 section received 17 flight line work orders. Seven engines were sent back to the depot, one for excessive oil consumption and excessive vibration and six for compressor damage beyond allowable limits. Eight engines were minor repaired and returned to service, four with compressor damage, one for oil leak, two for damaged turbine wheel buckets, and one for cracked transition liners. The remaining two work orders were dispatches to assist in engine run-up and engine conditioning.

Sixteen build-up stands were received which makes a total of 35 on hand.

The test cell went back into operation for the first time since November. Test cell was inoperative due to the installation of

an underground fuel tank and booster pump. The test cell is out of operation at the present time due to defective vibration pick-ups. These have been sent to Norton Air Force Base for calibration.

Five men were reassigned from the R-4360 line to the J-47 line. Three men were sent on the FEAF survey and maintenance teams. During the survey trip, only one J-47 engine was changed and one engine with slight rotor blade nicks was repaired on the aircraft.

The R-4360 section received a total of 15 flight line work orders for the month of July. Four of these were engine changes which Mr. Stallcup and the civilians took care of. Two carburetors were changed, one super charger and two cylinders were changed.

Several mechanics assigned to this section have been upgraded in AFSC.

Some problems were encountered in supply activities and transportation.

Prop Shop

The propeller shop completed a total of 28 work orders during the month of July. Nine TOCs 3-1-5 complied with during this period.

One new man was assigned, one man was discharged and one man returned from the FEAF survey.

Special projects completed included painting the tool room, prop dollies, and the bench stock was revised.

Fabrication Branch

The branch is composed of seven shops, welding, sheetmetal,

wood, parachute, paint dope & fabric, machine, and rubber and floatation shops. All shops within this branch are joint shops, equally manned by the 22d and 320th Bomb Wings. This branch is authorized one officer and 101 airmen. The present strength is 101 assigned.

Broken down by shops, several are short authorized personnel. The parachute shop has nineteen airmen assigned, against thirty authorized. The welding shop has assigned the authorized strength, however the skill level is below that authorized.

Better support from Base Supply has been much in evidence the past month. Bench stock shortages have been received and numerous UPREAL items were received in the various shops. All shops are processing their current Bench Stock requirements as Supply Liaison is to publish new bench stock lists.

Parachute Shop

In the month of July the parachute shop inspected, repacked and/or repaired 271 type D-1 drag chutes, 636 personnel type parachutes, inspected, cleaned, and made serviceable 97 safety belts or shoulder harnesses, completed fourteen work orders on repair or manufactured items, sewed stripes and name plates on 76 pieces of clothing.

Rubber and Flotation Shop

This shop inspected and made serviceable 343 type B-5 vests, 220 type C-2A rafts, 48 type PK2 rafts, eight type A-3B rafts, 51 type F-2A rafts, and 691 R-1 suits.

Welding Shop

This shop had routine work, the work of July consisted of normal work line jobs, heating of shroud rings, silver soldering EGT harness's, welding tail cones, and building up cylinder lugs, welding

of cross ignition tubes, and the manufacture of four tire racks for the tire shop.

Sheetmetal Shop

The line crew completed 13 dock inspections on B-47 type aircraft, three dock inspections on KC-97 type aircraft, completed 68 line work orders for B-47 type aircraft, 13 line work orders for KC-97 aircraft, and six Base Flight work orders. The shop crew completed 20 dome assemblies, three wall lockers, 35 foot lockers, 31 mechanics cases, and 68 miscellaneous work orders.

Wood Shop

This shop is in the process of building an office for the welding shop, manufactured eight boxes (mock), two tables for General Sweeney, 15 tub files for Base Supply, fifty foot locker stands for this squadron, made inventory of shop equipment, manufactured eight templates for 1907-7AACS, repaired six crew chief stands, repaired five desk and typist chairs, and manufactured and installed new doors for Materiel Control, and re-finished the 22d Bomb Wing Conference Table.

Machine Shop

This shop completed 32 work orders during the month, the largest in terms of amount of man hours required was the manufacture of six swivel support adapters for Special Weapons loadings, needed for the recent CRT conducted by this wing. Also, the manufacture of sway braces for Power Plant was completed.

Paint Dope & Fabric

This shop completed 22 line work orders during July, consisting mostly of small painting jobs. Six KC-97 control surfaces were recovered and made serviceable.

22d A & E Maintenance Squadron:

Auto-Pilot Flight Line Section

During the month of July the Auto-Pilot Section had two men which were transferred to the pre-issue section and one which was transferred to the 3d Shop. This left a total of 13 men assigned.

During the month of July the Auto-Pilot Section supported two (2) TDY's which took a total of four men. Three of the men received letters of commendation for their excellent support in the Far East TDY.

Fire Control Flight Line Section

The strength of the Fire Control Section has changed during the past month. Two men were taken out of Flight Line and assigned to the Dock Section to give assistance to the Pre-Harmonization Plan which was initiated during the early part of the month.

During the month, three A-5 Fire Control System Cross Feed Modifications were completed according to T.O. 11-70A AB-37 and 39. Also 10 Free Fire Boxes were modified according to General Electric FCN #23. At present two (2) B-47B Fire Control Systems are in the modification process but work has temporarily come to a standstill due to lack of parts.

The work load during the month was normal except for a five day period from the 12th to the 17th of July in which Wing had an CRT exercise. During this period the section loaded approximately 25000 rounds of 20 mm ammunition. The overall gunnery average for the CRT was 77%.

The Section also sent three men to Tucson in support of Wing aircraft undergoing Evaluation.

• Radio Flight Line Section

The Radio and Radar Flight Line Section has been converted into two separate sections. This change has increased the efficiency of both sections considerably. At present the strength of the Radio Section is at a new low with only 12 airmen assigned. This shortage of airmen makes it very hard to have a group of men assigned to night duty and early morning duty and still have enough men present for the normal duty day.

Camera Repair Flight Line Section

During the month the Camera Repair Section functioned with an assigned average strength of five airmen. Two airmen are attached from the 320th Bombardment Wing while their organization is on TDY to the United Kingdom.

The Camera Repair Section had a change in Section Heads during the month of July. M/Sgt McBride was relieved as Section Head in order to assume duty as NCOIC over Flight Line. He was replaced by S/Sgt Paterek.

K-System Flight Line Section

The K-System Section is operating on a three flight system with an NCO in charge of each flight. M/Sgt Cowand in charge of A Flight, M/Sgt Saunders of B Flight and M/Sgt Stringfellow of C Flight. Each Flight has sufficient personnel assigned to allow each airman to be assigned to an individual aircraft. This gives

the airmen the opportunity to become more familiar with the aircraft and its problems. This system also establishes a personal interest in the maintenance of the Bomb Navigation System.

There were no formal or informal inspections held during the month of July although a team from the 15th Air Force did come down to aid in the setting up of a more efficient and better coordinated work program. They are expected to remain for three months or until their job is completed.

At present the K-System Section has a total of 65 men assigned due to the loss of two men during the month of July.

Weapons and Release Flight Line Section

The Weapons and Release Section at the first of the month were up to full strength. At present they are short of trained special weapons personnel due to the fact that the personnel present do not have the proper clearance. Several of the personnel have submitted their papers for clearance and shall start training as soon as possible.

Radar Flight Line Section

The Radar Section met all mission requirements during the month of July although a great deal of overtime was required by all personnel. This is due to the shortage of personnel assigned to the Radar Section.

Shop Section General Radar Shop Section

At the first of the month the General Radar Section had nine men assigned to perform maintenance on AFS-42 Radar and SCR-718 Altitude Sets. On the 10th of July one man was transferred to the pre-issue section which left a total of seven men assigned.

A total of 85 work orders were processed through the shop during the month and 18 UR's were submitted on parts.

On 1 July the General Radar Section set up a cross training program which was conducted by the NCOIC and two Philco Tech Representatives. Also a new work order system was put into effect taking care of equipment from dock inspections and pre-issue.

Small Arms Shop Section

The Small Arms Section had a change in section heads during the month of July. This change consisted of T/Sgt Eddgington replacing T/Sgt Weinberg as NCOIC. Edgington was transferred from the T.O. Section.

The Shop was tested for efficiency during the CRT this month. Approximately 30 sets of guns were cleaned during this maximum effort.

Camera Repair Shop Section

The operation of the Camera Repair Shop was normal during the month of July. The supply of roll film is ample to support any strike mission that might be scheduled.

Work was completed with the utmost regularity during the month. C-7 magazines were pulled into the shop for inspections and performance of TOC Modifications.

Bomb Navigation Shop

During the month M/Sgt Sorensen was transferred to the Shops as NCOIC.

An CRT exercise took place which time the shop was open 24 hours a day with the personnel split into two shifts of 12 hours each. A night shift consisting of five men was on duty each night during the

month. The purpose of the night shift was better utilization of skilled personnel and mock-ups.

Approximately 425 work orders were processed through the shop during the month. Approximately 120 UR's were written by shop personnel.

The circuit analysis class on APS-23 equipment is still in progress utilizing the first working hour of each day Monday through Friday. Approximately 135 student hours were accomplished. This class is being instructed by Mr. Wret, Western Electric Company Field Engineer and the circuits are being taught so as to be of main value to shop personnel. In addition, Mr. Bowen of Sperry Gyroscope Company is instructing a similar class one hour each afternoon on circuit analysis concerning K-System Interconnecting Equipment. The class on Stab and Optics started last month has been discontinued as the Field Engineer that was instructing the class was transferred from this station. Approximately 115 hours of instruction on the mock-ups has been accomplished by the Field Engineers during the month.

Facilities

During the month there were several changes made concerning facilities. At present A.I.O. is installing adequate power in the Fire Control Shop. This consists of installing a F-2 generator for 3 phase 400 cycle A.C. to operate gun chargers, D.C. rectifiers to supply 28 volt D.C. for Amplidyne operation on A-5 turrets, and 400 cycle single phase to allow both mock-ups to operate at the same time.

The Flight Line Shop has cut down its building area and space

due to the arrangement of desks and the movement of job control out on the main floor.

A new generator for the mock-up was received in the Small Arms Section and is being installed at the present time.

Two Power Generators were shipped to the Dpot for repair due to bad commutators.

The Auto-pilot Section is in need of better lighting and ventilation. A.I.O. has been contacted but as yet nothing has been done to improve the situation.

22d Periodic Maintenance Squadron: During the month the 22d Periodic Maintenance Squadron completed:

- 5 - 200 Hour B-47 Inspections
- 5 - 100 Hour B-47 Postflights
- 1 - 200 Hour KC-97 Inspection
- 2 - 100 Hour KC-97 Postflights
- 1 - TOC - KC-97

An SOP was written during the month which set up a weekly meeting of all Squadron supervisory personnel. This meeting was scheduled to be held every Tuesday, and would include a discussion of Maintenance problems and equalization of workload.

On 14 July an Air Force inspection team inspected the 22d Periodic Maintenance docks and found everything to be in good condition.

Dock personnel prepared to start the preplanned inspection under SAC Manual 66-15. Under this system the Squadron will operate two B-47 and one KC-97 docks.

During the reporting period maintenance personnel acquired the forms necessary for a KC-97 post-flight inspection under 66-15. It was announced that the target date for starting the preplanned inspection would be 16 August 1954.

On 14 July an Air Force inspection team inspected the 22d

Periodic Maintenance docks and found everything in good shape.

Dock personnel prepared to start the preplanned inspection under SAC Manual 66-15. Under this system the Squadron will operate two B-47 and one KC-97 docks.

During the reporting period maintenance personnel acquired the forms necessary for a KC-97 post-flight inspection under 66-15. It was announced that the target date for starting the preplanned inspection would be 16 August 1954.

Dock personnel began a service test of eight tool kits for the Periodic Inspection tools and equipment requirements evaluation phase of the SAC Maintenance Engineering Program for 1954. The service test period was to be 90 days starting 1 July 1954.

2d Bombardment Squadron: The item most characteristic of the supply section during the month was the continuing process taking inventory. This was made necessary by the change of the supply account. A complete inventory must be made before the new supply officer can sign for the supply account. Although other routine actions took place, the emphasis of this section remained on the inventory.

The difficulty caused by the shortage of transportation is still a major factor in the smooth operation of this section. In a number of cases personal vehicles have been used to augment the turn in of excess items. However, this is not always possible because a number of items that require turn in are of a heavy or bulky nature. As an example, this section is completely dependent for transportation on such items as tow bars and B-47 stands. This is now new situation

and has been mentioned in previous reports as well as brought to the attention of the proper agency.

Notwithstanding, most of the excess equipment has been turned in to base supply. A new authorization for equipment has been received and the equipment has been ordered from base supply. Since the authorization was clearly defined no special problems were encountered in preparing the authorized orders.

Carelessness of squadron personnel has caused this section a great deal of unnecessary work in making surveys, statements of charges and schedule of collections for equipment lost through neglect. In addition, many emergency requests for equipment ~~from the maintenance section~~ could be avoided if some consideration were given to the situation rather than letting request go until the last minute. These requests and minor emergencies cause untold delay and creat havoc with the daily routine business of this section.

From the stand point of maintenance this squadron didn't look too good during July. The maintenance section supported only 525:15 hours of flying time to end up in last place in the wing. The reasons for this poor showing are many, but mostly the usual ones. Many sorties were lost due to A & E aborts, however, a number of aborts may be attributed to maintenance.

The supply situation was fairly functional during the month. It was somewhat improved over the past few months. Unfortunately this is mostly due to the absence of the 320th Bomb Wing. It is anticipated that with the return of the 320th the supply problem will again present its share of trouble.

Aircraft #065 returned from the TDY trip to the Far East in good

shape. It is notable that this aircraft made the entire trip as scheduled with no difficulty. This would tend to indicate that maintenance can easily achieve its ends if the necessary supply items are readily available.

Most of the crew chiefs have signed for their B-4 stands. The ones remaining are to be signed for as soon as they are put together. The idea underlying this system is to make the individual chiefs responsible for their equipment, thus improving availability and condition of material. The last order of B-4 stands received by this section brings it up to strength on this item.

This section suffered a solid blow with the loss of S/Sgts Boersma Swoda, Bane, Caldwell and Sterling along with A/1C Irving and A/2C Rehm. These men were discharged during the month and their experience will be extremely difficult to replace.

S/Sgt Booth was sent to school in Wyoming for heavy equipment. He will return at the conclusion of the course, but is lost to this section while gone.

A maximum effort mission was flown on the 15th, 16th and 17th of the month with good results. Aircraft #081 was lost to the mission because inoperative "K" and aircraft #103 aborted because of a fuel leak. All other aircraft departed on schedule and completed as briefed. Aircraft #103 is still out for a fuel leak. It has flown only a total of 20:00 hours during the two months it has been in the squadron. Many manhours have been expended on it in trying to stop the fuel leaks. Numerous UR's

have been submitted on the various leaks.

Aircraft #065 was dispatched to Goose Bay for seven days for an AFDS loading. This mission was accomplished as briefed.

Three day passes were given to all men for the 100% Safe Wheels Program.

33d Bombardment Squadron: During July no critical supply problems were encountered. ECL 10-43-10 was implemented, replacing ECL 10-43-2 in the amount of twelve kits. These are now in the process of being issued to Airmen involved.

Old AF Stock numbers have been converted to the new Federal Supply Classes. As yet the changes have been mainly in AF Class 13.

Transportation afforded no serious problems during the month. A new policy is being implemented, involving transportation to and from the Base Laundry. Supply is now getting transportation furnished from the Flight Line Motor Pool, rather than using the transportation furnished by the laundry, thus reducing the "pipeline" time before and after laundry pick-ups.

No new supply procedures were proposed during the month.

Major George H. Myers assumed duties of Squadron Operations Officer, Custody Receipt Accounts "2" and "G". Captain Clyde H. Mayer assumed duties as Squadron Intelligence Officer, Custody Receipt Accounts "5" and "H". Captain Denis O Peterson assumed duties as Personal Equipment Officer, Custody Receipt Accounts "4" and "D".

Maintenance

Twelve of the 33ds aircraft deployed on the ORT mission and twelve struck! The 33d was given a 100% rating for the mission and was tops in the Wing. During the same period they underwent a ground

inspection which warranted an excellent rating also.

Five hundred and 21 hours and 20 minutes was the total flying time for this month surpassing June's total. Aircraft 51-7071 returned on 2 July 54 from the FEAR survey after having set numerous flying records. The aircraft returned in excellent condition.

Five airmen attended MTD this month.

A special drive has been inaugurated to insure that all our overages in the 43 field attend the necessary MTD for maximum training.

22d Air Refueling Squadron: The accumulative incommisioned rate for the stratotankers was 86.2% for the month. Considering the number of aircraft away from the station during the month, this figure is very commendable. The AACP rate based on a daily average of 4.3%. Since the squadron has no control over AACP aircraft, it is felt that the incommisioned rate would have been even higher if the AACP rate could be lowered.

The high point of the year thus far for the Maintenance section was their excellent record for the three day maximum effort (Operation Stovepipe) which took place on the 15th, 16th and 17th of July. Eighteen aircraft out of eighteen available took off on the "hack" the first day. The second day 17 aircraft took off on the "hack" and one aircraft aborted its take-off but was able to take off immediately after the last scheduled aircraft. The third day only eight aircraft were requested. Seven of these were "hacked" off while the eighth remained a ready spare on the ground because of a B-47 abort.

There were a total of ten aborts reports turned into Maintenance Control during the month. Aircraft involved in these reports were 274, 281, 283 two, 284 two, 286, 289, 751, and 754.

Eight aircraft were sent to Norton AFB during the month for the weight and balance check. The remaining aircraft in the squadron are either "C" models or they have been to IRAN at Tinker AFB, Oklahoma.

A total of 26 postflight inspections were completed and T.O. 1C-97-99, which is the installation of a turbo override system, has been completed.

There were no discharges in the section, however, three men resigned from Indefinite Enlistments and re-enlisted to fill their own vacancies. One new airman, S/Sgt Kron, has been assigned as Assistant Crew Chief of Aircraft 750.

Considerable difficulty is being encountered in securing parts to maintain aircraft. The section is working on ideas to reduce the lag between the ordering of a part and the time it is received.

Unit Supply

In the month of July the Supply Section, besides doing its routine work of issuing field equipment and handling the turn-in of excess or reparable property, inventoried UAL equipment in the various sections within the organization. The inventory went into detail of the items authorized and unauthorized. At the same time all sections of the organization were requested to submit Disposition Forms stating their needs so that supply could take the proper steps in attempting to have these needs authorized.

Enroute kits used on the survey trips to the various islands of

the Pacific have been returned to this station and are now in the process of being returned to Base Supply.

The problem of Unit Supply is the lack of personnel. Projects are progressing very slowly and it is difficult to keep the routine records current when special projects are in motion.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington

A

23 Jul 1954

SUBJECT: Readiness Inspection of 22d Bombardment Wing (M),
March Air Force Base, California, 12-23 July 1954.

TO : The Deputy Inspector General
Office of The Inspector General, USAF
Horton Air Force Base, Calif.

SECTION I - AUTHORITY AND SCORE

1. Under the provisions of AFR 123-6, a readiness inspection of the 22d Bombardment Wing (M), March Air Force Base, California, was conducted during the period 12 July through 23 July 1954.

SECTION II - GENERAL EVALUATION

2. (SECRET) Facts developed and set forth in numbered inclosures established that the 22d Bombardment Wing was capable of performing its general mission as described by Fifteenth Air Force Regulation 20-4 and its assigned BWP mission as described by Eighth Air Force Operations Plan 50-54. The Commander's over-all index of operational effectiveness was 9. The inspectors awarded an index of 8.

3. (SECRET) The Wing demonstrated an effective capability of conducting long-range bombardment operations and air refueling operations. The accuracy of radar bombing was excellent; visual bombing accuracy was sub-standard. High frequency air to ground communication at long ranges was unreliable. Wing Special Weapons activities were fully effective. Wing maintenance although handicapped by shortages of spares was, for the most part, adequate and efficient. Unsatisfactory practices were found in the maintenance of powered ground equipment. Supply support to the Wing was above average. With few exceptions, particularly supply officers, manning of the Wing was adequate. Additional emphasis on ground training was needed. Although some deficiencies existed in maintenance, operational and administrative facilities, adequate corrective programming action had been taken. Wing leadership was experienced, capable, and aggressive.

4. Specific major findings and evaluations are hereinafter set forth in Section III, "Major Findings and Evaluations." Specific items have been cross-referenced to the supporting data and information contained in the inclosures.

SECTION III - FINDINGS AND EVALUATION BY FUNCTION

5. Operations and Tactical Tests: (Incl 1)

a. (CONFIDENTIAL) The Wing demonstrated an excellent

APPENDIX

A

2

capability in sustained operations, radar bombing, navigation, flight planning, cruise control, and in-flight refueling. (Ref Par 1, 2a, c, f, and h)

b. (CONFIDENTIAL) Cell structure, mission planning, and aerial gunnery accomplishments met requirements of the criteria. Visual bombing accuracy as demonstrated on the tactical test was sub-standard. Ref Par 2e, 4, 2b, and 2d)

c. (CONFIDENTIAL) HF communications were unreliable due to an inability to make strike reports to the primary ground station, a distance of about 900 miles. However, these reports were successfully transmitted by HF to the secondary station, a distance of 200 miles. (Ref Par 5)

6. Maintenance: (Incl 2)

a. The system and methods employed in aircraft maintenance were effective. The care exercised in handling of parts, accessories and equipment was outstanding. (Ref Par 1, 8, 9, and 12, Incl 2)

b. The maintenance of aircraft, power plants and components was average. (Ref Par 3, 8, 9, and 12, Incl 2)

c. Inadequate supervision and the non-availability of properly trained technicians contributed to unsatisfactory practices found in the maintenance of powered ground equipment. (Ref Par 3 and 11, Incl 2)

d. Maintenance functions were handicapped by non-receipt of technical publications, particularly for new equipment and modifications; shortages of test equipment for ground communication equipment and motor vehicles. (Ref Par 6 and 10, Incl 2)

e. Unnecessary work loads were being imposed by the receipt of technical order compliances without kits. Despite aggressive action by the Wing without personnel augmentation or depot assistance, the TOC manhour backlog was increasing. (Ref Par 7, Incl 2)

7. Supply: (Incl 3)

a. Supply support to the Wing was effective. (Ref Par 1, Incl 3)

b. (SECRET) Significant shortages of equipment consisted primarily of personal equipment, flyaway engines, engine dollies and war reserve Jato Units. (Ref Par 1, 9, and 12, Incl 3)

c. Three squadron supply sections and the centralized powered ground equipment section needed improved supply discipline. (Ref Par 5, Incl 3)

d. Aircraft and electronic spares were short. (Ref Par 6 and 8, Incl 3)

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8. The combination of A1C-8 and A1C-10 equipped B-47s presented a headset and microphone interchangeability problem. (Ref Par 10, Incl 3)

8. Personnel and Administration: (Incl 4)

Wing manning was adequate to support the primary mission. (Ref Par 1, 4, and 5, Incl 4)

b. Shortages of supply and personnel officers and qualified K-systems airmen adversely affected support mission effectiveness. (Ref Par 2 and 3, Incl 4)

c. General administration was satisfactory.

9. Training: (Incl 5)

a. (CONFIDENTIAL) The combat crew training program was well designed. Additional emphasis was needed on visual bombing, grid navigation, and pilot proficiency. (Ref Par 1, Incl 5)

b. Training facilities were adequate.

10. Fired Base Facilities: (Incl 6)

Deficiencies existed in some fired base facilities with an adverse effect on maintenance, operational and food service activities. Adequate corrective programming action had been taken. (Ref Par 1 thru 8, Incl 6)

11. Management: (Incl 7)

Wing management was effective and personnel were management conscious. (Ref Par 1 and 3, Incl 7)

12. A shortage of two special weapons officers (AFSC 11J35) hampered the Wing's Special Weapons program. (Ref Par 1, Incl 8)

b. The 22d Bomb Wing had not developed for the training and utilization of a recently assigned 12-man weapons maintenance team. (Ref Par 2, Incl 8)

c. An unauthorized loading procedure was used in loading T-59 training weapons in B-47 aircraft. (Ref Par 3, Incl 8)

ROBERT J. HUBERT
Colonel, USAF
Inspector General

INCLOSURE 1

B

Readiness Inspection of the 22d Bomb Wing (M), March Air Force Base, California, 12 - 23 July 1954.

OPERATIONS

1. In accordance with 15th AF Ops Order # 132-54, the Wing flew a Unit Simulated Combat Mission (USCM) in conjunction with the Operational Readiness Test. The operational test simulated two phases of the BWP mission - deployment to a pre-strike base and a profile strike mission. Against readiness inspection criteria requirements of 29 deployment and 29 strike B-47 sorties, the Wing flew 36 deployment and 35 profile sorties. The Wing successfully air-refueled all B-47s on the profile strike mission.

2. The radar bombing capability demonstrated by the Wing on the tactical test was excellent. The circular error probable for 32 RES runs was 1,385 feet.

b. The accuracy of visual bombing demonstrated by the Wing during the tactical test was sub-standard. The Wing circular error average for 34 visual RES runs was 1,426 feet. Six gross errors were suffered by the Wing on visual runs (1.00 circular errors over 2,000 feet).

c. Records for the past six months indicated that the Wing possessed an excellent night celestial navigational capability. Navigational proficiency demonstrated on the tactical test was satisfactory.

d. Aerial gunnery was performed during the three-strike missions of the tactical test. A total of 18,722 rounds of 20 mm ammunition was fired for an average of 77.45 fire-out rate. Malfunctions that occurred were link and cartridge ejection jams and feeder failures. Accuracy of aerial gunnery could not be evaluated.

e. The unit demonstrated proficiency in the execution of cell structures in accordance with applicable tactical criteria.

f. An excellent air refueling capability was demonstrated during the strike phase of the tactical test by flying 13 KC-97 sorties and successfully refueling 35 strike aircraft out of 35 attempted refuelings.

g. In-flight feeding facilities were adequate and the quality of flight lunches was good.

h. The flight planning, fuel management, and cruise control demonstrated by the Wing were excellent. Observed takeoffs and post-mission screening of flight logs indicated accurate utilization of technical order data for flight planning and mission execution. Two strike aircraft equipped with external fuel tanks landed at an alternate base due to fuel shortage. This shortage resulted from carrying the bomb load 715 nautical miles farther than briefed before being able to execute a safe drop. The number of ATO hot lines on hand was barely sufficient to permit B-47 BWP deployment takeoffs from

March AFB at the temperature experienced during hot weather.
(See Supply inclosure).

1. A spot check of flight crews indicated that crew members possess a satisfactory knowledge of emergency procedures including ditching, bail-out, crash landing, and operational characteristics of the aircraft.

3. Pilot instrument cards were current and pilot operating procedures were in general satisfactory. Radio telephone procedures including ditching, bail-out, crash landing and operational characteristics of the aircraft.

4. The Wing Operations Order Number 132-54 was well written and presented complete instructions for the tactical test. Operations Staff personnel were efficient and capable. Tactical planning was generally satisfactory; however, the inbound and outbound routes to the tanker orbit area were planned too closely together. Slight deviations in course or navigational error could have resulted in collision courses between flights. Briefings, critiques, and interrogations were complete, realistic, effective and conclusive.

5. High frequency communications required by SAC as primary method of strike reporting was only partially effective. All strike reports were transmitted to an alternate ground station 200 miles from the target. The primary ground station designated which was March Airways, could not be contacted due to its distance from the target area (900 miles).

b. Navigation and K-System effectiveness during the USCM was 97%. Effectiveness of electrical rendezvous equipment was 100%.

c. Excessive UHF traffic upon initial contact during Air Refueling Operations indicated a requirement for shorter coded call signs and/or a requirement for assignment of additional air refueling frequencies.

6. The flight safety index for the unit averaged 21.93 for the past six months. The flying safety program was well organized and received aggressive interest from the Wing Commander down.

INCLOSURE 2

Readiness Inspection of the 22d Bombardment Wing (M), March Air Force Base, 12 - 23 July 1954.

MAINTENANCE

1. The Wing employed the specialized maintenance system in accordance with Strategic Air Command Regulation 66-12, with few variations. Three service tests were being conducted: a) the increase from 100 to 200 hours between periodic aircraft inspections; b) the pooling of all ground powered equipment and maintenance personnel in one Field Maintenance Shop, and, c) the recording and computation of records and reports by mechanical tabulating equipment. Dock inspection work sheets had not been revised prior to the first 200 hour inspection. The efficacy of the pooling of powered ground equipment could not yet be determined due to the poor condition of the equipment when placed in the pool. The mechanical tabulation of records was proving to be effective.
2. Supervisory personnel were generally capable with some exceptions in the A-E and Field Maintenance Squadrons. A review of Quality Control and Wing Inspectors' reports indicated that greater attention to detail and the basic concepts of maintenance were needed. A broader delegation of authority and responsibility would be of value.
3. Aircraft and 263 equipment records were satisfactorily maintained. The historical and maintenance records of powered ground equipment were very unsatisfactory. Their condition precluded realistic requisitioning of spare parts. Some discrepancies between engine records in the Power Plant Branch and data supplied to Hq SAC were noted.
4. The Unsatisfactory Report program was excellent. During 1953, 3,068 URs were submitted, while 1,907 were submitted during the first six months of 1954. They were well prepared by originating organizations. The A-E Maintenance Squadron was outstanding in this respect.
5. The use of familiarization charts had been discontinued during the development of a new type chart.
6. Maintenance functions were handicapped by shortages of and delays in receiving technical publications. On 12 July there were 263 technical orders not yet received from requisitions submitted in 1953. New and modified electronics and communications equipment was being received without technical publications, instructions and parts lists. The 1884 HF transmitter and the T-412A/ART-13B were examples.
7. From 15 March to 15 July 1954, TOC's changed from an average of 48.6 per B-47 (representing an average of 169.5 M/Hs) to 43.7 (representing an average of 375.7 M/Hs). This increase in manhour backlog resulted even though the Wing compiled with an average of 62.8 TOC's per B-47 (representing an average of 305.5 M/Hs). During this same period, TOC's decreased from an average of 44.8 per KC-97 (representing an average of 138.9 M/Hs) to 18.5 (representing an average of 160 M/Hs). This decrease was partly attributed to the replacement of 10 KC-97F aircraft

with 10 KC-97's on which many TCC's had been previously accomplished. Due to a shortage of kites, the Wing at the time of the inspection was unable to work on an average of 37 TCC's per B-47 (representing an average of 224 M/Hs) and unable to work on 6.6 TCC's per KC-97 (representing an average of 224 M/Hs). A heavy administrative workload was continuously imposed on the aircraft records section by the receipt of many technical order compliances without kites. On 10 May 1954, assistance for the accomplishment of 11,268 manhours had been requested from the San Bernardino Air Materiel Area. By indorsement dated 1 June, this was denied and the Wing was requested to resubmit the request 60 days later. Further assistance was requested by letter 29 June, to which no reply had been received.

8. Spot inspections of B-47 and KC-97 type aircraft revealed few discrepancies on airframes and power plants. However, aircraft records revealed that 11 fuel leaks had been found during the months of May and June. Satisfactory engine conditioning and hot engine minor repair programs had been established. During the six months' period ended 30 June, unscheduled minor repair had been accomplished on 92 engines. Of 116 jet engines removed during this time, 60% had damaged compressors. The average operating time on twenty-four J-47-25 engines sent to depots was 158 hours and on twelve B-47-360 engines, 495 hours. The SAC average for the preceding five months was 172 hours for the jet and 239 for reciprocating engines.

9. The K-system malfunction rate had averaged 11.6% during the preceding six months. During the tactical test the K-system malfunction rate was 3%. A critical shortage of spare parts for the K-system, radio and radar equipment retarded maintenance and produced inefficiencies.

10. Aircraft maintenance was handicapped by the crowded conditions in some shops and shortages of metal forming and fabricating tools. Some test equipment for the WRC-19 ground radio sets had not been received. Authority for the WRC-19 sets in maintenance offices had been withdrawn. An inadequate number of motor vehicles in the specialized maintenance system were contributing to wastage of manpower.

11. With the exception of the P-3 trailers and W-1 dollies an acceptable standard of maintenance was being performed on ground servicing equipment. The powered ground equipment operated due largely to the fact that it was relatively new. The equipment and personnel had been pooled due to the lack of care the units had received when in the hands of using organizations. Inadequate supervision also contributed to the unsatisfactory maintenance, but the principal cause was that the Wing had not been furnished a sufficient number of trained technicians. The complexity of the power plants and electrical systems require formally trained personnel with proper AFSCs to maintain the \$900,000 invested in powered ground equipment which is essential to B-47 aircraft. Current directives do not provide suitable personnel controls in the form of specific AFSCs for technicians.

12. Practices and methods employed in the handling of equipment, parts, cabling, and accessories were above average except in the storage

of some 263 equipment. Adequate work standards were used only in the Power Plant Branch. It was anticipated that others would be developed in connection with the use of tabulating machines.

INCLOSURE 3

Readiness Inspection of the 22d Bomb Wing (M).

SUPPLY

1. Logistical support rendered to the Wing on aircraft parts and equipment was adequate. Base Supply's over-all support effectiveness during the month of June was 82%. Depot support over the past three months had displayed continual improvement. Delivery time of aircraft spares on the base from the service unit was excellent. The Wing possessed sufficient quantities of authorized equipment to assure mission accomplishment.

2. The Logistics Staff was capable and aware of current mobility problems. Mobility planning was adequate. Current information was available on the status of Seaweed equipment at designated forward operating bases for B-47 aircraft. Information on KC-97 Seaweed equipment shortages was incomplete at one staging base.

3. The Wing Staff Supply Section was effectively organized and continually monitoring pertinent equipment problems. Inspection visits to the unit supplies were being performed and follow-up was being made on major discrepancies.

4. The supply unit staff was performing its assigned function and duties in a commendable manner.

5. Three squadron supply sections and particularly the centralized powered ground equipment section of the 22d Field Maintenance Squadron needed improved supervision and supply discipline. For example, several pieces of powered ground equipment had been out of commission for periods from three to six months without action being taken to requisition parts.

6. A shortage of aircraft spares in Classes C1F, C31-3, C5A, C5D, 11E and 16 was retarding the maintenance capability. The B-47 AOP rate had decreased from 18% to 8% during the past three months while the ANFE rate had varied from 66% to 84% during this period. (Ref Supply Charts). Ca mobilization was being performed; however, it was controlled in accordance with pertinent directives.

7. Flyaway kits were short in Classes 01, 02, 03, 05, 11, and 16. At the time of the inspection the organization had eight built-up flyaway J-47 engines out of an authorized 27. However, sufficient raw engines were in base assets to meet the Wing's needs. Three J-47 flyaway dollies were short of an authorized 27. Sufficient quantities of B-4360-59B engine flyaway dollies were available. Two out of five required and on hand reciprocating engines were not fully built up because of a shortage of spares. The wing needed 570 LSAS 1,000 jato units to meet its war reserve prestocking commitment which were not on hand. However, 420 11AS 1,000 jato units were available for training purposes that could have been used in the event of a war emergency.

9. The storage arrangements, care, inspection, and records of the

personal equipment sections were excellent. There was a shortage of PK2 Type Rafts, B-5 Life Vests, and K2B Flying Suits.

10. Headsets and microphones on hand were not interchangeable between the ALC-8 and ALC-10 intercom systems on the B-47. Of the 47 B-47s possessed by the Wing, 15 were equipped with the ALC-8 system, and 32 were equipped with the ALC-10 system. Inasmuch as combat crew members were authorized only one headset and microphone, the exchange of headsets and microphones between crew members was necessary. This interchange of between crew members contributed to excessive preparatory flight time, the probability of improperly fitted oxygen masks, and the possibility of communicable diseases. The modification of ALC-8 equipped aircraft to ALC-10 or authority to use the test proven RCA transistor type adaptor, Stock No. 1600-NL, would solve this problem.

11. Mark IV anti-exposure suits were available but not serviceable due to the lack of a special kit. According to the Wing staff and combat crews, the Mark IV ~~suit~~ suit was too stiff and bulky to permit efficient accomplishment of their duties. The Wing had requested higher headquarters to continue to authorize the R-1 suit until a suitable and practical anti-exposure suit is developed.

12. In addition to the authorization of one sextant per aircraft the Wing had been authorized a 30-day stock level of two periscopic sextants to support 45 B-47s for 30 days. The Wing is short four sextants.

INCLOSURE 4PERSONNEL AND ADMINISTRATION

1. The personnel strength of the Wing as of 12 July 1954 was as follows:

	<u>Authorized</u>	<u>Assigned</u>	<u>Present for Duty</u>
Officers	377	393	323
Airmen	1,602	1,899	1,630
Civilians	37	36	36
Totals	2,016	2,328	1,989

2. Officer shortages were:

<u>AFSC</u>	<u>Auth</u>	<u>Asgd</u>	<u>Short</u>
1416 Operations Staff Officer	6	4	2
1435 Air Ops Officer	13	9	4*
1534 Navigators	26	24	2
2044 Intelligence Photo Radar	3	2	1
3016 Comm Elect Staff Officer	1	0	1
3024 ECM Officer	4	2	2
4324 Acft Performance Eng	2	1	1
6424 Supply Officer	9	6	3
7324 Personnel Officer	9	6	3
9356 Aviation Medical Off.	5	3	2
9386 Internist	1	0	1

*Includes personnel shortages adversely affecting efficiency of primary functions were as follows:

<u>AFSC</u>	<u>Auth</u>	<u>Asgd</u>	<u>Short</u>
30171 Abn Elect Comm-Nav Equip Maint			
Tech	11	4	7
32371C Turret Systems Technician	14	0	14
32370 Turret Systems Supervisor	8	5	3
40370 Camera Repair Technician	3	1	2

Shortages of "5" skill level hydraulics mechanics and aircraft mechanics and large overages in the "3" skill level mechanics handicapped the aircraft maintenance function.

4. The Wing was over 16 officers in the bombardment AFSC 1234B; these officers were newly assigned 2d Lts who were being programmed into B-47 aircraft training. Other officer overages were well scattered in several career fields. Airman overages were primarily in the apprentice skill levels of the 32 (Armament Systems Maintenance) and 43 (Aircraft Maintenance career fields, with 77 and 194 overages respectively.

5. The Wing estimated 91% of its support personnel to be

combat ready. The inspecting team concurred with this figure. Numerically the Wing was 102% manned with "7" skill level personnel; 91% manned with "5" skill level personnel, and 251% manned with apprentice and helper skill level airmen.

6. Personnel possessing Air Force Specialties in the atomic weapons field had just recently been assigned to the Wing, and no firm employment plan had been established for their utilization. Consequently, the Wing had no opportunity to evaluate duty assignments in these AFSC's.

7. General administrative policies, practices and procedures conformed with Air Force directives. Personnel records maintenance was average. Many individuals required annual records verification, immunization and small arms familiarization. The shortage of three qualified personnel officers left three squadron orderly rooms without adequate supervision. Many personal affairs files had not been reviewed semi-annually as required by regulations. Closer coordination between squadrons and the Base personal affairs section was required.

8. The Food Service function on March Air Force Base was capable of supporting the primary mission but effectiveness of the function was seriously reduced by limited mess hall space and a shortage of a pproximately thirty cooks, AFSC 62250.

9. Security was excellent.

10. Recreational facilities were adequate.

INCLOSURE 5

TRAINING

1. The combat crew training program was designed to bring the unit to maximum combat readiness. Standardization flight checks were current. Proficiency flights and utilization of synthetic trainers were areas of weakness in the present program. Additional emphasis was needed on grid operational procedures. The sub-standard visual bombing results on the tactical test indicated that additional training was needed. Gunner training was being accomplished through use of the base ground school and the "Q" range located at Davis-Monthan AFB, Ariz.

2. The on-the-job-training program required emphasis throughout the Wing. Full implementation of AFR 52-2 and SAC Reg 52-1 had not been accomplished. OJT officers had been appointed but they had taken little initiative in establishing an aggressive OJT program. Technical representatives were being utilized for training; however, few were using course outlines. A better testing program on OJT was needed.

3. Wing records indicated that 43.9% of the 1954 yearly requirements had been accomplished. The following deficiencies existed in the ground training programs:

- a. Squadrons were not complying with Wing training schedules.
- b. Utilization of synthetic trainers and flight simulators was approximately 53% of scheduled time.
- c. Additional supervision from Wing level was needed.
- d. Only 34% of the annual requirements in intelligence training for combat crew members had been accomplished.

INCLOSURE 6

FIELD BASE FACILITIES

1. Armament-Electronics shops were scattered, poorly ventilated, and improperly illuminated. Power for emergency use was not available. Additional 100 volt 60-cycle power was used for mock-ups. Completion of an Armament-Electronics shops building currently under construction will correct the above deficiencies. The estimated completion date was 26 February 1955.
2. Hangars to accommodate Wing aircraft for annual weighing and periodic gear retractions were not available on the base. Most of the Field Maintenance shops were jointly occupied with the 320th Bomb Wing (M) and were over-crowded. A hangar currently under construction will correct the above deficiencies. Estimated completion date was 30 July 1955.
3. The Wing intelligence target vault had no ventilation or heating facilities. FY 55 programming will provide for these facilities.
4. There was a shortage of power to operate power shears in the Field Maintenance Sheet Metal Shop. Strategic Air Command WFO maintenance project will increase power capability in the machine shop building. The estimated date of completion was January 1955.
5. The Periodic Maintenance docks had insufficient power for testing aircraft equipment. Additional power was under design as a public works item. It was estimated this project would be completed about February 1955.
6. The 75' x 1200' section of understrength pavement in the center of the parking ramp was breaking up. It was estimated that this would be corrected by September 1955 by contract as a public works item.
7. B-47s taxiing on the narrow No. 3 taxiway had caused erosion of the adjacent shoulders. Stabilization was needed to reduce the excessive amount of rock being blown on the taxiway. A contract had been let with stabilization work to commence about 1 August 54.
8. The effectiveness of the Base Food Service Function was reduced by limited mess hall space. The Base Planning Board had included additional mess facilities in the FY 56 programming.

INCLOSURE 7

MANAGEMENT

1. Management within the Wing was effective. Wing leadership was experienced and capable. Command relationship with higher and lateral headquarters was excellent. SOPs, staff visits, and planning within the functional areas were satisfactory. The SAC Management Control System was being used as an aid to determine effectiveness in reaching and maintaining desired goals. Morale, discipline, and military courtesy were satisfactory.

2. An inspection system under the direction of the Wing Inspector had been operating for one year. With the assistance of Wing staff personnel, semi-annual coverage of all activities of the Wing had been accomplished. The reports were thorough and detailed. In some cases units of the Wing had not taken proper corrective action.

3. There was no planned management improvement program in the Wing; however, management consciousness of Wing personnel was evidenced by several recent improvements including:

a. Reorganization of the Wing Operations Staff resulting in more effective accomplishment of assigned workloads.

b. In the 22d A & E Squadron, identification of maintenance personnel with a particular aircraft resulting in greater pride and an improved standard of work performed.

c. Conversion from hand to mechanical methods of maintaining maintenance records and establishing work standards. When perfected this would give faster and more accurate results with less manpower.

4. There was an excellent base management school in progress.

ENCLOSURE 8

SPECIAL WEAPONS

1. The Wing was short two of three authorized squadron special weapons officers (AFSC 1135). As a result of this personnel shortage:

a. Squadron commanders were denied adequate staff assistance in solving special weapons operational and training problems.

b. Training records were not properly maintained. Posting of Technical Orders was not up-to-date. Other administrative functions were not receiving appropriate attention.

c. Instructors were temporarily available as a result of recent destruction of the 510th Aviation Squadron. These instructors were qualified in weapon assembly procedures but were unfamiliar with combat crew preflight and inflight procedures.

2. A two-man team had recently been assigned to the 22d Air Squadron to form a Weapons Maintenance Team. Because of a lack of guidance from higher headquarters, firm plans for the training and utilization of this team had not been developed.

3. A system of "snivel" type loading was utilized in loading T-59 training weapons during the tactical test. This system of loading involved picking up the weapons ~~from the floor of the aircraft~~ and M-1 dolly with the use of a "snivel" attached to the two idlers on the C-9 hoist and repositioning the weapon and dolly under the bomb bay. This system eliminated the necessity of towing the aircraft. While this loading system had merit and expedited the loading operation, it was not authorized in TO IB-474-16.

4. Personnel observed performing aircraft rigout and post loading tests were able to perform the functions but were uncertain of their actions and were unfamiliar with some items of test equipment. Additional practical training was needed.

5. Although combat crews were capable of performing checks, tests, and inflight procedures associated with special weapons, individual training records were not current.

6. Entries showing the accomplishment of a bombing system preflight had not been made in the aircraft Form 1 or in the Preflight Inspection Form.

7. The Electrical Maintenance Records indicated that periodic maintenance of special weapon test equipment had not been accomplished since March 1954.

INCLOSURE 9

ROSTER OF INSPECTORS

<u>RANK AND NAME</u>	<u>ASN</u>	<u>INSPECTION SPECIALTY</u>	<u>SERVICE</u>
Colonel Robert J. Hughey		Team Chief	USAF
Lt Col James M. Fielder		Pers & Admn	USAF
Lt Col Beverly W. Holmes		Maint & Prod	USAF
Lt Col Clarence V. McPherson		Operations	USAF
Lt Col Joseph H. Mulholland		Ground Powered Equip	USAF
Lt Col Carroll T. Tower		Maintenance	USAF
Major Everett O. Berry		Special Weapons	USAF
Major Donald D. Duane		Special Weapons	USAF
Major Wallace J. Jarman		Elect and Comm	USAF
Major Robert A. Myers		AOB	USAF
Major Fred J. Schmidt		Air Frame	USAF
Major Richard J. Taylor		Supply	USAF
Major John S. Teague		Photo-Intelligence	USAF
Captain Cletis H. Bennett		Armament and Gunnery	USAF
Captain Lawrence H. Horner		Special Weapons	USAF
Captain Maurice E. Sorenson		Performance Engineer	SAC

Hq, USAF, AFPM-5B, subj: Readiness Insp of 22d Bomb Wg (M), March
AFB, Calif., 12-23 Jul 54

22C (23 Jul 54) 1st Ind

HQ 22d BOMBARDMENT WING (M), March AFB, Calif.

2 Aug 54

TO: Commander, 12th Air Division, March AFB, California

1. In accordance with Air Force Regulation 123-6, the following sections reply to the report of the readiness inspection of the Wing conducted by the Inspector General, USAF, during the period 12 July through 23 July 1954.

a. This headquarters would like to take this opportunity to comment the entire inspection team for their professional and constructive approach in conducting this test. Every member of the team demonstrated a sincere desire to render an objective evaluation and give the wing the benefit of their experience. The wing has profited to a considerable degree from this attitude on the part of the inspection team, and will make every effort to derive maximum benefit by positive and conclusive corrective action.

SECTION II - GENERAL EVALUATION

2. The apparent disagreement is not believed as serious as a one point (or 10% index differential might indicate. It is pointed out that a one percent difference (85% to 86%) constitutes the dividing line between an 8 and 9 index. Based on the criteria contained in SAC Manual 171-2, this wing considers that a 9 is justified with weakest links being 86% - 88% in Armament and Electronics and Tactical Squadron Flight Line Maintenance.

3. Since items commented on in this paragraph are amplified in other portions of this indorsement, only general statements will be made. As detailed in paragraph 5b, the visual bombing performed during this test was not representative of proven wing capabilities. The high frequency communications problem is beyond control of the wing; however, a summary of our experience with the 1834 Transceiver is included in this report. The unsatisfactory condition in the powered ground equipment facility will be the wing's primary area of concern until deficiencies outlined are corrected. While much of this problem is correctible at this level, there is a fertile field for programming, training and classification Air Force wide. Detailed comments on problems and recommendations are included. Ground Training, wing wide, is being completely reviewed and the detailed plan covered in paragraph 9 of this report will be put into effect on 1 August 1954.

4. No corrective action required.

SECTION III - FINDINGS AND EVALUATION BY FUNCTION

5. Operations and Tactical Test: (Incl 1)

a. No corrective action required.

b. The accuracy of the visual bombing demonstrated by this

2

unit during the tactical test was sub-standard. As indicated in Incl 1 of the basic report, the results from the test are above the wing's average GEA of 1149 feet for 302 record runs recorded during the past six months. In the opinion of this headquarters there are several factors contributing to the high GEA. The designated visual target was obscured for the majority of aircraft on the I plus 1 strike. Several runs were attempted through broken and scattered conditions. During the period of this exercise, the Phoenix area experienced high winds causing blowing dust, reducing visibility at times to a minimum. As a result of these conditions short visual runs were made contributing to a high GEA. As an example, one observer started his visual run by radar, then changed to visual (a normal procedure). Due to obscuration, the aiming point was not identified until the last 10 to 15 seconds. With little synchronization he elected to continue with a resulting gross error. Further analysis of observer runs indicates that many AGMs are not taking full advantage of the time available for synchronization. This wing has initiated action to obtain improved verticle photography from Fifteenth Air Force Recon Squadron. During the Special Training North of August, visual bombing is a high priority item in training for all crews. It is the opinion of this headquarters that improved target material and the emphasis so placed on visual bombing, the visual RBS GEA will be greatly improved.

c. Wing experience with the Collins J84 Transceiver under certain atmospheric conditions has proved unreliable. This particularly applies to operation in the North Atlantic. Conversely, results from a recent operation in the Pacific substantiated the capability of the equipment. Congestion of communication traffic in the Zone of Interior is believed to be a contributing factor. This headquarters utilized the Frequency Prediction Charts to determine optimum working frequencies for a given range. March Air/Ground Station was designated as a primary control station despite knowledge that reception in a North and Northwesterly direction is limited. This headquarters desired to establish further statistics and ability to receive transmissions at a range greater than 100 mile average for this direction. Aircraft Commanders were briefed to contact the secondary station, McChord Air/Ground, in the event that contact with March Air Ground could not be established. Strika reports were transmitted to the secondary station with no difficulty.

d. As indicated in Inclosure 1, paragraph 5b, the Wing Navigation and Wg System effectiveness during BSCM was 97%; however, this is above the wing average for this equipment. Effectiveness of the electronic rendezvous equipment during the BSCM was 100% and considered above the wing average. Of the electronic rendezvous equipment the AFM-76 has the highest record of malfunctions. In this particular set there is no way to determine the ambiguity of the four quadrants in which a receiver is approaching. Calibration of receiver and tanker equipment is difficult. This latter item is an important factor when receivers work with tankers from other units. In-flight calibration of equipment is very limited and may be performed by the only experience operators and can only be an estimate. In future mass refueling each force will have assigned separate frequencies for initial contact and working channels.

3

6. Maintenance: (Inc 1 2)

a. Dock inspection worksheets (T.O. MSOJ-20EM-67B) reflecting 200 hour periodic inspection requirements, have not been received in this wing from AMC. As an interim measure, present 100 hour periodic inspection work sheets were notified on 15 June 1954 to reflect known 200 hour inspection requirements.

b. Maintenance practices and procedures concerning aircraft power plants, and components, are presently being reviewed, for further improvements by the Chief of Maintenance and members of the Maintenance Standardization Team and Quality Control Unit.

(1) The high number of aircraft fuel leaks recorded during May and June were caused primarily by old type B-47 fuel cell hardware (interconnects, spools, etc.) which are presently being replaced in accordance with T.O. 1B-47-373. Improper seating of the fuel vent valves also contributed to the fuel leak totals. Unsatisfactory Reports have been submitted on the fuel vent valves. It is believed that full compliance with T.O. 1B-47-373 and subsequent adjustment will greatly alleviate the fuel leak problem.

(2) Discrepancies between Power Plant Branch Engine Data and records supplied to Headquarters, SAC, have been resolved and a new system of data compilation and recording has been initiated. Power Plant Branch and Base Supply have set up a joint reports screening and processing program for submission of Power Plant Reports. Power Plant Branch Supervisors and the Chief of Maintenance are studying ways and means of extending the engine life of J-47-25 engines. Damaged compressors continue to be the major cause for engine change. A review of previous jet engine failure records indicate a steady improvement in this situation. Emphasis is presently being placed on ramp and runway clean up. It is estimated that average SAC J-47 engine life will be reached in the near future. Reciprocating engine life continues to be well above the SAC average.

(3) The E-System malfunction rate for this Wing is steadily decreasing. The shortage of spare E-systems, Radio and Radar parts has been brought to the attention of higher headquarters, resulting in a conference held at WRAWA on 23 - 29 June 1954. Electronic Staff Officers from Headquarters SAC presented the shortage of electronic parts problem at this conference and requested a more aggressive depot and contractor repair action. All electronic parts shortages are presently on order and are receiving positive follow-up action by Armament and Electronics Supervisors.

(4) The major limiting factor with respect to 263 equipment storage is adequate space; however, this item will receive special attention during the months of August and September. The relatively large size of ATO panels, external wing tanks, flyaway bins, etc., require considerable storage space, damage and racks. A survey of 263 storage practices and requirements was begun on 28 July 1954.

(5) Maintenance Performance Standards to include all known job requirements will be published in a consolidated final form by 6 August 1954. Performance standard data of the 22d Bombardment Wing for the

various maintenance activities has been in the process of compilation since 1 April 1954. Job/hour requirements have been compared to that of other B-47 wings of this command. Maintenance performance standards will be placed under the mechanized system of manhour accounting on a gradual basis to preclude any disruption of the present IBM Test Program.

c. The Powered Ground Equipment Section of the Field Maintenance Squadron has been reorganized. Supervisory personnel have been relieved and a Master Sergeant supervisor and three Staff Sergeant element chiefs placed in charge. The newly appointed supervisory personnel were selected especially for their managerial and technical qualifications and were fully indoctrinated in the provisions of Fifteenth Air Force Regulation 66-6, subject: Operation of Central Motorized Equipment Maintenance Section. Efforts are being made to raise the qualifications of Powered Ground Equipment Maintenance Technicians through a series of training periods. The Gremco Technical Representative is presently conducting flight line training for personnel assigned to Gremco Power Unit maintenance. Effective 2 August 1954, the NCOIC of the Base Electrical Shop will conduct a class room and On-the-job course of instruction on C-21 and C-26 Power Unit Maintenance. A series of Technical Qualification inquiries will be accomplished during the month of August by members of the Maintenance Standardization Team to determine weakness areas on Powered Ground Equipment Maintenance. A highly qualified NCO has been placed in charge of Power Ground Equipment Historical and Maintenance Records. Following a complete screening and correction of Records, personnel will be re-indoctrinated in proper recording of servicing and maintenance. Required Powered Ground Equipment parts are presently on order and receiving follow-up action every 15 days. Despite these actions, there are several factors beyond wing control that must be corrected in establishing an effective ground power program.

(1) There is an urgent requirement for Headquarters, USAF, to recognize the importance of a separate identifying AFSC for ground power equipment technicians. Further, there is an urgent requirement for the establishment of an accelerated training program to qualify people in this field. Immediate corrective action, with respect to each of these deficiencies, is strongly recommended. More detailed recommendations will be submitted as soon as possible.

(2) There is a need for a modern definitive drawing on a Base Ground Power Equipment Repair Facility. The present Organizational Shop Definitive Drawing does not suit ground power requirements. Recommend action to establish such a drawing be initiated.

d. Every effort is being made by the Technical Publications Section of the Quality Control Unit to secure publications through proper channels and procedures. Improvement can and will be made in the submission of Publications Requirements tables from Flight Line activities. PRT submission of Publications Requirements tables from Flight Line activities. PRT submission procedures will become the subject of a briefing given during the week 2-7 August 1954 to all personnel

concerned with technical publications maintenance. Quality Control Unit Supervisors will follow-up on this item to insure that maximum efforts are made by this wing to secure required publications. New Electronic Equipment instructions and parts lists have been requested via letters to higher headquarters. Communications test equipment shortages are on order and receiving 15 day follow-up actions. The shortage of motor vehicles is attributed mainly to the high-out-of-commission rate of authorized and possessed equipment. A-2 Tractors, Cranes, Tugs, Fork Lifts and radio trucks have been constantly out of commission for critical parts. Many of the new type vehicles contain non-stock listed components which require factory purchase and a considerable length of time to obtain. Certain stock listed parts orders are returned on a depot refusal with authorization for local purchase which also takes some time to obtain. Every effort is made to manufacture or repair motor vehicle parts in the March Air Force Base Shops. Four Federal Tractors have been received since 10 July and have greatly improved our capability for the Ground Handling of aircraft. Six A-2 tractors are presently assigned of which four are out of commission for parts.

* In accordance with T.O. 00-25-107, a 22d Bomb Wing Letter, 22MAR, 10 May 1954, subj: Request Depot Assistance for Completion of Technical Orders, was submitted to SBAMA requesting Depot Assistance in complying with outstanding back logged technical orders. 2d Indorsement SIBS, 1 June 1954, to this letter was received from SBAMA indicating that assistance could not be rendered due to a high priority work load. SBAMA indicated that this request should be resubmitted after 60 days if assistance was still needed. A 22d Bomb Wing Letter, 22MAR, 29 June 1954, subj: Request Depot Assistance for completion of Technical Orders, was again submitted (in somewhat less than 60 days due to urgency of the situation). 2d Indorsement SIBS, 16 July 1954 to this letter was received from SBAMA indicating that Depot assistance is being considered and that an answer would be forthcoming within 10 days as to the type and amount of assistance that can be rendered. On 26 July 1954, Representatives of Field Liaison Division, SBAMA, visited March Air Force Base and adequate Depot Support was offered on the request for assistance. SBAMA and 22d Bomb Wing Maintenance supervisors are presently working out the details on this depot aid. The man hours against B-47 aircraft of which 6135 man hours are workable. These workable Technical Orders are presently being worked off at the rate of 227 man hours per day. As of 15 July 1954, the 22d Bomb Wing had an outstanding TOC backlog of 3,202 man hours against B-47 aircraft of which 1002 man hours are workable. Those workable Technical Orders are presently being worked off at a rate of 51 man hours per day.

7. Supply (Incl 3)

a. No corrective action required.

b. Shortages had been noted prior to this inspection and a vigorous follow-up program was in process to insure prompt receipt of these items. The APO units, being in item of automatic distribution,

preclude formal requisitioning action; however, follow-up action will continue through Base Supply and Headquarters, Fifteenth Air Force. Pending receipt of war reserve ATO an equivalent reserve of training type ATO will be maintained.

g. The Wing Staff Supply Officer has initiated an inspection schedule, in compliance with SAC Regulation 67-32, that is to include emphasis on Supply Discipline. With regard to shortages in the Ground Powered Section, prior to receipt of Fifteenth Air Force Regulation 66-6, doubt existed as to where the responsibility belonged. Action has been initiated to procure proper bench stocks. This discrepancy will be corrected by 25 August 1954. Further, pertinent information has been published covering Ground Powered Supply, and inspection as outlined in current directives to insure compliance.

d. Items in classes listed, in most cases are critical items; however, aggressive follow-up action and requests for Air Force Regulation 67-3 action where necessary, is continually being taken. Most of these items are causing the high percentage of our ANPE rate. It is felt that the drop in AOPF percentage can be attributed to aggressive action within Base Supply and of re-stocking required items which were shipped from the Base in accordance with the SAC SIP Team.

e. This wing is in the process of trying to procure an adapter for the ALC-8 to make this equipment interchangeable with the ALC-30 equipment. At the present time the adapters being tested have not proved entirely satisfactory. Coordination on these items is being effected with RCA personnel and Headquarters, Fifteenth Air Force Electronics Section. A slight modification of the tested item was suggested to make it satisfactory. This information together with all other pertinent data has been furnished the Electronics Section, 15th Air Force. Verbal information indicates action has been taken to further the procurement of this item.

8. Personnel and Administrative (Incl 4)

a. Concur in general with the comment in basic report; however, problem areas outlined below must be considered.

b. As indicated in the basic report, wing effectiveness is being hampered by shortages in the following areas:

- (1) Shortage of Supervisory personnel in E-System areas.
- (2) Shortage of 5 Level E-System technicians.
- (3) Shortage of Supply Officers.
- (4) Shortage of Adjutants.

In reference to items (4) and (5) above, this wing of necessity has been forced to assign combat crew members and other unqualified personnel to additional duties as squadron adjutants and supply officers. Although personnel requisitions have been submitted for the past 12 months, no relief is projected in the immediate future. The shortage of qualified adjutants is responsible for the minor administrative deficiencies noted

in paragraph 7, Inclosure 4.

c. Covered in paragraph 8b, above.

9. Training: (Incl 5)

a. Grid navigation is to be emphasized during the Special Training Month by inclusion, wherever possible, in planned missions. Pilot proficiency missions have been limited by IFR weather. Sixty percent of our crews require an Instructor Pilot aboard to accomplish this type of mission. Many of our B-47 crews are now approaching 300 hours first pilot time which will allow them to accomplish the pilot proficiency mission without the supervision of an instructor pilot. With the increase in instructor pilots now authorized and aircraft commanders reaching the 300 hour first pilot B-47 time, pilot proficiency missions will be accomplished as required by appropriate regulations. Visual bombardment corrective action is as outlined in paragraph 5b. Synthetic trainer action will be covered in paragraph 9c.

b. The shortcomings cited under ground training are well recognized by this headquarters. Every effort will be made to apply necessary emphasis in the future, specifically:

(1) Starting on 1 August 1954, bombardment crews will be placed on DS for 4 days at a time to the B-47 Simulator Unit. During this period, the crew personnel will complete the semi-annual Simulator training requirements as prescribed in SAC Reg 50-46, and will also attend two periods each at the Link Trainer, T-2 Gunney Trainer and Physical Conditioning Unit.

(2) Firm Ground Training schedules established at Wing Staff planning meetings will be included in monthly Operations Plans. Monitoring adherence to these schedules will be made a special subject by the headquarters staff.

(3) A board of officers is currently convened, at the request of Fifteenth Air Force headquarters, to recommend changes, particularly reductions, in the present Ground Training requirements. The opportunity for this study is decidedly welcomed in view of the present Ground Training requirements which exceed in many instances crew member's available time for same.

c. As mentioned above, the amount of Ground Training required exceeds in numerous individual instances (e.g. Instructor Pilot and Standardization Crews) the amount of time available to members of the combat crews for such training. It is recommended that:

(1) A composite Ground Training directive be published by SAC listing all specifically required items in a manner similar to the way all minimum flying requirements are prescribed in appropriate supplements to SAC Regulation 50-8.

(2) That this training be listed in order of priority, and be the only training required of a wing.

d. In preparation of above recommended directive, all additional duties required by combat crew personnel should be considered by SAC Planners; in the official duties have increased through the years along with the amount of required Ground Training. At present, the following is a listing of duty roster type assignments required of combat crew personnel, by wing or higher headquarters: Tower Officer; Aircrew Officers; Assistant Aircrew Officer; Wing Duty Officer and Refueling Officers. These are in addition to the normal squadron type duties.

e. Re-indoctrination of officers appointed as OJT supervisors will be conducted by Wing Ground Training Officer. They will be thoroughly briefed in the concepts of AFR 55-2 and SAC Reg 52-1. Further this will be a special subject for the Wing Inspector for the next six months.

f. No corrective action required for paragraph 3c.

10. Fixed Base Facilities (Incl 6)

a. No corrective action required.

11. Management: (Incl 7)

a. Concur with comment in basic report. Reference paragraph 3, Inclosure 7, the lack of a wing comptroller for full time duty for the past eight months is the major factor in a weak formal management program. Now that a full time comptroller is available, a formal program will be established, coupled with our individual functional area plans, the formal program should result in sound effective management principles. Proper use of inspection reports will be a prime target in the formal management program.

12. Special Weapons: (Incl 8)

a. Special Weapons Officers have been on personnel request since March 1954. Higher headquarters, Fifteenth Air Force, has indicated no additional Special Weapons Officers can be expected in the near future.

b. The 12 man weapons and maintenance team is now under the supervision of the Commander, 22d Armament & Electronics Maintenance Squadron. At the present time, this team is engaged in transfer of property and documents from the former 510th Aviation Squadron to the 22d Armament & Electronics Maintenance Squadron. This will be completed on or about 4 August 1954. Instructions for the weapons team contained in classified message, TOP SECRET, 15th Air Force DMOCA B 124-72, dated 19 July 1954, will be implemented on receipt. The actual method originated with this wing in conjunction with the 1st AVTS while TDY on SAC rotation. This wing experimented with

the swivel without specific authority from higher headquarters. This method has developed to the point it is now undergoing operational suitability test at Kirtland AFB, New Mexico. It is the belief of this headquarters that the swivel is the answer to the B-47 loading problem. This headquarters has requested authority to use the swivel method pending completion of the suitability test at Kirtland AFB, New Mexico. It is the belief of this headquarters that the swivel is the answer to the B-47 loading problem. This headquarters has requested authority to use the swivel method pending completion of the suitability test and acceptance. If the swivel unit is accepted, it is further recommended that it be added as an additional piece to 263 Equipment. Until authority is received, the P-3 Dolly will be used exclusively in conjunction with authorized procedures.

WILLIAM F. COLEMAN
Colonel, USAF
Commander

22D BOMBARDMENT WING SURVEY TEAM
FEAF

11 August 1954

SUBJECT: Report of Survey of Mid-Pacific
and FEAF Bases

TO: This report is submitted under the provisions of Fifteenth
Air Force Operations Order 12A-54, 10 June 1954, paragraph
3a (5)

2. The report consists of a brief summary of the survey including the main points of operational and logistical interest and 12 separate annexes giving detailed information on each of the 12 bases surveyed.

3. Mention is made of the outstanding cooperation accorded the survey team on the part of every installation visited. The general atmosphere prevailing throughout the Far East Air Forces was one of enthusiastic assistance.

4. In fulfilling the survey requirement at Wake Island, it was necessary to contact personnel of the CAA, Sixth Region, at Wake and Honolulu. The cooperation and assistance rendered by these personnel was also outstanding.

5. Twenty complete copies of this report are forwarded with stencils for such disposition as considered appropriate.

6. Message Headquarters 15th Air Force DM2M 3064, 5 August 1954, directs that one copy of the FEAF Survey Report be sent to the Commander, 36th Air Division. Inasmuch as the control and distribution of this report will be the responsibility of the Commander, 15th Air Force, it is requested that 36th Air Division's requirement be satisfied by Headquarters 15th Air Force at such time as complete distribution is made.

7. This report is designed to facilitate being maintained in a current condition. It is suggested that the responsibility for such maintenance be assigned to Intelligence activities of the command levels concerned.

HEADQUARTERS 22D BOMBARDMENT WING (M)

SUBJECT: Inclosure 1 to Basic Letter 22d Bomb Wing Survey of FEAF Bases.
(Summary)

1. This summary is submitted under the provisions of Fifteenth Air Force Operations Order 12A-54, 10 June 1954. The survey was conducted from 17 June 1954 to 21 July 1954. The summary is presented in four phases; I. Mission & Method of Accomplishment; II. B-47 Flight Phase; III. KC-97 Flight Phase; IV. Logistics Support Phase. Those items or problems believed to be of major interest are contained in the following paragraphs.

2. Phase I. Mission & Method of Accomplishment:

a. Mission. The primary mission was an operational suitability survey of selected Pacific bases for B-47 and KC-97 ~~operations~~ operations varying from enroute staging to continuous operational use as follows: Hickam, KC-97 and B-47 enroute operations; Wake Island, KC-97 enroute operations; Midway Island, KC-97 and B-47 enroute operations; Johnston Island, KC-97 enroute operations; Yokota, B-47 and KC-97 sustained operations; Misawa, B-47 staging and emergency operations; Itazuki, B-47 staging and emergency operations; Kadena, B-47 and KC-97 sustained operations; Iwo Jima, B-47 and KC-97 sustained and enroute operations; Andersen, B-47 and KC-97 sustained operations; Kwajalein, B-47 and KC-97 enroute operations; Northwest, B-47 and KC-97 sustained operations. The secondary mission was the accomplishment of a non-stop flight from March AFB, California to Yokota Air Base, Japan, a distance of 6,675 statute miles.

b. Method of Accomplishment. In order to provide all survey information needed it was necessary to split the survey team into three elements; as follows:

(1) B-47 aircraft to flight check appropriate bases after conduct of non-stop flight. This was accomplished on a tight but adequate 11 day schedule (21 June - 2 July 1954).

(2) KC-97 aircraft to flight check appropriate bases, provide air refueling for B-47 aircraft on the non-stop flight and on the long leg between Guam and Hawaii, and to transport survey team personnel and equipment. In addition, backup equipment support was provided by the MATS C-124 aircraft. Except for one KC-97 aircraft transporting the Logistics Support Survey Team all KC-97 and C-124 aircraft completed their mission and returned to home base by approximately 6 July 1954.

(3) Due to far more detailed requirements the logistics support survey team transported by one KC-97 operated for the most part independently and required approximately thirty days to complete the survey.

3. Phase II. B-47 Flight Phase:

a. Personnel.

(1) B-47 Aircraft No. 7071, 33d Bomb Squadron

A/C Major General Walter C. Sweeney, Jr.
P Major Arnold Sipes - AO399265
CP Major Robert L. Kennedy - AO6711448
AOB Major William A. Price - 8516A

(2) B-47 aircraft No. 7062, 19th Bomb Squadron.

A/C Colonel William F. Coleman - 2021A
P Captain P. Barney Carlso - 14114A
CP 1st Lt. John E. McCune - AO1910329
AOB 1st Lt. Byrum W. Cooper - 24867A

(3) B-47 aircraft No. 2065, 2d Bomb Squadron.

A/C Lt Col William R. Smith - 8410A
P Major Raymond A. Siebert - 14135A
CP 1st Lt Thomas J. Fiden - 18641A
AOB 1st Lt Robert E. Carrigan, Jr - AO2222879

b. Mission Requirements. Fifteenth Air Force Operations Order 12A-54, 10 June 1954, directed the accomplishment of a non-stop flight by three B-47 aircraft from March AFB, California, to Yokota AFB, Japan; while at Yokota AFB the aircraft to accomplish flight surveys of Yokota, Misawa and Itazuki AFBs. The return trip from Yokota to March to involve landings and flight surveys of operational facilities at Kadena AFB, Okinawa; Andersen AFB, Guam; and Hickam AFB, T.H. Air refueling to be used as necessary to accomplish the mission.

c. Operations Summary.

(1) The aircraft departed March AFB at 1400 Zebra, 21 June 1954. First tanker contact was made at the Santa Barbara Omni and refueling accomplished on course. The flight continued uneventfully to the second refueling rendezvous off Molokai Island, T.H., where contact was made and refueling accomplished without incident. At Midway Island the third refueling contact was made. Tanker-receiver techniques during this refueling were exceptionally smooth and without incident. The flight arrived over Oshima Radio 14 hours and 12 minutes elapsed flying time from March AFB. Due to a local publicity photo-taking requirement and inclement weather all aircraft had not landed until 0510 Zebra. Of interest is the fact that top units of the Japan Air Defense Force were alerted prior to arrival time of the B-47s. No successful interceptions were accomplished. No unusual in-flight problems were encountered. Communications were satisfactory. Maintenance requirements on the aircraft at Yokota were minor. The flight survey of Misawa and Itazuki were cancelled due to weather. A flight survey of Yokota operational facilities was accomplished prior to landing and on departure.

(2) The flight departed Yokota at 0030 hours Zebra, 25 June 1954, for Kadena AFB, Okinawa, arriving without incident at 0210 Zebra. A flight survey of operations facilities was conducted prior to landing.

Practice loadings of special weapons were conducted using the B-47s as training aids. No unusual in-flight problems were encountered. Communications were satisfactory. It was necessary to change one engine on B-47 No. 7062 at Kadena. The cause - foreign object in intake with resulting compressor damage.

(3) Allowing two days for crew rest, aircraft maintenance and special weapons crew training, the aircraft departed for Andersen AFB, Guam. Time of departure Kadena, 0100 Zebra, 27 June 1954. A flight survey of Andersen operational facilities was conducted prior to landing. No unusual in-flight problems were encountered. Communications were satisfactory. The aircraft maintenance requirements were minor in nature.

(4) Departing Andersen at 2100 Zebra, 30 June 1954, the flight proceeded to the refueling rendezvous approximately 400 miles east of Guam. Refueling was accomplished without incident and the flight continued to Hickam. Near Wake Island the lead B-47 No. 7071 developed pressurization trouble and was forced to descend to 26,000' for the duration of the flight. The flight arrived Hickam without further incident, landing 0500 Zebra, 30 June 1954. A flight survey of Hickam operational facilities was conducted prior to landing. In-flight problems were confined to the one pressurization incident and minor interphone communications problems. Communications were otherwise satisfactory. Maintenance requirements at Hickam were minor.

(5) On 2 July 1954, the flight departed Hickam for March AFB; time of departure Hickam, 0300 Zebra; time of arrival March AFB, 0820 Zebra. No unusual in-flight problems were encountered. Communications were satisfactory. Maintenance requirements on the aircraft were minor upon arrival at March.

(6) The routiness of the flight indicates the degree of operational capability that has developed with the B-47. Among the major factors contributing to this routiness were the well coordinated air and surface logistics and the high degree of aircrew proficiency.

d. Flight Test Results of Bases.

(1) Yokota AFB, Japan: In general the tests revealed that this base is adaptable to B-47 operations. The runway length of 8,000' would restrict B-47 operations to some degree. The runway has a 1,000' asphalt surface overrun on each end. Consideration should be given to concreting these surfaces. This would allow a useable length of 10,000'. Taxiways are capable of accommodating B-47 operations but should be widened in the turns for continuous B-47 use. Currently used instrument procedures and GCA touchdown point will require revisions. Unpredictable weather and terrain features to the west will present continuous problems. Detailed communications, support and operational problems, peculiar to the B-47 are contained in Annex 4, Basic Report.

(2) Misawa & Itazuke: Because of unfavorable weather conditions

the flight checks of Misawa and Itazuke were cancelled. Operational procedures of these bases were reviewed by the B-47 aircrews and the logistic support survey team, the details of which are contained in related annexes.

(3) Kadena AFB, Okinawa: The flight test of operational facilities revealed that this base is easily adaptable for B-47 operations. The taxiways and hardstands are currently useable but are in need of widening to more adequately accommodate the outriggers of the B-47. Current penetration procedures are useable but should be revised for higher penetration altitude. UHF/DF and Omni range facilities should be installed. Weather will present no major problem except during the typhoon season. Communications, support and operational problems peculiar to the B-47 are discussed in Annex 7, Basic Report.

(4) Andersen AFB, Guam: The results of the flight test of operational facilities indicate that Andersen AFB is an acceptable base for B-47 operations. The South runway, now being extended 12,000', is dish shaped in profile and poses an operational problem. With proper briefing of and landing practice by aircrews, the operational hazard existing due to runway profile can be reduced. The taxiways and hardstands are in need of resurfacing and widening to adequately accommodate B-47s. Operations and control facilities are limited at Andersen; however, present and planned construction should eliminate this deficiency. The jet let-down procedure for Andersen was not adequate for B-47 penetration. Coordination was effected with appropriate personnel and a revised B-47 let-down procedure was discussed. If Northwest AFB is reopened a conflicting air traffic problem will exist which will require solution. UHF/DF and Omni range are required. Except typhoons, weather will present no problem. The restrictions mentioned above and in the details of the Basic Report (Annex 9) require consideration in any operations planned for this base.

(5) Northwest AFB: No operational facilities are in use at this base. A flyby was performed and a surface survey made of the facility, the details of which are contained in Annex 10.

(6) Hickam AFB, T.H.: The results of the flight test of operational facilities indicate that although Hickam is an acceptable B-47 enroute staging base major problems will exist. All runways, excepting Runway 8-26, are presently used for parking. Under this operating condition, it is estimated the base can support sustained enroute operations of one B-47 Wing. However, operational planning at Hickam calls for reopening runway 7-25 to landing traffic in the near future. If this occurs, the parking situation at Hickam will immediately become critical. Under this condition, it is estimated the base could support a maximum of 15 B-47s. Conflicting traffic with Honolulu International and Barber's Point will require careful planning and coordination. In the interest of maintaining a greater degree of operational capability at Hickam, consideration should be given to permanently closing Runway 7-25. With minor revisions a currently proposed jet let-down procedure utilizing existing aids to navigation will suffice since weather presents no problem. Communications, support and operational details peculiar to the B-47 are contained in Annex 1, Basic Report.

4. Phase III. KC-97 Flight Phase:

a. Personnel. The air refueling effort was composed of eight KC-97s of the 22d ARS, March AFB, and four KC-97s of the 90th ARS, Castle AFB. The 22d Wing tanker force was commanded by Lt Col David C. Jones, 9887A, 22d Air Refueling Squadron.

b. Mission Requirements. Fulfilling the provisions of Fifteenth Air Force Operations Order 12A-54, 10 June 1954, required the use of air refueling at four locations: Over Santa Barbara Omni; off Molokai Island; 400 miles west of Midway Island; and, on the return flight, 400 miles east of Guam.

c. Operations Summary.

(1) On 17 June 1954, the 22d Wing tanker force deployed to forward staging bases. The four tankers of the 90th ARS operated from their home base at Castle AFB to satisfy the Santa Barbara Omni Range requirement; four tankers of the 22d ARS deployed to Hickam to fulfill the Molokai requirement; and four tankers of the 22d ARS deployed to Midway to fulfill the Midway requirement. The Midway force subsequently deployed to Andersen AFB, Guam. After fulfilling the Guam requirement, one tanker was detached from the force to support the Logistics Support Phase of the survey.

(2) Santa Barbara Omni Refueling: On the 21st of June 1954, the 90th ARS tanker force effected rendezvous with the receivers over Santa Barbara OMNI and refueling was completed on schedule. Communications were satisfactory. No unusual in-flight problems occurred.

(3) Molokai Refueling: Receiver-tanker contact was effected as scheduled. Refueling techniques were smooth and the fuel transferred without incident. The tankers returned to Hickam for deployment to March AFB. Communications were satisfactory. No unusual in-flight problems occurred.

(4) Midway Refueling: Receiver-tanker contact was effected as scheduled and refueling accomplished. The spare tanker was utilized due to systems malfunction on a primary tanker. The tankers returned to Midway for deployment to Andersen AFB, Guam. Two tankers of this force deployed to Guam via Yokota to support air logistics requirements at Yokota. Numerous birds at Midway were killed by the tankers during take-off and landings. (See Annex 3) Communications were satisfactory. No unusual in-flight problems occurred.

(5) Guam Refueling: Receiver-tanker contact was effected as scheduled and refueling accomplished without incident. The tankers returned to Andersen AFB, Guam, for deployment to March AFB. One KC-97 was detached from the force, returning to Japan to become a part of the "Logistic Support Phase of the Survey". Communications were satisfactory. No unusual in-flight problems occurred.

(6) Conclusions: No unusual maintenance requirements were encountered during the mission. Communications were satisfactory. The

briefed refueling altitude for the mission was 20,000'. Because of temperature, gross load, and equipment limitations, the refueling altitudes averaged 17,000'. The deviation from planned mission profiles serves to emphasize the need for tanker aircraft of greater capability than the KC-97.

5. Phase IV. Logistics Support Phase:

a. Personnel.

(1) Survey Team: Lt Col Andrew E. Slough, 5741A, Headquarters, 320th Bomb Wing, and 19 survey team members.

(2) Three C-124 crews MATS.

(3) Eight KC-97 crews, 22d ARS.

(4) Sufficient logistics support personnel in accordance with SAC mobility planning data.

b. Missions Requirements. To fulfill the flight phases of the mission required the use of pre-positioned air and surface logistics at Hickam, Midway, Yokota, Kadena, and Andersen Air Force Bases.

c. Operations Summary. The logistics force deployed 17 June 1954.

(1) The first C-124 departed March AFB for Yokota via Hickam and Wake Island. This aircraft carried the advance echelon for Yokota and surveyed Wake Island enroute.

(2) The second E-124 departed March AFB for Yokota via Hickam and Wake Island. ~~This aircraft was to remain at Yokota to satisfy any logistics requirements that might occur at Hickam or Midway. Then the tanker requirements had been met at Hickam and Midway, the aircraft proceeded to Yokota to support the logistics requirement there.~~ It's mission was to remain at Hickam to satisfy any logistics requirements that might occur at Hickam or Midway. Then the tanker requirements had been met at Hickam and Midway, the aircraft proceeded to Yokota to support the logistics requirement there.

(3) The third C-124 remained at March AFB until logistic and tanker forces had completed their deployment. It's mission was to provide backup support for any unforeseen air logistics requirements that might develop among the deployed forces. Upon completion of the non-stop phase of the B-47 flight, the aircraft joined the main logistic force at Yokota. The combined force then phased back to March AFB in consonance with mission requirements at Kadena, Andersen and Hickam. Communications were satisfactory. No unusual in-flight problems occurred. It was necessary to change an engine on the first C-124 at Yokota. The resulting loss of air lift was made up by a FEAF C-124. The eight KC-97s of the 22d ARS augmented the air logistic requirement as space and weight limitations permitted.

(4) Operations & Logistical Support Surveys:

(a) In the interest of briefness this summary will discuss the bases in relation to the functional areas involved.

(b) Air Field Capabilities.

1. Runway Lengths. For sustained B-47 operations the runways at Yokota and Northwest are in need of lengthening. For B-47 enroute operations the runway at Kwajalein and Midway will restrict take-off weights. (See Annex 2, Wake Island, for possible use in B-47 enroute operations). For KC-97 enroute operations the runways at Johnston Island and Kwajalein will restrict take-off weights.

2. Runway Surfaces. The runways at Andersen, Iwo Jima and Northwest are of asphaltic construction and lack concrete impact and rump ramps. Rapid deterioration will occur from blast, heat, and JP-4 spillage. Consideration should be given to concreting these areas for sustained B-47 operations. The runway at Iwo Jima is rough and will require resurfacing to support B-47 or KC-97 sustained operations.

3. Parking Areas & Hardstands. Excepting Yokota and Misawa, the Pacific bases surveyed were constructed of asphaltic coral composition. For sustained B-47 operations consideration should be given to concreting the hardstands and parking areas. Itazuke needs additional concreting to permit access to hangars.

4. Airfield Lighting. With the exception of Northwest which has not lighting the bases surveyed were satisfactory.

(c) Communications: Excepting Northwest, the communications facilities of the Pacific bases were satisfactory for the type of operations involved. Minor deficiencies exist as covered in specific annexes.

(d) Support Facilities:

1. In general, the support facilities of the bases considered for sustained operations are adequate. The major deficiency involved is the limited "K" maintenance capability, Yokota excluded. This condition should be corrected. Details are contained in specific annexes. Northwest and Iwo Jima are not included in this evaluation. (See Annexes).

2. For those bases surveyed for staging and emergency type operations the major deficiencies are parking areas, hardstands and surfaced taxiways capable of sustaining the B-47.

(E) Materials: An extensive B-47 and KC-97 supply prepositioning program will be necessary for those bases being considered for sustained operations. Iwo Jima and Northwest are not included in this evaluation (See annexes).

(f) POL: In general, POL storage on the bases is adequate.

Deficiencies exist in delivery capability is extremely limited at Iwo Jima and to a lesser degree at Midway.

(g) Security: Security force capability varies among the bases surveyed. Provisions should be made for augmenting these forces as indicated in specific annexes.

(h) Special Consideration:

1. The types of maintenance organizations being used at the bases surveyed were dissimilar to SAC type maintenance organizations. As a result, B-47 operations planned for these bases will be exposed to costly time-consuming factors. It appears that a greater need now exists for standardization of USAF maintenance organizations.

2. Considering the nature of staging and emergency type operations the bases concerned should prepare well integrated plans. This will avoid confusion and time loss.

E

TRAINING QUARTER OF MAY JUNE JULY COMBAT CREWS ACCOMP CHART (QUANTITY MINIMUMS) 22nd BOMBARDMENT WING (M) AS OF 31 JUL 54

MODULE: 000

22nd BOMB WING

10TH BOMB WING

20TH BOMB WING

30TH BOMB WING

40TH BOMB WING

50TH BOMB WING

60TH BOMB WING

70TH BOMB WING

80TH BOMB WING

90TH BOMB WING

100TH BOMB WING

110TH BOMB WING

120TH BOMB WING

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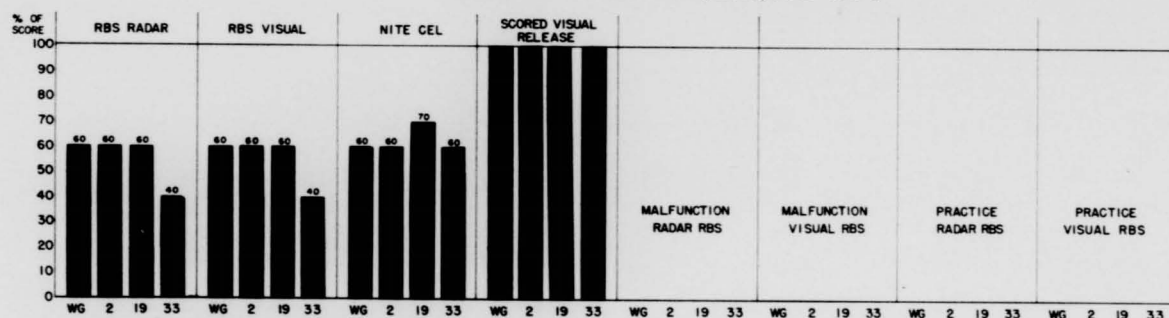
990TH BOMB WING

1000TH BOMB WING

CONFIDENTIAL
QUANTITY ACCOMPLISHMENTS JUL 1954

	TOTAL FLY TIME	35000 RBS RADAR	40000 RBS RADAR	MALFUNCTION RUNS	RBS VISUAL	VISUAL CAMERA	RADAR CAMERA	SCORED VISUAL	NITE CEL	DAY CEL	GRID LEGS	LONG RANGE CRUISE	WET HOOK-UPS	RADAR RENDEZVOUS	GUANERY MISSIONS	FORMATION	PILOT PROG	STD 80 CHECKS	ATO TAKE OFF	NO NITE CELS
2d Bm Sq	52515	37	16	5	39	3	21	22	10	13	6	2	55	18	12	7700	14	1	-	11
19th Bm Sq	56815	45	25	13	45	1	12	26	10	19	11	30	82	18	16	6900	13	-	-	13
33d Bm Sq	52555	35	33	8	31	7	27	25	11	28	16	43	79	23	14	7900	10	5	-	11
22d Bm Sq	16925	117	74	26	115	11	60	73	31	60	33	75	216	59	42	22500	37	6	-	35

QUALITY FOR MAY, JUN, JUL 1954



CEA	2049	1991	1920	2211	1281	1269	1223	1356	14.7	14.7	13.8	15.4	855	965	855	766	4256	5412	4142	3648	1025	800	1250	-	2580	2931	1923	3001	2029	1853	2240	-
CEP	1570	1420	1400	1650	1140	1285	1125	1130	15.6	13.4	12.8	15.3	720	820	800	635	3645	4350	3420	2840	1025	800	1250	-	2010	2220	1225	2150	1420	1385	2850	-
RUNS	905	159	167	179	237	85	77	75	132	42	39	51	189	54	68	67	124	26	60	38	2	1	1	-	65	20	24	21	11	6	5	-

CONFIDENTIAL

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PREDICTED PTS FOR 50-8 QUALITY
MAY JUN JUL

RADAR RBS ACCURACY
(40 PTS MAX POSSIBLE)

	PROF INDEX	% MAX SCORE	POINTS
2 nd BM SQ	52.2	84	
19 th BM SQ	52.2	84	
33 rd BM SQ	54.3	<u>88</u>	
WING	53.3%	86	34

VISUAL RBS ACCURACY
(35 PTS MAX POSSIBLE)

	PROF INDEX	% MAX SCORE	POINTS
2 nd BM SQ	52.6	86	
19 th BM SQ	55.2	90	
33 rd BM SQ	56.9	<u>94</u>	
WING	54.8	90	22.5

WET HOOK-UPS PROFICIENCY
(30 PTS MAX POSSIBLE)

	ATTEMPTS	SUCCESS	% SUCCESS	% MAX SCORE	POINTS
2 nd BM SQ	232	232	100		
19 th BM SQ	226	226	100		
33 rd BM SQ	215	215	100		
22 nd AIR RFLG SQ	448	448	100		
WING	1121	1121	100	100	20

RADAR RENDEZVOUS PROFICIENCY
(20 PTS MAX POSSIBLE)

	ATTEMPTS	SUCCESS	% SUCCESS	% MAX SCORE	POINTS
2 nd BM SQ	59	58	98		
19 th BM SQ	55	53	96		
33 rd BM SQ	65	64	98		
22 nd AIR RFLG SQ	164	164	<u>100</u>		
WING	343	339	99	100	20

SCORED CREWS
(50 PTS MAX POSSIBLE)

	CREWS ELIGIBLE FOR SCORING	CREWS SCORED	% CREWS SCORED	% MAX SCORE	POINTS
2 nd BM SQ	12	10 11	83 92	100	
19 th BM SQ	12	10	83	100	
33 rd BM SQ	13	10 13	77 <u>100</u>	100	
BM CREW TOTAL	37	30 34	92 92	100	40
AIR RFLG. CREWS	17	17	100	100	10
TOTAL SCORED CREW POINTS					50

COMBAT READY CREWS
(50 PTS MAX POSSIBLE)

	TOTAL COMBAT READY CREWS	% MAX SCORE	POINTS
2 nd BM SQ	13		
19 th BM SQ	14		
33 rd BM SQ	14		
BM CREW TOTAL	41	40	16
AIR RFLG. CREWS	19	85	8.5
TOTAL COMBAT READY CREWS			24.5

NITE CELESTIAL NAV
(30 PTS MAX POSSIBLE)

	CEA	% MAX SCORE	POINTS
2 nd BM SQ	14.7		
19 th BM SQ	13.8		
33 rd BM SQ	14.7		
22 nd AIR RFLG SQ	10.5	100	
WING	13.1	80	16

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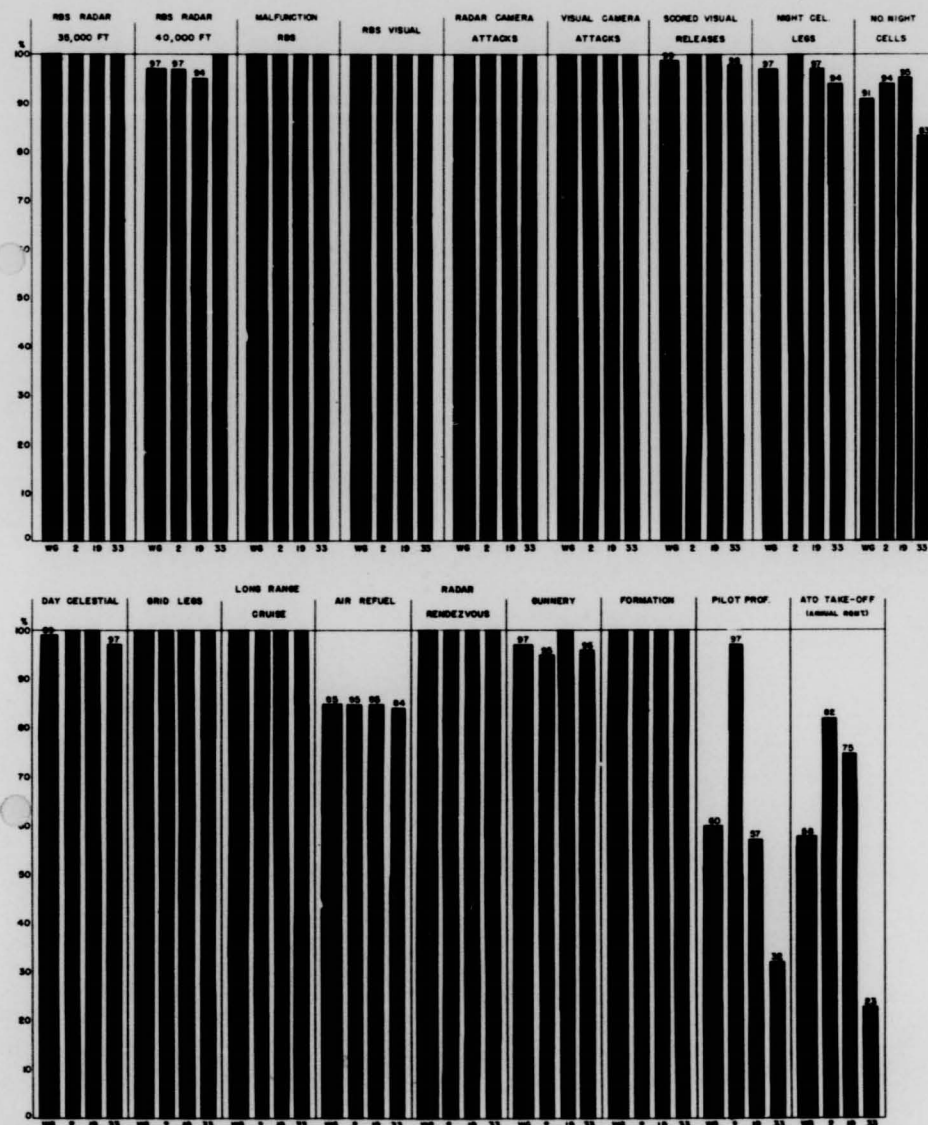
PREDICTED POINTS FOR 50-8 TRAINING MINIMUMS

<u>B-47 CREWS</u>	% COMPLETE				% OF MAX
	2D	19TH	33D	WG	
BOMBING (35 PTS. MAX. POSS.)	995	992	996	POINTS 348	995
NAVIGATION (25 PTS. MAX. POSS.)	100	99	972	247	986
CRUISE CONTROL (10 PTS. MAX. POSS.)	100	100	100	10	100
AIR REFUEL & RDZV. (25 PTS. MAX. POSS.)	89	892	888	222	89
GUNNERY (10 PTS. MAX. POSS.)	95	100	96	97	97
ATOMIC WEAPONS (10 PTS. MAX. POSS.)	100	100	944	98	98
MISCELLANEOUS (FORM-PLT PROF-STAN. CKS.) (15 PTS. MAX. POSS.)	986	90	825	135	898
FLYING TIME (20 PTS. MAX. POSS.)	100	100	761	184	921
TOTAL FOR B-47 CREWS (150 PTS. MAX. POSS.)	978	971	918	143.3	955

<u>KC-97 CREWS</u>	22D	ARS	
WET HOOKS & RDZV. (15 PTS. MAX. POSS.)	100	15	
NAVIGATION (10 PTS. MAX. POSS.)	100	10	
CRUISE CONTROL (5 PTS. MAX. POSS.)	100	5	
MISCELLANEOUS (10 PTS. MAX. POSS.)	100	10	
FLYING TIME (10 PTS. MAX. POSS.)	100	10	
TOTAL FOR KC-97 CREWS (50 PTS. MAX. POSS.)	100	50	100
TOTAL FOR ALL CREWS (200 PTS. MAX. POSS.)		193.3	973

CONFIDENTIAL

PERCENT 50-8 ACCOMPLISHED FOR MAY-JUN-JUL QUARTER
AS OF 31 JULY



THIS CHART COVERS
THE RATING SYSTEM FOR
THE FOLLOWING MONTHS: Mar Apr May

SAC REQ 50-8 QUALITY CHART

SUPPLEMENT XVIII

CONFIDENTIAL

RADAR RBS

REQ 9

VISUAL RBS

REQ 4

NITE CEL

REQ 4

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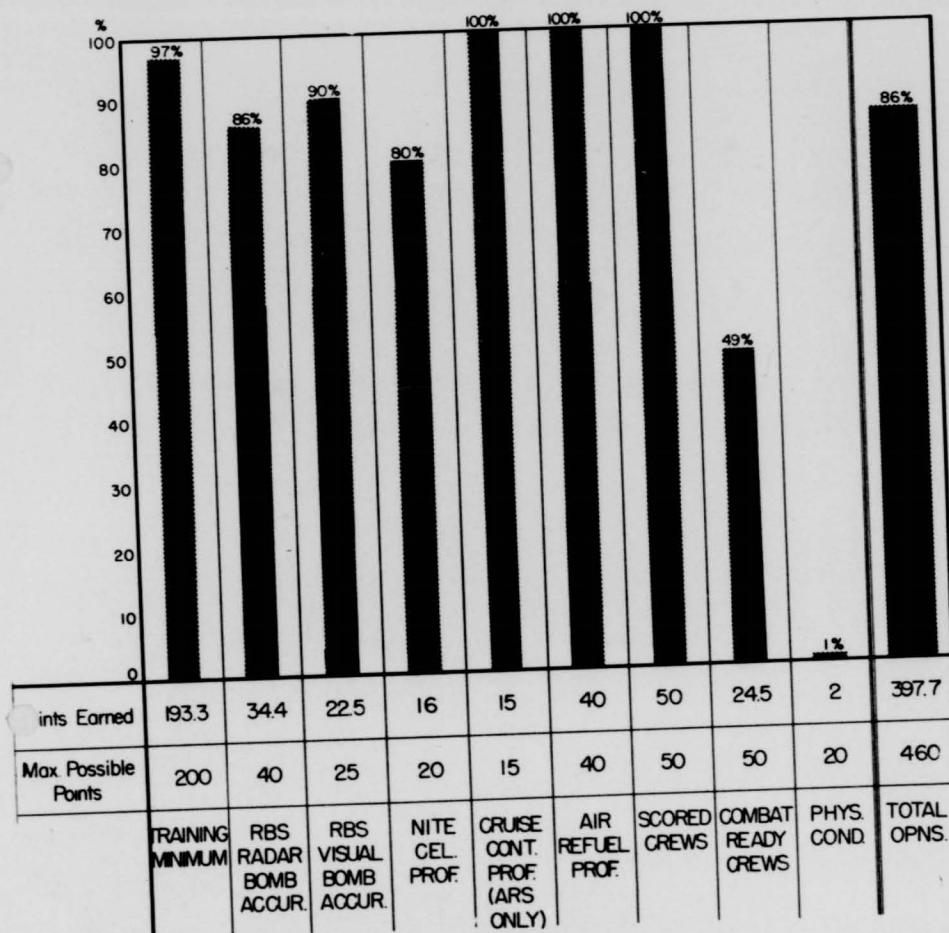
REQ 309

PERCENT OF OPERATIONAL POINTS
EARNED BY ORGANIZATIONS

(EXCLUDING G.R. CREWS & PHYSICAL CONDITIONING)

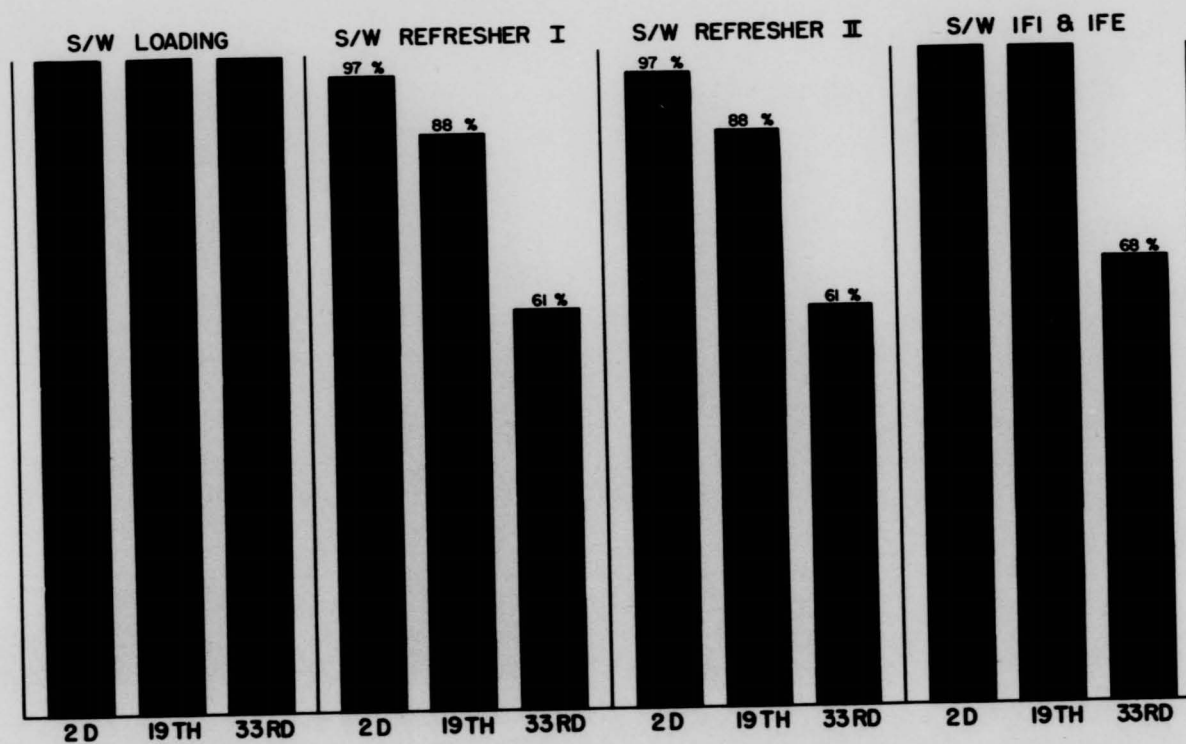
	PROFICIENCY	QUANTITY	TOTAL EARNINGS
2 ^D BOMB SQ.	89.4	97.8	93.3
19 TH BOMB SQ.	87.6	97.1	92.0
33 ^D BOMB SQ.	93.5	91.8	92.7
22 ^D AIR REFUELING SQ.	<u>100</u>	<u>100</u>	<u>100</u>
WING		95.5	86.5 (92.8)

PREDICTED SAC RATING SYSTEM POINTS FOR OPERATIONS



CONFIDENTIAL

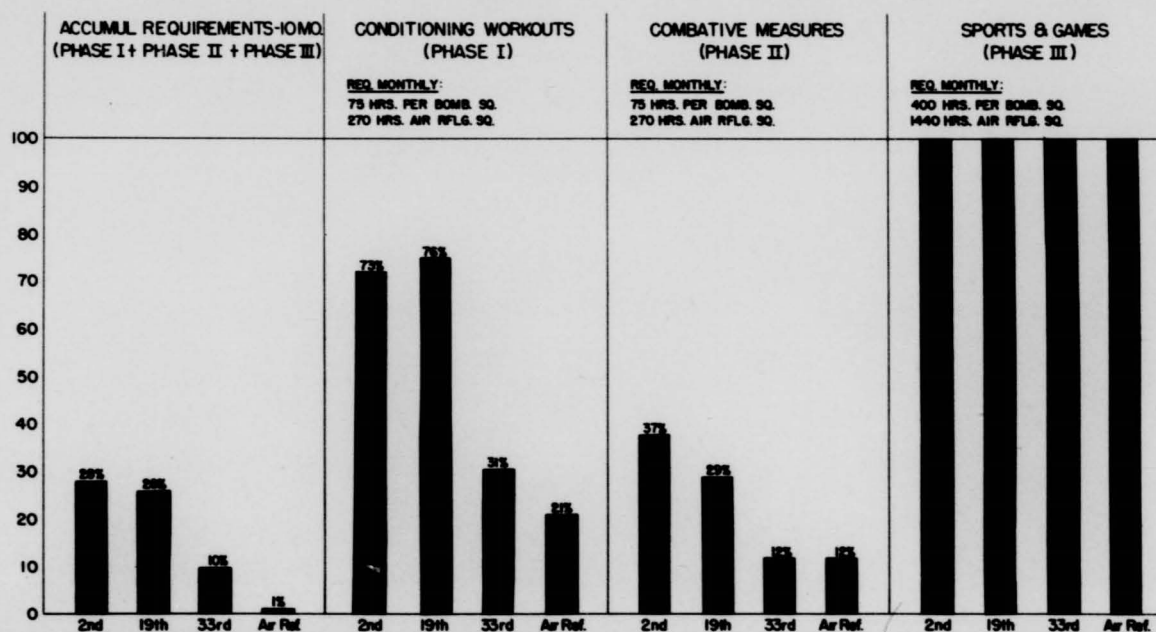
SPECIAL WEAPONS
PERCENTAGE TRAINED FOR MAY-JUNE-JULY QTR.



UTILIZATION OF SYNTHETIC TRAINERS JULY 1954

<u>ORGANIZATION</u>	<u>SCHED. AVAIL. TIME</u>	<u>UTILIZED TIME</u>	<u>%</u>
LINK TRAINER			
HQ SQ	2:00	2:00	100%
2 nd BOMB SQ	31:30	19:30	62%
19 TH BOMB SQ	36:00	19:45	55%
33 rd BOMB SQ	29:00	21:30	74%
22 nd AIR RFLG. SQ	106:00	26:00	24%
T-2 ULTRASONIC TRAINER			
2 nd BOMB SQ	16:00	5:00	31%
19 TH BOMB SQ	18:00	9:00	50%
33 rd BOMB SQ	26:00	14:30	56%
T-1A GUNNERY			
2 nd BOMB SQ	13:00	10:00	76%
19 TH BOMB SQ	19:00	13:00	68%
33 rd BOMB SQ	13:00	01:00	08%
LORAN TRAINER			
22 nd AIR RFLG. SQ	12:00	00:00	0%
KC-97 SIMULATOR			
22 nd AIR RFLG. SQ	00:00	10:45	100%
B-47 SIMULATOR			
2 nd BOMB SQ	27:00	3:00	11%
19 TH BOMB SQ	30:00	15:00	50%
33 rd BOMB SQ	21:00	10:30	49%
<u>ORGANIZATION</u>	<u>SPACES ALLOTTED</u>	<u>SPACES FILLED</u>	<u>%</u>
BASIC SURVIVAL			
19 TH BOMB SQ	1	1	100%
22 nd AIR RFLG. SQ	12	12	100%
SEA SURVIVAL			
22 nd AIR RFLG. SQ	60	60	100%
SAC SURVIVAL			
19 TH BOMB SQ	3	3	100%
22 nd AIR RFLG. SQ	10	10	100%
BOMB COMMANDER SCHOOL			
2 nd BOMB SQ	1	1	100%
19 TH BOMB SQ	4	4	100%
33 rd BOMB SQ	1	1	100%
ALTITUDE INDOCTRINATION			
2 nd BOMB SQ	8	0	0%
19 TH BOMB SQ	8	0	0%
33 rd BOMB SQ	10	0	0%
22 nd AIR RFLG. SQ	21	0	0%

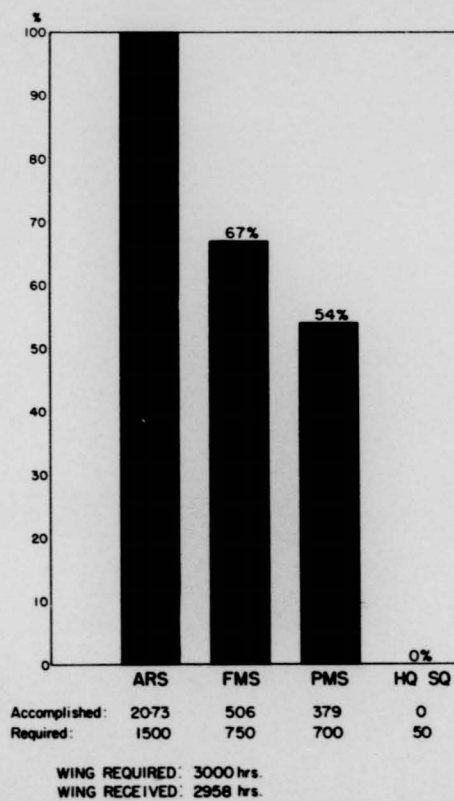
PHYSICAL CONDITIONING PROGRAM



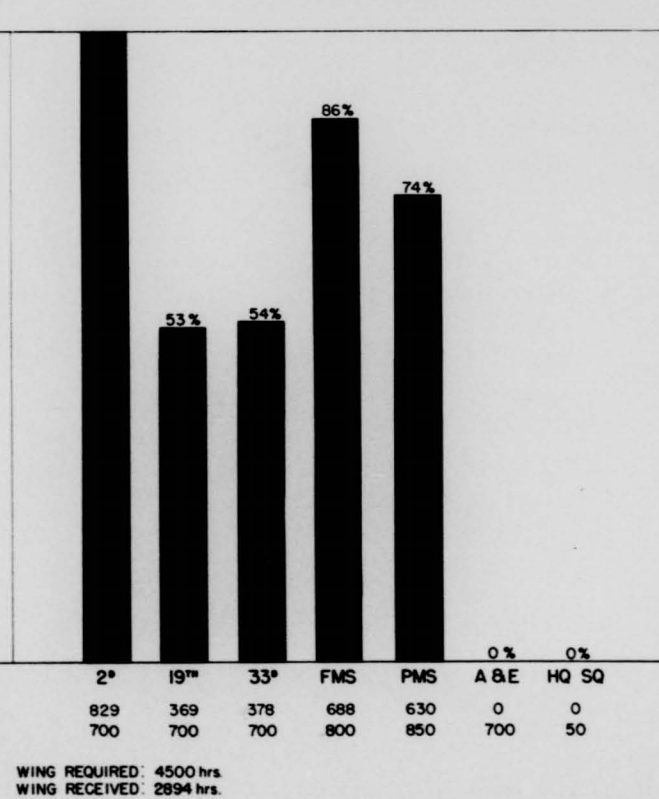
Total hrs. required per crew member since 1 Oct 53 110 HRS.

32 OF 351 Crew members received the required amount of hours for 10%

UTILIZATION, KC-97 MTD UNIT
JULY 1954



UTILIZATION, B-47 MTD UNIT
JULY 1954





AFCMO-03

SUBJECT: Request for Information

30 July 1954

TO: Commander
22d Bombardment Wing, Medium
March Air Force Base, California

1. Reference is made to letter, your headquarters, subjects: Request for Information, dated 6 April 1954 and letter, your headquarters, subjects: Request for Records, dated 18 June 1954.

2. The official records of this headquarters reflect that Hq 22d Bombardment Group was activated on 1 February 1940, and remained active until it was inactivated 16 June 1952. The Hq 22d Bombardment Wing (a separate constituted and activated unit) was activated on 1 August 1948. The Hq 22d Bombardment Group was not redesignated as indicated in paragraph 1, 2d indorsement, letter your headquarters, subjects: Request for Information, dated 6 April 1954. Therefore, under current regulations, Hq 22d Bombardment Wing Medium may not display any awards, citations or battle honors earned by the Hq 22d Bombardment Group.

3. For your information, this headquarters is conducting a study to determine whether the provisions of AFR 35-75 should be changed in order to permit higher units to inherit awards and battle honors awarded to subordinate units. Your headquarters will be advised of the results of this study as soon as practicable.

BY ORDER OF THE CHIEF OF STAFF:

ALBERT H. BETHUNE
Colonel, USAF
Deputy Chief, Organization Div.
D/Manpower & Organization, DCS/O

F
HEADQUARTERS 22D BOMBARDMENT WING (W)
March Air Force Base
California

22C

19 Aug 1954

SUBJECT: Work Week

TO: Commander
12th Air Division
March Air Force Base
California

1. In accordance with your letter dated 13 August 1954, same subject, the following is submitted.

2. I have attached the problem from two angles:

a. Analysis of overtime for May, June and July (Inclosure 1). Per instructions in the letter from General Sweeney, I have included a comparison of accomplishments (Inclosure 2)

b. Analysis of overtime for May, June and July and of the impact of excessive higher headquarters commitments on accomplishment of required 50-8 quarterly training requirements (Inclosure 3 w/2 Annexes).

3. Obviously paragraph 2b above goes beyond the intent of General Sweeney's letter but is so interrelated that I feel both matters should be presented in one package.

4. Major points to consider are believed to be as follows:

a. Higher headquarters commitments are the primary cause of overtime work. In addition to operational commitments, special maintenance requirements, such as Technical Order Compliance with short suspense dates for completion, contribute materially to overtime.

b. The statistical methods for recording overtime are only partially accurate.

c. Compensatory time cannot always be granted to the most deserving personnel. Key supervisors, both officer and airmen, are irreplaceable against normal as well as important commitments.

d. Even normal flying schedules create overtime by virtue of the "round-the-clock" flying required to obtain proper training. More efficient planning of work schedules should reduce, but will never completely eliminate this.

e. The commitments imposed on this Wing since 1 June have been equally excessive with those in May. Therefore, progress in attaining a 40-hour, 5-day flying week and a 44-hour work week has been limited. To make up for this, compensatory time has been granted as liberally

as possible. In fact, the June figures reflect the fine effort made to make up for the excessive May overtime.

f. Consistent with the problem outlined in paragraph d, if higher headquarters commitments are known sufficiently in advance to permit proper Wing planning. The current quarterly allocation of flying, 4420 hours for B-47s and 2270 hours for KC-97s, approximately evenly divided over the quarter, should enable any Wing with the capability and experience of the 22d to maintain very close to a 44-hour work week.

g. If maximum effort missions, including the required quarterly USCM, were scheduled only in the first month of the 50-8 training quarter and total higher headquarters commitments for the training quarter did not exceed 25% of the quarterly flying time allocation, this Wing should have no major difficulty in meeting requirements under 50-8.

h. Most higher headquarters missions such as USCMs, Globe Trotter, SES, and the San Antonio Evaluation provide exceptionally fine training, particularly for combat ready crews. Furthermore, such missions, ~~particularity of the maximum effort types~~ particularly the maximum effort types (USCM and San Antonio Evaluation) provide excellent training in Wing-wide coordinated effort both for combat crews and the maintenance establishment. On the otherhand, the Wing is charged with accomplishing 50-8 minimums and are graded apparently without reference to the effect of excessive higher headquarters commitments. Since the Wing must exert every effort to do both well, the inevitable result is much overtime. This overtime, aside from that required for the big mission, is Wing and Squadron generated in two directions - application for more flying time than that granted in the quarterly allocation and heavy pressure to squeeze the last drop from the limited hours available to apply to 50-8 and non-combat ready crew-type training.

5. An additional item not included in the attached documents but of great importance to the problem, as stated by General Griswold, concerns the granting of leave to SAC personnel. In this regard, a combination of TDYs, higher headquarters commitments (often imposed on short notice) and 50-8 training requirements prohibit sound and complete leave scheduling. Various TDYs (particularly rotational) greatly reduce time for granting leaves. Maximum efforts demand that practically all crews and key maintenance personnel not sick or on other commitments (such as SES) be utilized. It is realized that only a 70% score is required on maximum effort USCMs, but this Wing, with constant crew quotas to meet and other concurrent commitments, finds it extremely difficult, and often impossible, to schedule enough crews to insure a 70% success without cancelling or re-scheduling leaves. Finally, 50-8 does not recognize that a crew has thirty days of leave per year. From this standpoint, at least, a partial solution to the problem exists. Stated simply, this solution encompasses the relief of a crew from 50-8 minimums while on leave. Thus, in a given training quarters a crew taking 30 days leave would only have to meet two-thirds of its quarterly training requirement.

6. No discussion has been made on the KC-97 problem, however, the same general problem exist.

7. It is recommended that:

a. Commitments involving week-end work be avoided.

b. Wherever practicable, higher headquarters commitments, including the USCM, never exceed one-fourth of the quarterly flying time allocation.

c. USCMs or equivalent maximum efforts be scheduled in the first month of each training quarter.

d. Large scale higher headquarters commitments be firmly established approximately 3 months in advance. Minor commitments should be levied by the 15th of the month prior to the month which scheduled.

e. Further study be made of the leave problem with a view to recognizing leave in SAC planning and scoring.

WILLIAM F. COLEMAN
Colonel, USAF
Commander

ANALYSIS OF OVERTIME FOR MAY-JUNE-JULY 1954

OVERTIME - 28, 100 M/hrs

COMP. TIME - 22, 107 M/hrs

NET OVERTIME - 5,993 M/hrs

Events Leading To Large Expenditures Of Overtime Manhours.

1. Operation "Full House" began on Wednesday, 5 May, with the departure of several KC-97 aircraft from this station. This mission continued through 12 May 54 when the last major portion of aircraft returned to this station. A large portion of the total overtime manhour expenditure during May was consumed during the first week of the month in preparation for and support of this mission. The week prior to Operation "Full House", dock personnel worked a 12-hour day to complete inspection so that all aircraft had sufficient time to complete missions. Dock personnel had a 3-day pass to compensate for this overtime. Some of the Field Maintenance and A&E Squadron personnel were given time off; however, not all people were given time off and flight schedules were resumed immediately after missions. B-47 aircraft, which are scheduled for departure on 7 May, were cancelled for weather and departed on 8 and 9 May, which was Saturday and Sunday. This week-end departure required the efforts of all maintenance personnel and consequently resulted in a high overtime expenditure, as all manhours expended from 1200 noon Saturday through 0800 Monday morning was recorded as overtime. Personnel deployed in support of Operation "Full House" accounted for many overtime manhours as a result of working 12 to 20 hour schedules while away from this station.

2. Other events creating overtime during the month were as follows:

a. Armed Forces Day - Flyovers locally plus static displays at George, Norton and Stead. This occurred on Saturday (15 May). On Sunday (16 May) one aircraft returned from Stead.

b. B-47 Checkout Program For VIP - General's Wade and Sutherland required Saturday afternoon flights (22) May in order to finish on schedule.

c. Globetrotter Missions - Three sorties departed on Friday night (21 May), returning Saturday afternoon (22 May). Six KC-97s had to provide air refueling support on Saturday afternoon also.

d. Memorial Day - One KC-97 departed on this holiday with the Control Team for support of the 320th Wing deployment.

e. Weather - Weather diversion on Friday night over several week-ends caused arrival of five B-47 aircraft on Saturday afternoons.

f. Wing - The Wing permitted one Saturday flight for a crew

to complete a Standboard ride.

Explanation of Compensatory Time-Off During May 1954.

1. All personnel deployed in support of Operation "Full House" received a 3-day pass after their return to this station. These passes varied throughout the month, depending upon the workload in each particular section.

2. Practically all personnel in the Wing were given Saturday morning off, 29 May 1954, and the following Monday, 31 May 1954, over the Memorial Holiday.

JUNE

OVERTIME - 11,062 M/hrs

COMP. TIME - 18, 243 M/hrs

NET COMP. TIME - 7,181 M/hrs

Events resulting in overtime manhours during June 1954.

1. The San Antonio Evaluation which began on Tuesday, 8 June, and continued into the afternoon of 12 June (Saturday) accounted for the majority of overtime manhours. Practically all personnel available were on 12 hour shifts with many key personnel working 20 hours per day.

2. The Far East Survey, Thursday, 17 June 1954. The day following the San Antonio Evaluation, KC-97 aircraft departed for the Far East Survey. On Monday, 21 June 1954, B-47 aircraft departed for Far East Survey, and Sunday, 19, 20 June 1954. Personnel on the survey worked straight through the weekend of 26, 27 June.

3. A practice alert was executed during June, which consumed approximately 2,718 overtime manhours.

4. Other events creating overtime during the month were as follows:

a. VIP Flights - Scheduled departures and arrival in 22d Bomb Wing aircraft on the weekend of 5-6 June and 12-13 June.

b. Weather - 3 B-47's diverted from Friday flights arrived on Saturday or Sunday afternoon.

c. SES - Flights made at or returning from SES on Saturday afternoon.

d. Wing - 2 Test Hops on Saturday afternoons.

Explanation of compensatory time-off during June 1954.

1. During June, six squadrons received a 3-day pass in reward

for Operation "Safe-wheels". This pass covered one and one-half regularly scheduled work days, resulting in 10,560 manhours of compensatory time-off. Other compensatory time was given through-out the month.

JULY

OVERTIME - 16, 990 M/hrs

COMP. TIME - 14, 782 M/hrs

NET OVERTIME - 2,208 M/hrs

Events resulting in overtime manhours for July 1954.

1. ORT mission was executed on Wednesday, 14 July and continued through Saturday, 17 July. Throughout this mission, maintenance activities were placed upon a 12-hour shift, and most key personnel worked as much as 20 hours per day. This mission created the great majority of overtime hours expended for the month.

2. On Sunday, 4 July and Monday, 5 July, which was a regularly scheduled holiday, Field Maintenance and A & E required a portion of their personnel to stand by for support of nine KB-29s in transit and one C-124.

3. TOC program consumed much of the monthly overtime during the last week of July. The week-end of 24-25 July gave a large increase of overtime in compliance of Technical Orders.

4. Other events creating overtime during the month were as follows:

a. AFROTC static display - preparation over weekend for display on 6 July after holiday.

b. FEAF Survey - Three KC-97's returned from FEAF over long weekend of 3-5 July.

c. Weather - Seven aircraft returned on Saturday afternoons from other bases.

d. Wing - Two ROTC flights plus one ferry flight arrived on Saturday mornings.

Explanation of compensatory time-off during July 1954.

1. On 3 July most maintenance personnel received Saturday morning off, resulting in approximately 4,800 manhours compensatory time off. The remaining compensatory time off was given throughout the month as it became necessary to expend overtime manhours in support of wing missions and special requirements.

General Comment.

1. It is pointed out that when this Wing started service testing Mechanized Manhour Accounting it made a difference in the manner of reporting overtime. Under the new system time was started when a man started to work and logged time for eight hours; then any time worked after that is logged as overtime. However, part of the first eight hours may be recorded as compensatory time. An example is the split shift operation as a result of early morning take-off of aircraft. A mechanic works from 0400 to 0800 to get the aircraft off; then he is excused from duty until the aircraft returns at 1500 and works until 1800 to refuel and secure the aircraft. Although this individual records six hours overtime for the day, he also records seven hours compensatory time. Under this type of reporting the difference between overtime ~~and compensatory time~~ and passtime, or net overtime, is the only measurement of overtime worked by personnel of this command. In addition, personnel errors invariably downgrade the validity of overtime statistics and officer personnel do not report overtime. The statistics therefore, as presented, are considered only as indicators not coldly factual statistics.

COMPARISON OF ACCOMPLISHMENT MAY--JUNE--JULY 1954

	Overtime Hours	Compensatory Hours	Total Fly- ing hours BL7/KC97	Higher Hq Commitments Fly Hours BL7/KC97	% Qtly 50-8 Accompl. BL7/KC97
MAY	28,100	22,107	1660/861	890/644	51/57
JUNE	11,062	18,243	1631/731	691/343	22/30
JULY	16,990	14,783	1619/740 *93% only accomplished.	809/427	*19/13

NOTE: 50-8 accomplishments are misleading as May was the first month of the training quarter. All crews needed all items. During June and July items already accomplished were repeated, but do not count under 50-8.

Analysis of the Impact of Excessive Missions Ordered by Higher Headquarters on 50-8 Training Requirements

1. Reference is made to:

a. Paragraph (10) of Part III (Wing Commander's Remarks) of the Bombardment Air Training Report (6 SAC-T12) for the month of July for the 22d Bombardment Wing.

b. Missions ordered by Higher Headquarters in the May-July Training Quarter (Annex 1).

2. Out of 4910 hours flown by the Wing's B-47 aircraft during the quarter May-June-July, 2390 hours were in performance missions ordered by higher headquarters, or 48.7%. (See Annex 1) Reference 1a stresses that although certain quantities of SAC minimums are concurrently accomplished in execution of ordered missions, such missions seldom produce as much quantitatively toward 50-8 as do locally (Wing) scheduled efforts.

3. Inclosure 2, I believe, effectively illustrates this. In brief, it shows that for an expenditure of 2520 B-47 hours or 51.3% of total time flown in Wing and/or Squadron ordered missions we were able to accomplish about 66% or 2/3 of 50-8 training for the quarter and all test hops. Conversely 2390 hours, or 48.7% of total time was flown on Higher Headquarters missions but produced only 27% of 50-8 requirements. Quick arithmetic reveals from this the following:

- a. 33-34 Wing/Squadron hours 1% 50-8
- b. 88-89 Higher Headquarters hours 1% 50-8
- c. 3400 Wing/Squadron hours 100% 50-8

4. It is further calculated that if a Wing can plan its own sorties for 3/4 or about 3000 hours of the quarterly allocation, 90% of 50-8 can be accomplished. The other 10% can be picked up by a combination of the USCM and other higher headquarters commitments. In other words, with the USCM required (about 620 hours) and the quarterly allocation limited to about 4200 hours there are only about 600 hours left for other higher headquarters commitments if a unit is to be expected to complete 50-8 quarterly training and other crew normal training requirements.

5. There are of course other factors. Of particular note is that commitments scheduled early in the quarter are far more effective for 50-8. By way of example Annex 2 reveals that Full House produced 18% accomplishment under 50-8 or 1% accomplishment for every 41 hours flown. The reason for this is that every crew needed all minimums under 50-8 during the first month of the quarter. This is further illustrated by the net 50-8 accomplishments during May (51%) as against June (22%) and July (19%). In this connection, this Wing with no USCM scheduled for September (the first month of the new training quarter) is scheduling a number of "maximum effort" type sorties. Into these there has been integrated every possible 50-8 accomplishment. It is calculated that in excess of 60% under 50-8 minimums will be accomplished. This will leave two full months in which no maximum efforts are planned Wing wise. Rather squadron training will be selectively and carefully plan additional missions required by lead crews, non-combat ready crews, individuals, and those bits and pieces under 50-8 that can not be flown in the maximum effort concept. This plan will further prepare this Wing against anticipated

higher headquarters commitments, none of which after the first month produce much under 50-8.

6. It may be argued that a Wing anticipating higher headquarters commitments during the latter part of the training quarter should plan the "hard to get items" during the first month. It is believed correct to state that planning is not sufficiently firm to put off "easy to get" items until the last month. Such items are easy to get simply because they lend themselves to the lengthy or max effort type sortie. They also count heavily in 50-8 scoring.

7. A factor which additionally aggravates the uneconomical accomplishment of minimums during ordered missions is the suddenness with which notification of some is received. This prohibits long range effective planning. For example, approximately 20 days advance notice was given the 22d Bomb Wing that an CRT was to be conducted. Had there been three months notice, a 22d Wing USCM during the early part of the quarter might not have been scheduled and therefore precluded flying two USCMs in one quarter.

8. It is emphasized that this analysis is strictly on the subject of how higher headquarters ordered missions diminish the amount of 50-8 accomplishments realized, hour for hour, and how these missions likewise add to the amount of overtime expended. The basic training enjoyed in performing ordered missions is fully appreciated, e.g., the training acquired in practicing an EWP such as "Fullhouse", or that received in completing "Globetrotter". However, as stated, such training does not satisfy SAC minimum requirements in the most economical fashion.

ITEMIZATION OF ORDERED MISSIONS

Rapid City ADS Loading (May)	9:00	
Fairchild ADS Loading (May)	10:50	
Globetrotter (May)	121:45	
Transition for Generals (May)	74:50	
Flights for Comdr & DC 15AF (May)	19:35	
Orientation for "Time" Editor (May)	2:40	
Armed Forces Day Demonstration	8:20	
3908th SES Evaluation (May)	22:00	
Operation FULLHOUSE (May)	622:00	
San Antonio Evaluation (June)	324:00	
FEAF Survey (June)	94:55	
Globetrotter (June)	73:35	
"K" Display to Denver (June)	19:15	
Wolfpack (June)	33:20	
Travis ADS Loading	6:30	
Flight for Comdr & Deputy Comdr 15AF	17:00	June
3908th SES Evaluation (June)	101:40	
Goose Bay AFIS Loading (July)	16:15	
Globetrotter (July)	63:10	
Operation "Stovepipe" (July)	605:55	
FEAF Survey (July)	36:10	
Wolfpack (July)	29:50	
Weight Balance at McClellan (July)	25:55	
TOTAL	2390:30	

TOTAL B-47 FLYING TIME: May: 1660:05 June: 1631:10 July: 1619:25
 TOTAL: 4910:10
 Percent of total time utilized in flying missions ordered by higher
 headquarters: (2390:30 : 4910:10) equals 48.7%

	* %50-8 ACCOMP	FLYING TIME EXPENDED
Wg/Sq Directed Missions (Inc test hops, etc)	65.7%	2520: 10
FULL HOUSE	15 %	622: 00
San Antonio Evaluation	3 %	324: 00
ORT (STOVEPIPE)	2.5%	605: 55
All other ordered missions	5.3%	838: 35
TOTAL	92.5%	4910:10

* (Percentages obtained are those amounts obtained after item above
 has been credited to maximum extent)

22D AIR REFUELING SQUADRON

	%50-8 ACCOMP	FLYING TIME EXPENDED
Wg/Sg Directed Missions	55%	919:00
FULL HOUSE	21%	593:00
San Antonio Evaluation Mission	-	-
ORT (STOVEPIPE)	5%	148:55
All other Higher Hq ordered missions	19%	673:10
TOTAL	100%	2334:05

1. Reference is made to:

a. Paragraph (10) of Part III (Wing Commander's Remarks) of the Bombardment Air Training Report (6 SAC-T12) for the month of July for the Wing.

b. Missions ordered by Higher Headquarters in the May-July Training Quarter (Annex 1).

2. Out of 4910 hours flown by the Wing's B-47 aircraft during the quarter May-June-July, 2390 hours were in performance of missions ordered by higher headquarters, or 48.7%. (See Annex 1) Reference 1a stresses that although in execution of ordered missions, such missions seldom produce as much quantitatively toward 50-8 as do locally (Wing) scheduled efforts.

3. Inclosure 2, I believe, effectively illustrates this. In brief, it shows that for an expenditure of 2520 B-47 hours or 51.3% of total time flown in Wing and/or Squadron ordered missions we were able to accomplish about 66% or 2/3 of 50-8 training for the quarter and all test hops. Conversely 2390 hours, or 48.7% of total time was flown on Higher Headquarters missions but produced only 27% of 50-8 requirements. Quick arithmetic reveals from this the following:

- | | | |
|------------------------------------|------|------|
| a. 33-34 Wing/Squadron hours | 1% | 50-8 |
| b. 88-89 Higher Headquarters hours | 1% | 50-8 |
| c. 3400 Wing/Squadron hours | 100% | 50-8 |

4. It is further calculated that if a Wing can plan its own sorties for 3/4 or about 3000 hours of the quarterly allocation, 90% of 50-8 can be accomplished. The other 10% can be picked up by a combination of the USCM and other higher headquarters commitments. In other words, with the USCM required (about 620 hours) and the quarterly allocation limited to about 4200 hours there are only about 600 hours left for other higher headquarters commitments if a unit is to be expected to complete 50-8 quarterly training and other crew normal training requirements.

Problems Related to Shortages in the supply field

22DM INFO: All Sqs (except 22TH) 22C 22 Jul 54 Col Coleman/egd/3230

1. As you know, this Wing is suffering an acute shortage of qualified supervisory personnel in the supply field, both officers and airmen. This in turn results in continuing if not increasing supply difficulties. We have no projected input of either type at any time in the near future, therefore, we must seek to combat this problem with what we have. Since each supply account must be the responsibility of an officer, we are presently of necessity giving such accounts in the various squadrons to aircrew members, maintenance officers, etc. Since these personnel have other duties to perform concurrently and understandably are not well qualified as supply officers, basic deficiencies can be expected to increase.

2. It appears to me that we can make a more effective utilization of our presently assigned and well qualified supply officers than is now being made. For instance, Capt Hardin has the field maintenance supply account in good shape. It is reasonable to assume that Lt Dickinson can within a reasonable length of time have the 33d Bomb Squadron account in good shape, and that Capt Aitken can within a reasonable length of time become oriented as Wing Staff Supply Officer. Why not then let these officers, plus Capt Faine and any other well qualified supply officer we may have available within the Wing or on the base that matter, assist the squadrons which do not have qualified officers. For instance, with Capt Hardin's supply account in good shape why can he not spend part of his time in the 19th Squadron teaching Capt Long or whatever officer the 19th selects, basic fundamentals. When Lt Dickinson gets going in the 33d let him do likewise. If supply liaison duties will permit, Capt Faine could also assist.

3. I fully realize that this type of duty normally falls to the Wing Staff Supply Officer, however, he cannot do it alone. For the moment I am not directing that this be done, rather I am directing that an ADHOC committee of selected well qualified supply officers be formed to look into this problem and submit to me a proposed solution which fulfills a basic objective of maximum utilization of supply experience available for the overall good of the Wing. I am establishing a suspense date of 10 August for the committee's report. Furthermore, I will be available to the committee on short notice to clarify any points they wish before they start their more detailed study of this problem.

WILLIAM F. COLEMAN
Colonel, USAF
Commander

MEMO FOR: Colonel Coleman

22 July 1954

SUBJECT: Officers and Airmen Call, Saturday, 24 July 1954.

Reference your Saturday talk to the airmen and officers, the following items are forwarded for your information:

1. There has been an increase in the number of following incidents:

Airmen:

- a. Bad checks
- b. Drunk driving
- c. Traffic accidents
- d. Speeding tickets

2. Tell about our plan for a new work uniform for use in hot weather: i.e., trousers, T-shirt or short sleeves.

Officers:

- a. Bad checks
- b. Drunk driving

J. A. M.

J

MEMO TO: Colonel Coleman

1. Following are three subjects which I suggest be considered and acted upon:

a. A comfortable fatigue uniform should be adopted as soon as possible. The entire Wing has been canvassed and almost without exception the troops want a uniform approximating that which is used at Barksdale, i.e., trousers, T-shirt or short sleeve shirt, service shoes and baseball cap. If you are receptive to the idea, I will prepare the necessary paper work for forwarding to 12th Air Division.

b. The barrack space in the 2d Bomb Squadron and Headquarters Squadron should be reallocated. The Headquarters Squadron is double bunked and existing room space requires that lower ranking staff sergeants live in the open bay. The 2d Bomb Squadron has some airmen first class living in rooms and their bay space is not nearly as critical as that in the Headquarters Squadron. Suggest you tell Col Smith to get with Mr. Frick and resolve the problem. I emphasize telling him because he will balk at giving up space to another unit. The unsatisfactory situation in the Headquarters Squadron requires something drastic right away.

c. We should accept 28 August as the date for a Wing sponsored party for the entire base in the Officers Club. There are many ramifications to this subject which I would like to discuss with you.

ALFRED J. NELSON
Captain, USAF
Adjutant

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HEADQUARTERS
22D BOMBARDMENT WING (H)
March Air Force Base, California

REGULATION)

31 July 1954

NO. 11-2)

ADMINISTRATIVE PRACTICES

Wing Duty Officers, Squadron Alert Officers, NCOs and CJs

(This regulation supersedes Wing Regulation No. 11-2, 27 Nov 53)

1. PURPOSE: The purpose of this directive is to prescribe the requirements, affix responsibility and establish the duties of:

- a. Wing Duty Officer
- b. Officer of the Day
- c. Airdrome Officer
- d. Assistant Airdrome Officer
- e. Tower Officer
- f. Squadron Alert Officers
- g. Squadron Alert NCOs
- h. Charge of Quarters
- i. Refueling Officer
- j. Tractor Drivers

2. SCOPE: The provisions of this directive apply to all organizations assigned or attached to this Wing, except where otherwise indicated.

3. RESPONSIBILITY: The Wing Adjutant is responsible for the maintenance of duty rosters and the scheduling of duties listed in paragraph 1a through 1e above. Squadron Commanders are responsible for notifying personnel scheduled for duties listed in paragraph 1a through 1j above and for insuring that they report on time for their scheduled duty. In the event an officer or airman is hospitalized, TDY or forecast to be TDY, the officer responsible for the duty roster will be so informed and substitution will be made by the custodian of the roster. In all cases, where the officer detail is scheduled by the Wing Adjutant it will be the responsibility of the officer concerned to personally inform the Wing

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REG 11-2
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Adjutant or Sergeant-Major at least five (5) days prior to his duty date if he is unable to perform the duty because of TDY, emergency leave, required missions, or hospitalization. If an officer fails to notify the Wing Adjutant of his non-availability it will be his personal responsibility to furnish a qualified replacement.

a. An officer may trade duties with a qualified replacement without prior approval; however, the officer originally scheduled will be responsible and credited for performing the duty.

b. The Squadron Commander is responsible for substituting individuals and crews where necessary because of leave, training schedules, pass or crew rest. Five (5) days notification should be given the person who performs the duty.

4. GENERAL: In order to provide a definite planning factor for all concerned, the duty schedule is published 10 to 15 days in advance and will cover an entire month. It should be used as a planning factor so that when changes are necessary they can be made in sufficient time to prevent interference with ground and flight schedules or crew rest. Whenever possible, officers will be scheduled for duties as an integral crew; otherwise, normal duty roster practices will be followed. Personnel exempted from performing the duties covered herein are full colonels and the following:

- a. Director of Personnel
- b. Director of Operations
- c. Director of Materiel
- d. Wing Adjutant
- e. Wing Inspector
- f. Wing Comptroller
- g. Deputy Director of Operations
- h. Chief of Maintenance
- i. Chief of Supply
- j. Chief of Logistics
- k. Squadron Commanders

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1. Squadron Operations Officer of the 3 Tactical and Air Refueling Squadrons.

5. DUTIES:

a. Wing Duty Officer.

- (1) The Wing Adjutant will schedule by duty roster Squadron and Wing Observers in the grade of 2d Lt through Lt Col.
- (2) Tour of Duty:
 - (a) Weekdays: 1700 to 0800 the following day.
 - (b) Saturday: 1200 to 0800 the following day.
 - (c) Sunday and Holidays: 0800 to 2000 and from 2000 to 0800 the following day.
- (3) Station. The Wing Duty Officer will remain on duty in the Wing Operations Control Room while aircraft of this Command are flying. After the landing of the last aircraft and the completion of duties required for the day's flying he may go to his quarters. Room 11, BQQ 107, or other telephone equipped Base Quarters, may be utilized during this tour of duty. Telephone equipped quarters in Arnold Heights may also be used for eating and sleeping. He will keep the Wing Control Room informed of his whereabouts at all times.
- (4) Reporting. The Wing Duty Officer will report to the Wing Adjutant (Bldg. P-470) before 1640 hours the day of detail, except those officers serving over week-ends or holidays, who will report for their instructions the last working day prior to the week-end or holiday.
- (5) Duties. Specific duties will conform to instructions contained in "Wing Duty Officer's Instructions", which will be presented to the officer at the time of his tour as Wing Duty Officer.

b. Airdrome Officer.

- (1) The Wing Adjutant will schedule by duty roster pilots in the grade of 2d Lt through Lt Col who are not B-47

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Aircraft Commanders or B-47 Pilots. If the B-47 Pilot has less than 200 hours in the B-47, he will be placed on the Airdrome or Assistant Airdrome Officer roster and be scheduled for that duty only.

(2) Prerequisites:

- (a) 5 years service as a rated pilot.
- (b) 1000 hours or more as a rated pilot.
- (c) Current instrument certificate.
- (d) Rated pilot on flying status.

(3) Tour of Duty:

- (a) Report to Base Operations Officer at 0830 for instructions. Duty hours are from 0900 to 0900 hours the following.

c. Assistant Airdrome Officer.

- (1) The Wing Adjutant will schedule by roster pilots in the grade of 2d Lt through Lt Col who are not B-47 Aircraft Commanders or B-47 Pilots. If the B-47 Pilot has less than 200 hours in the B-47, he will be placed on the Airdrome or Assistant Airdrome Officer roster and be scheduled for that duty only.

(2) Prerequisites:

- (a) Current effective instrument certificate.
- (b) Rated pilot on flying status.

(3) Tour of Duty:

- (a) Report to Base Operations Officer at 0830 hours for instructions. Duty hours are from 0900 hours to 0900 hours the following day.

d. Tower Officer.

- (1) The Wing Adjutant will schedule by duty roster B-47 Aircraft Commanders and B-47 Pilots who have 200 or

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Page 5

more hours in the B-47.

(2) Tour of Duty:

- (a) From 0600 until 1800 and from 1800 until 0600 hours the following day.

e. Officer of the Day.

- (1) The Wing Adjutant will schedule by roster non-rated officers in the grade of WOJG through Major, except for Medical officers.

(2) Tour of Duty:

- (a) From 1600 hours to 1600 hours the following day.

f. Squadron Alert Officer.

- (1) Each Squadron Commander will appoint a Squadron Alert Officer to represent him after normal duty hours in the event any of the following type alerts are announced on this base:

- (a) Emergency Base Defense Alert. (Hq 22BW Opns Plan, Defense of March AFB). 22BW Opns O 201-53.
(b) Air Raid or Aircraft Evacuation Alert. (Hq 22BW Opns O 10-53).
(c) High Wind or Severe Weather Alert. (Hq 22BW Opns O 106-53).

- (2) Squadron Commanders will furnish their Alert Officers with specific typewritten instructions, to be implemented in any of the alerts cited above.
(3) Alert Officers will be designated, whenever practical, from officers residing on March AFB and Arnold Heights.
(4) Alert Officers must be readily available for immediate duty at squadron command posts in the event of an alert. They will keep the Wing Control Room informed of their whereabouts at all times during their tour of duty.

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- (5) Officers designated as Alert Officers must be thoroughly conversant with all phases of the various alert plans as they affect their organization. Squadron Commanders are responsible for compiling a list of not more than seven officers to function as Alert and Alternate Alert Officers for a designated period of time. Squadron Commanders will insure the availability and presence of an Alert Officer at the close of the normal duty hours each day.
- (6) The medical administrative officer of the day may be the designated Alert Officer for the 22d Tactical Hospital.

g. Squadron Alert NCO.

- (1) Each organization of this command will appoint a squadron Alert NCO to assist the squadron Alert Officer.
- (2) Alert NCOs will be designated, whenever practical, from NCOs residing on March AFB and Arnold Heights.
- (3) The provisions of paragraph 5f(4) also apply to Alert NCOs.
- (4) Alert NCOs will be designated in addition to regular Charge of Quarters.

h. Charge of Quarters.

- (1) Commanders as noted below will detail Charge of Quarters to be present in their barracks during all normal off-duty hours:
 - (a) Commander, 2d Bombardment Squadron.
 - (b) Commander, 19th Bombardment Squadron.
 - (c) Commander, 33d Bombardment Squadron.
 - (d) Commander, 22d Air Refueling Squadron.
 - (e) Commander, 22d Field Maintenance Squadron.
 - (f) Commander, 22d Periodic Maintenance Squadron.
 - (g) Commander, 22d Armament & Electronics Maintenance Squadron.

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Page 7

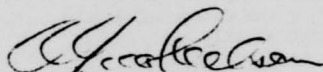
- (h) Commander, Headquarters Squadron Section.
 - (i) Commander, 22d Tactical Hospital.
 - (j) A common Charge of Quarters for Headquarters Squadron Section, 22d Bombardment Wing (M) and the 2d Bombardment Squadron will be maintained in Bldg. 400A. This detail will be scheduled jointly by the Commanders concerned.
- (2) Commanders will provide comprehensive typewritten instructions describing the duties of the Charge of Quarters and will insure that CQs are adequately briefed as to their responsibilities by the Squadron Adjutant or First Sergeant upon reporting for CQ duty.
 - (3) Commanders will maintain duty rosters in accordance with Air Force Regulation 31-12 for detail of CQs.
 - (4) Airmen of the first four grades may be detailed for CQ duty.
- i. Refueling Officer.
- (1) Each tactical squadron will have a qualified Refueling Officer on duty whenever requirements for aircraft refueling exist. He will personally supervise all refueling operations and comply with the provisions of T.O. 1B-47-511.
- j. Tractor Drivers.
- (1) Each tactical squadron will assure that the provisions of paragraph 6c and 6d, Supplement II, Base Regulation 92-5, subject: Fire and Explosion Emergency Procedures for Aircraft Parking, Ramp and Maintenance Areas, dated 10 May 1954, are complied with and the Squadron Commander or his representative has the names and locations of individuals during off-duty hours. (Ref: Tractor drivers for aircraft fire on ramp).

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6. NORMAL DUTY HOURS: Normal duty hours of this command will be as established and announced in appropriate publications by the Wing Commander.

BY ORDER OF THE COMMANDER:

OFFICIAL:



ALFRED J. NELSON
Captain, USAF
Adjutant

ALFRED J. NELSON
Captain, USAF
Adjutant

DISTRIBUTION "D" plus 3, 22D TAC HOSP

HEADQUARTERS
22D BOMBARDMENT WING (L)
March Air Force Base, California

REGULATION)

28 July 1954

NO. 137-2)

ARMAMENT AND ELECTRONICS

Reporting Armament and Electronics Systems Discrepancies

(This regulation supersedes Wing Regulation 137-2, 19 Nov 53)

1. PURPOSE: To establish standard procedures for the reporting of Armament and Electronics Systems discrepancies. To supply complete factual information to the maintenance personnel as a means of insuring comprehensive evaluation and corrective action as required. This regulation supplements SAC Regulation 137-15.

2. GENERAL: In order to insure that the Armament and Electronics Systems installed in the assigned aircraft are constantly maintained in a serviceable condition, it is necessary that all discrepancies noted by air crew members be reported immediately. To properly evaluate reported discrepancies, all discrepancy reports must contain complete information regarding the specific system. The following forms will be utilized for this purpose:

- a. SAC Form 250, Radar Operator Report on AN/APQ Systems.
- b. SAC Form 251, Radar Operator Report on AN/APS-42 System.
- c. SAC Form 252, Radar Operator Report on K-System.
- d. SAC Form 253, Radio Operator In-Flight Report.
- e. SAC Form 254, ECM Equipment Status Report.
- f. SAC Form 255, In-Flight Gunnery Report.
- g. SAC Form 256, In-Flight Tail Radar Report.

3. RESPONSIBILITIES:

- a. The aircraft commander is responsible for:
 - (1) Distribution of forms to appropriate stations prior to the mission. NOTE: Forms will be picked up by the aircraft commander at mission briefing from the squadron operations officer.

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- (2) Insure that the affected members of his crew fill out the appropriate forms accurately and completely.
- (3) Turning over all completed forms to the A&E mechanic who will meet the aircraft upon completion of the mission. If for some unavoidable reason the A&E mechanic does not meet the aircraft upon landing, the completed forms will be turned in to the squadron's operations section, where they will be picked up by A&E Maint Sq personnel.

b. The squadron operations officer is responsible for:

- (1) The distribution of the blank forms to the aircraft commander at mission briefing.

c. The 22d Armament and Electronics Squadron Commander is responsible for:

- (1) Supplying the squadron operations section with the necessary forms.
- (2) Having mechanics meet aircraft and pick up completed forms and question crew members when necessary.
- (3) Insuring that a thorough investigation is performed on each armament and electronics system malfunction.
- (4) That the necessary corrective action has been taken before the aircraft is scheduled to fly again.

4. PROCEDURES:

a. Air crew members designated by the aircraft commander will accomplish the appropriate forms in the following manner:

- (1) All appropriate forms will contain all information required for a specific mission, noting clearly and in detail the malfunctions encountered. It may be necessary for the air crew member to check with other air crew personnel in order to obtain complete information regarding the status and operation of associated equipment.
- (2) Air crew members will use the applicable section, as appropriate, to evaluate overall performance of the system. Ratings are as follows:

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- (a) Good. No malfunctions were noted throughout the flight.
- (b) Major Malfunction.
 - 1. A malfunction that would affect proper utilization of equipment or affect the accuracy beyond dependability.
 - 2. If on landing, equipment malfunction would preclude an immediate take-off for another mission.
- (c) Minor Malfunction.
 - 1. A malfunction that would inconvenience the equipment operator but not seriously affect the mission; e.g., burned out lamps, slightly wavy range marks, optic jitters, etc.

b. 22d Armament and Electronics Maintenance Squadron personnel will accomplish and process the subject forms in the following manner:

- (1) Upon completion of a mission the Armament and Electronics Flight Line Sections will pick up the completed forms at the aircraft immediately after landing, except as prescribed in paragraph 3a(3) above.
- (2) Upon receipt of the completed discrepancy report, the Flight Line Maintenance Section will determine the exact item or items that failed or malfunctioned. These items will be properly tagged and completely identified by AF class, AF stock number, and as to the cause of failure. Unsatisfactory Reports will be submitted on items that failed.
- (3) If the cause of the malfunction is attributed to maintenance mal-practice or operational error, the following will be accomplished:
 - (a) If attributed to maintenance mal-practice, the Armament and Electronics Maintenance Squadron Commander will insure that the individual and all concerned are properly briefed and if necessary receive further training.

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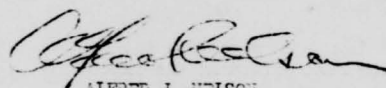
(b) If believed to be operational error, the Armament and Electronics Maintenance Squadron Commander will forward a complete report with recommended action to the Wing Director of Operations. The Wing Director of Operations will be responsible for bringing the discrepancy to the attention of the individuals involved and take necessary corrective action, if applicable.

(4) When all investigations have been completed, the forms will be filed at the Armament and Electronics Technical Analysis Branch to become part of the Armament and Electronics history for each aircraft. These histories will be available for scrutiny by all interested personnel.

5. FORMS: Forms utilized to comply with this regulation will be requisitioned in accordance with current directives by the Armament and Electronics Maintenance Supervisor.

BY ORDER OF THE COMMANDER:

OFFICIAL:



ALFRED J. NELSON
Captain, USAF
Adjutant

ALFRED J. NELSON
Captain, USAF
Adjutant

DISTRIBUTION "D"

HEADQUARTERS
22D BOMBARDMENT WING (H)
March Air Force Base, California

REGULATION)

28 July 1954

NO. 100-2)

COMMUNICATIONS

Handling and Preparation of Teletype Messages

1. PURPOSE: The purpose of this regulation is to clarify procedures to be used in the preparation of teletype messages. These instructions supplement those contained in AFM 10-1 and Base Regulation 100-1.

2. SCOPE: The provisions of this regulation are applicable to all units of the 22d Bombardment Wing (H).

3. GENERAL: The following instructions will be followed in the preparation of teletype messages.

a. Preparation: Teletype messages will be prepared in accordance with AFM 10-1. Messages will not be sent by electrical means when the addressee can be reached in sufficient time by AIR MAIL or ORDINARY MAIL. All messages with a precedence of priority or higher will have a notation on the comeback copy the date and/or time the message must arrive at its destination.

b. Precedence: ROUTINE or DEFERRED will be used unless it is the desire of the originator to attempt to reach the addressee ON THE SAME WORKING DAY THAT THE MESSAGE IS DRAFTED. In all cases the following will apply for each precedence assignment.

- (1) DEFERRED: Same as routine except that the information contained in the message must be of sufficient importance to justify its reaching the addressee in a more rapid manner than that provided by Air Mail postal facilities.
- (2) ROUTINE: Routine messages will be processed through normal distribution channels provided that messages are received by the Wing Adjutant's office prior to 1500 hours on the same day that the message is originated.
- (3) PRIORITY: Priority messages will reach the Wing Adjutant's office WITHIN ONE (1) HOUR FROM TIME OF ORIGIN.
- (4) OPERATIONAL IMMEDIATE PRECEDENCE OR HIGHER: Operational Immediate precedence, or higher, will not be used for administrative traffic, and when used will be so

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Page 2

coordinated that it will reach the Wing Adjutant's office WITHIN FORTY-FIVE (45) MINUTES FROM TIME OF ORIGIN.

- (5) DATE AND TIME: The date and time of preparation of PRIORITY or higher precedence messages will be typewritten in the "SYMBOL" space provided at the bottom of DD Form 173 (Joint Messageform).

c. SPECIAL CATEGORY MESSAGES:

- (1) REDLINE MESSAGES: Redline messages are not authorized for use by a wing. (Ref: AFR 100-3)
- (2) ARROW MESSAGES: Arrow messages are not authorized for use by a wing. (Ref: SAC Reg 100-2)
- (3) EXCLUSIVE MESSAGES: Exclusive messages are classified messages transmitted only between commanders, containing highly sensitive information and/or require special distribution, knowledge of which is to be restricted to the minimum number of individuals. (Ref: SAC Reg 100-14)
- (4) "PERSONAL FOR" MESSAGES: "Personal For" messages within SAC may be used between staff officers of field grade and above extending down to and including wing staff level. "Personal For" is inserted to indicate that the text of the message is to receive the special attention of a specified individual. (Ref: SAC Reg 100-14)
- (5) EAGLE MESSAGES: Eagle messages are restricted to use between Hq 15th Air Force and wing stations. Only the Wing Commander may originate this type message. (Ref: 15AFR 100-7)
- (6) RADNOTE: Radnote service is a means of passing official information between staff agencies of various headquarters. (Ref: SAC Reg 100-7)
- (7) OPERATIONAL MESSAGES: Operational type messages, such as Zippo, Big Photo, aircraft location, arrival and departure reports are received and transmitted direct between the Control Room and Communications Center. (Ref: 15AF SOP 10-1)

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d. DATE-TIME GROUP: In this space on single page messages and copies thereof, or on the first page of multi-page messages and copies thereof, the date-time group, in Zulu time, will be entered by the Division Adjutant's office, indicating time of release.

e. SIGNATURE OF DRAFTER: The signature of the drafter will be that of a commissioned or warrant officer.

f. AUTHENTICATION: All messages prepared by the 22d Bombardment Wing (H) will be authenticated by an officer of the Division Adjutant's office.

g. COPIES REQUIRED: Messages will be prepared in sufficient copies to enable the following number of copies to reach the Base Communications Center:

- (1) Off-base transmission - 3 copies. Original copy of DD Form 173; 2 onion skins, 1 of which will be the coordination copy (comeback copy).
- (2) Courier messages - 5 copies. 2 copies to be prepared on DD Form 173; 3 onion skins, 1 of which will be the coordination copy.
- (3) Courier messages and off-base transmission - 6 copies. 2 copies to be prepared on DD Form 173; 4 onion skins, 1 copy to be the coordination copy.
- (4) Mail messages - 5 copies for 1 mail addressee plus 3 additional copies for each additional addressee, 1 of which will be the coordination copy.

h. CLASSIFICATION: Messages will be classified in accordance with AFR 205-1. Classification of all messages will be included in the text as the first word of the text, between slant bars, in capitals, with a space between each letter, i.e., /U N C L A S S I F I E D/.

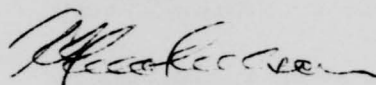
i. TIME LIMITS: Failure to process messages within the limits prescribed in paragraph 3b(1), (2) and (3) will be referred to the originator for corrective action, but the transmission or mailing of the message will not be delayed.

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4. REFERENCES: APM 10-1, ACP 121(B), AFR 205-1, Hq 15th AF SOP
100-1, Base Reg 100-1.

BY ORDER OF THE COMMANDER:

OFFICIAL:



ALFRED J. NELSON
Captain, USAF
Adjutant

ALFRED J. NELSON
Captain, USAF
Adjutant

DISTRIBUTION "D"

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

REGULATION)

26 July 1954

NO. 205-1)

SECURITY

Safeguarding Military Information

(This Regulation supersedes Wing Regulation 205-1, 20 March 1954)

<u>SECTION</u>	<u>Paragraph</u>
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General	2
II AUTHORITY TO CLASSIFY	
Top Secret	3
Secret	4
Confidential	4
III HANDLING AND TRANSMISSION OF CLASSIFIED MATTER	
Handling and Transmission of TOP SECRET Matter	5
Designation of Responsible and Authorized Persons	5a
Processing Top Secret Material	5b
Destruction of Top Secret Material	5c
Quarterly Inventory of Top Secret Material	5d
Control of Secret and Confidential Material	6
Responsible and Authorized Persons	7
Designation of Responsible and Authorized Persons	7a
Inventories Upon Reassignment of Responsible Officer	7b
Monthly Inventory	7c
Intra-Wing Routing	8
Destruction of Classified Material (Except Top Secret)	9
IV ACCOUNTING FOR REGISTERED NONCRYPTOGRAPHIC DOCUMENTS	10
V MISCELLANEOUS	
Special Marking of Top Secret or Secret Matter	11
Storage Containers	12
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Emergency Destruction	15

SECTION I

GENERAL

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1. PURPOSE: This regulation prescribes policies and procedures for the safeguarding of, and accounting for, classified material within this Wing.

2. GENERAL: This regulation in no way alters or changes the procedures established in AFR 205-1, dated 15 December 53 or 15AFR 205-1, dated 6 May 54. The classified document control branch is established within the office of the Wing Adjutant. The unit classified document control branch is established within each squadron or group and principal staff agency assigned, attached or in this Wing.

SECTION II

AUTHORITY TO CLASSIFY

3. TOP SECRET: The authority to classify material as TOP SECRET is contained in par 4a(1) and (2), Base Reg 205-2, 9 Jun 54, except that at no time will an officer below the grade of major be so authorized.

4. SECRET AND CONFIDENTIAL: The authority and instructions for delegation of authority to classify material as SECRET or CONFIDENTIAL is contained in par 19b and c, AFR 205-1.

SECTION III

5. HANDLING AND TRANSMISSION OF TOP SECRET MATTER:

a. Top Secret Control Officers:

- (1) An officer within the Wing Adjutant's office will be designated Headquarters Top Secret Control Officer. Such designation will be published on Wing Special Orders. Each squadron assigned or attached to this Wing will designate on squadron orders a TOP SECRET Control Officer for that squadron. Copies of such orders will be immediately furnished the Wing Top Secret Control Officer.
- (2) Assistant Top Secret Control Officer. Each staff agency or squadron will appoint an Assistant Top Secret Control Officer. Squadron Commanders will make this appointment for their Squadron Orders. Staff Heads will make the appointment for their division and notify the Headquarters Top Secret Control Officer by memorandum of the appointment.

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- (3) Alternate Top Secret Control Officer. Alternate Top Secret Control Officers may be appointed in the same manner as in par 5a(2) above, providing the volume of Top Secret traffic warrants such action.

b. Processing Top Secret Material.

- (1) Incoming Material. In addition to the processing required by AFR 205-1, each item of TOP SECRET material will be given a specific control number which will always be used when referring to that particular document or piece of correspondence. Each item will be maintained in an individual folder in which will be filed either the document with an attached 15AF Form 158 Temp, Top Secret Cover Sheet and List, or a properly executed and signed receipt for the document. Each TOP SECRET document will be entered on 15AF Form 38, Log of TOP SECRET Documents. All TOP SECRET items on which action has been completed will be returned to the responsible staff agency or to the Wing TOP SECRET Control Officer for file or further distribution.
- (2) Outgoing Material. TOP SECRET material originated within the squadron or headquarters will be hand-carried to the Headquarters Top Secret Control Officer for logging and transmission. Technical and clerical assistance will be rendered by the Headquarters Top Secret Control Officer when necessary.

c. Destruction of Top Secret Material.

- (1) All TOP SECRET Material will be destroyed by the Headquarters Top Secret Control Officer, unless deviation by him is authorized.

d. Quarterly Inventory of Top Secret Material.

- (1) TOP SECRET Control Officers will conduct quarterly physical inventories of all TOP SECRET material for which they are responsible. Immediate notification will be made to the responsible commander and provost marshal in the event of loss or compromise to enable efficient monitoring of serious incident cases, as required by SAC Reg 125-7.
- (2) The following certificate will be prepared as of 1 January, 1 April, 1 July, and 1 October of each year

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for each organization reporting direct to this headquarters, signed by the commander, and submitted to reach this headquarters not later than the 3rd day of the same month.

"THE QUARTERLY PHYSICAL INVENTORY OF ALL TOP SECRET MATERIAL REQUIRED BY 15AFR 205-1 HAS BEEN COMPLETED (DATE) AND ALL TOP SECRET MATERIAL IS EITHER PHYSICALLY PRESENT OR PROPERLY ACCOUNTED FOR. ALL DISCREPANCIES HAVE BEEN OR ARE BEING INVESTIGATED, AND IN THE EVENT OF POSSIBLE LOSS OR COMPROMISE, APPROPRIATE ACTION HAS BEEN OR WILL BE INITIATED IN ACCORDANCE WITH AFR 205-1. ALL PROCEDURES FOR THE TRANSMISSION OR PROCESSING OF AND ACCOUNTING FOR TOP SECRET MATERIAL ARE IN ACCORDANCE WITH AFR 205-1, AND 15AFR 205-1."

6. CONTROL OF SECRET AND CONFIDENTIAL MATERIAL:

a. Control Procedures.

- (1) Classified documents received from the Base Classified Section will be processed through the Wing Classified Control Branch and will be dispatched to the units by use of the log book. Classified documents received from base will be identified by Wing and Base Control Numbers.
- (2) Classified documents originating within this Wing will be identified by a Wing Control Number. Any activity within this Wing preparing a classified document, will upon completion of the document, forward all completed copies, drafts, carbons, plates, stencils, work sheets, stenographic notes, and similar items, directly to the Wing Control Branch with the exception of reports required by S.C Reg 137-15, 20 Dec 53. These specific reports are compiled on S.C Forms 250 through 256, and will be processed as required by S.C Reg 137-15 and 22d Bomb Wing Reg 137-2. Retention of any part, portion, or copy of a classified document prior to being processed at Wing level is unauthorized. Should the originating unit desire, copies will be returned upon completion of processing and numbering, by use of the log book. When an individual receipts for a classified document in the Wing Classified Document Control Branch, he will be furnished with a copy or replica of the log he is signing. This is an assistance to the agency receiving the document which will better enable him to maintain a log identical to the one used in the Classified Document Control Branch.

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- (3) Squadrons, units, and sections WILL NOT place any other control numbers on classified documents. A log book identical to the one used by the Wing Classified Message Center will be maintained by these individuals. No other record of classified material will be authorized by this headquarters.

7. RESPONSIBLE AND AUTHORIZED PERSONS:

a. Designation of Responsible and Authorized Persons.

- (1) The designation of responsible and authorized persons will be kept to a minimum consistent with the accomplishment of assigned missions or tasks.
- (2) Commanders of squadrons and directors and chiefs of Wing staff agencies may designate a responsible person, a commissioned officer, and an alternate, a non-commissioned officer, in each activity deemed necessary for the purposes of handling, controlling, and safeguarding classified documents assigned to the specified activity.
- (3) A "Designation of Responsible and/or Authorized Person Form", 22BW Form 203, will be completed on all persons designated by a Squadron Commander or Directors or Chiefs of a Wing Staff Agency and submitted to the Wing Classified Document Control Branch. Redesignation of personnel may be accomplished by re-submission of a 22BW Form 203. Normally 22BW Forms 203 will be submitted for quarterly periods beginning on 1 January, 1 March, 1 June, and 1 September.

b. Inventory upon Reassignment of Responsible Officer: Any Officer designated as a responsible person assumes full responsibility for handling and safeguarding all classified matter charged to the activity. Prior to relief from this position, the person concerned will conduct a physical inventory of all classified matter with the new responsible officer. He will explain in detail the procedures employed by that activity to control classified matter received by or originating within the unit. Upon completion of the inventory of classified matter on file, the new responsible officer will execute a statement that he has completed an inventory, and that the account is in order. Any discrepancy in the account will be checked against the Wing records. It is mandatory that this inventory be conducted prior to reassignment of responsible officers.

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8 Pages
Page 6

c. Monthly Inventory: All activities having an account with the Wing Classified Documents Control Branch will submit to the Wing Adjutant a complete list by Wing number only of documents received during the previous month. Reports will cover documents received during previous month and will be submitted so as to reach the Wing Adjutant's office not later than the tenth of the following month. This report applies only to SECRET and CONFIDENTIAL material. Each report will be checked against the master log in the classified documents section and units will be notified within 5 work days of any discrepancies. In the event a document received during the reporting period has been returned to the Wing Classified Documents Section it need not be included in the report.

8. INTRA-WING ROUTING: All classified material will be routed through the Wing Classified Document Control Branch or TOP SECRET Control Officer, whichever is appropriate, when the custody of the document changes. Deviations will not be granted in this connection.

9. DESTRUCTION OF CLASSIFIED MATERIAL (EXCEPT TOP SECRET):

a. Classified material will be destroyed in accordance with paragraph 9, AFR 205-1, 15 Dec 53.

- (1) SECRET and CONFIDENTIAL material to be destroyed will be listed on 15AF Form 41, "Certification for Destruction of material", 15 July 1953. Documents listed therein will be arranged numerically according to the Base Control Number. Where there is no base number, it will be listed numerically by the Wing Control Number. The 15AF Form 41 will be submitted to the Wing Classified Document Control Branch in triplicate for audit and numbering. After this, the Certificate of Destruction will be returned to the originator for signature and destruction of material. After this has been accomplished, one copy of the Certificate of Destruction will be retained by the originator and one carbon will be turned over to the Wing Classified Document Control Branch.

SECTION IV

ACCOUNTING FOR REGISTERED NONCRYPTOGRAPHIC DOCUMENTS

10. Instructions in this connection are as directed in 15AF Reg 205-1, 6 May 1954.

SECTION V

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3 Pages
Page 7

MISCELLANEOUS

11. SPECIAL MARKING OF TOP SECRET AND SECRET MATTER: All TOP SECRET and SECRET matter originating within this command will show the authority for the classification, the written last name of the classifying official, and the date the classification was affixed. This authority will be shown on the original and file copies of correspondence, and on all copies of inclosures or appendixes.

12. STORAGE CONTAINERS FOR CLASSIFIED MATTER:

a. Interior Information. All safes and combination files used for the storage of classified matter will contain the following information on a 15AF Form 120, securely affixed to the inside of the door or other appropriate interior location:

- (1) Names, addresses and home telephone numbers of persons to be advised in the event that the safe is found open after duty hours.
- (2) Names and duty locations of all persons knowing the combination to the safe.
- (3) Date on which combination was last changed.

b. Open Flag. Storage containers for classified material will be plainly marked with a red card flag when open. Fifteenth Air Force Form 85 is prescribed for this purpose.

c. Safe Combination: The recording of safe combinations provided in par 8f(2), AFR 205-1, will be accomplished by means of sealing the combination in 15AF Form 113, Safe Combination Envelope, and completing the information on the face of the envelope. These envelopes will be stamped with the security classification equivalent to the classification of the material normally stored in the safe (par 8f(3), AFR 205-1), and will be transmitted and safeguarded accordingly. Envelopes will be accomplished in duplicate; one envelope to be filed at Wing Headquarters and one to be filed at the Base Adjutant's office.

d. Daily Inspection. In addition to the requirements of par 8i, AFR 205-1, each storage container will have attached a 15AF Form 42, Container Security Check. The heading and column 1, 2, and 3, of this form will be accomplished by the custodian or other authorized individual having access to the safe, column 4 will be accomplished by the area security officer designated in accordance with par 8i(2), AFR 205-1.

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8 Pages
Page 8

e. Irregularities. In all instances where the loss or possible compromise of classified information is established, immediate action in compliance with par 16, AFR 205-1, will be initiated by the responsible custodian. The provost marshal will be notified to insure that a report is rendered in accordance with the provisions of SAC Reg 125-7, when appropriate, and that proper follow-up action is accomplished.

f. Top Secret Containers. Top Secret material will only be kept in safes having a one hour heat resisting combination lock and such safe will be securely locked in a room when the room is unattended.

13. Top Secret Couriers.

a. Top Secret Couriers will be designated when necessary in accordance with AFR 205-1, 15 Dec 53, and AFR 205-75, 8 Oct 52.

14. Testing.

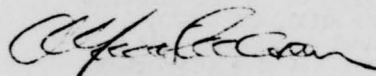
a. Persons will be tested in accordance with AFR 205-27 concerning knowledge of AFR 205-1, 15 Dec 53.

15. Emergency Destruction:

a. All squadrons, units, and sections will maintain a current plan for emergency destruction of classified material, should the need arise.

BY ORDER OF THE COMMANDER:

OFFICIAL:



ALFRED J. NELSON
Captain, USAF
Adjutant

ALFRED J. NELSON
Captain, USAF
Commander

DISTRIBUTION "D"

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

REGULATION)

13 July 1954

NO. 55-11)

B-47 OPERATIONS

Take-Off Line Speeds for B-47 Aircraft

1. PURPOSE: To prescribe minimum acceptable acceleration check speeds for B-47 aircraft during take-off and to provide a simplified B-47 line speed chart for computing minimum and optimum acceleration check line speeds.

2. SCOPE: This regulation is applicable to all B-47 aircraft take-offs of the 22d Bombardment Wing Medium.

3. RESPONSIBILITY: Squadron Commanders will insure that the provisions of this directive are thoroughly understood and complied with by all aircraft commanders and pilots operating B-47 aircraft.

4. GENERAL:

a. When temperatures, gross weights and/or runway elevations are higher than normal, it is quite likely that the minimum runway required is equal to that amount available. In such cases, an attempted take-off with an aircraft whose performance was well below normal is dangerous. Such an aircraft acts conversely on long runways, at light weights. It is possible to have acceleration necessary to get the aircraft airborne with six engines operating, yet reach refusal speed too far down the runway to continue the take-off on five engines or to bring the aircraft to a stop on the remaining runway.

b. Sub-normal take-off acceleration can be detected by comparing the speed actually attained in a given ground roll with the speed expected of a normally operating aircraft. A minimum acceleration speed differs from an optimum by amounts varying by the aircraft weight and the proportions of runway required/available.

c. The distance over which the acceleration is checked should be at a point far enough down the runway to allow the minimum variance from lining up distances and close enough that maximum refusal speed has not been exceeded. One-third of the available runway length has been established for this check point. In general, an aircraft reaches maximum refusal speed in 60% and take-off at 81.5% of the minimum runway required taken from the performance charts. Based on SAC Technical Pamphlet

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3 Pages
Page 2

60-23, a simplified B-47 line speed chart, has been developed for use in this wing.

5. DEFINITIONS:

- a. Check Line - The marked line on the runway at which the pilot will read his airspeed indicator.
- b. Line Distance - The distance from the average starting point of ground roll to the check point, which is 33.3% of the available runway.
- c. Line Speed - The indicated air speed at the check line.
- d. Optimum Line Speed - The indicated speed to be expected at the check line for a normal airplane.
- e. Minimum Line Speed - The minimum permissible line speed. If the check speed is at or above the minimum line speed it should be possible to complete take-off safely, or abort at critical engine failure speed and stop on the runway remaining using maximum braking facilities.

6. PROCEDURE: Take-off data will be computed for all take-offs of B-47 aircraft, in accordance with SAC Regulation 62-12, dated 24 April 1953, and the method of checking the take-off acceleration of the B-47 will be as follows:

- a. Take-off Speed, Ground Roll Distance, Critical Field Length, Critical Engine Failure Speed, and Emergency Best Flare Speed will be computed using the appropriate charts in Appendix I, Operating Data, of T.O. AM 01-20LNB-1.
- b. Minimum and Optimum line speeds will be computed using:
 - (1) SAC Technical Pamphlet 60-23, Figure 1.
 - (2) 22d Bombardment Wing B-47 Line Speed Chart, Inclosure 1 to this regulation, the data for which was compiled from SAC Technical Pamphlet 60-23, and with runway marked one-third of runway length from each end.
 - (a) Minimum line speed will be determined by the intersection of the unstick speed and line C, D, B, E, of the B-47 Line Speed Chart (Inclosed).

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3 Pages
Page 3

- (b) Dotted line A, B (81.5% Line) is by-passed to compute minimum line speeds for take-off speeds up to 142 knots. This procedure will insure that critical engine failure speeds up to 125 knots occur prior to reaching the 60% point on the runway during take-off.
- (c) Optimum line speed will be determined by the intersection of the unstick speed line and take-off distance (B-47 Line Speed Chart).

7. REQUIREMENT: All aircraft commanders will check the acceleration of B-47 aircraft during all take-offs when the check line is crossed to ascertain if minimum line speed has been attained as computed from the B-47 Line Speed Chart for the take-off unstick speed.

a. In the event minimum line speed has not been attained at the check line the take-off will be aborted as potentially unsafe.

b. In the event optimum line speed is not attained at the check line, (an indication of sub-normal performance by the aircraft) the fact should be brought to the attention of maintenance for correction.

NOTE: Headwind Component for take-off will be added to the computed line speed.

BY ORDER OF THE COMMANDER:

OFFICIAL:

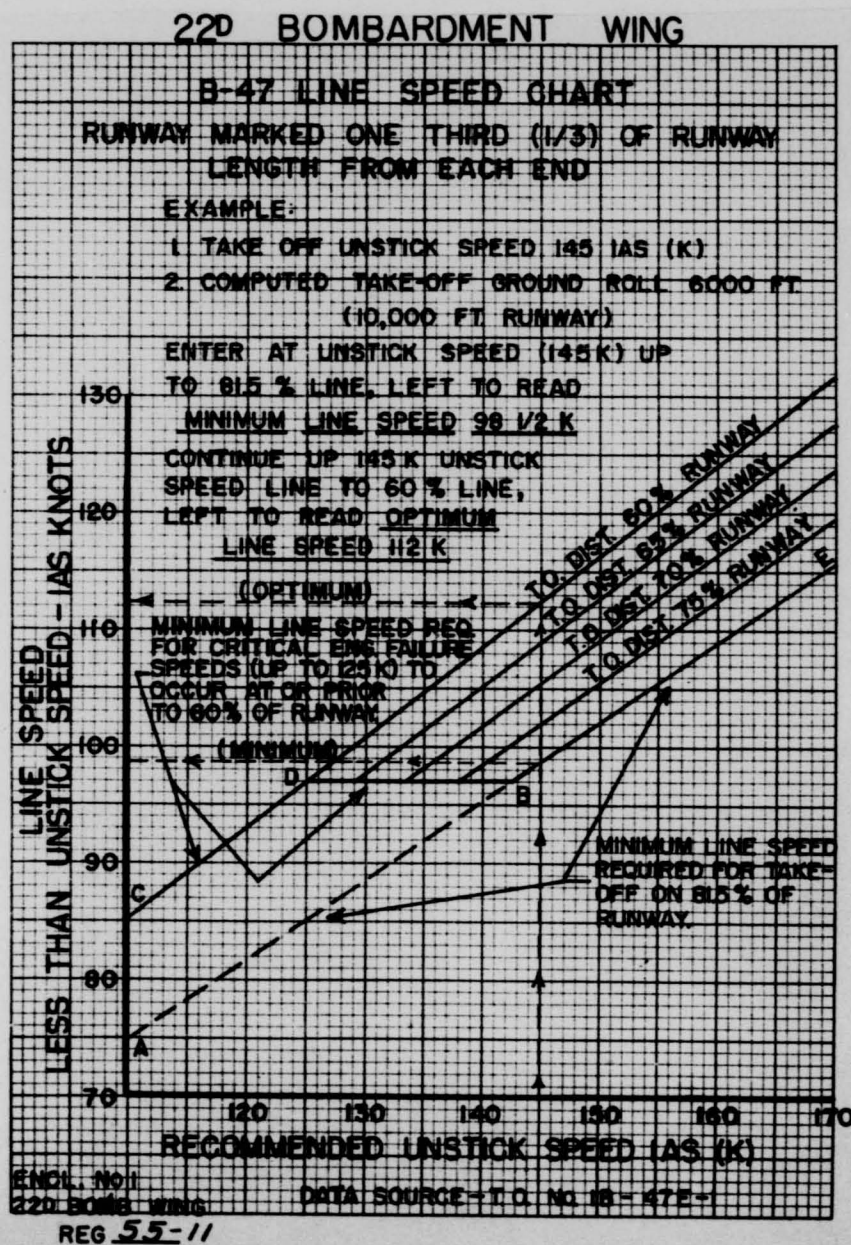
ALFRED J. NELSON
Captain, USAF
Adjutant

John A. Moore 4/c
ALFRED J. NELSON
Captain, USAF
Adjutant

2 Incls:

- 1. B-47 Line Speed Chart
- 2. Examples

DISTRIBUTION: "D" - Plus 1 each "Pilots Information File", 1 each 5" x 8" to each B-47 aircraft and pilot.



Incl #1

1. EXAMPLES: The following are based on a 10,000 ft. runway marked at one-third of runway length from each end.

a. Assumed Conditions: Take-off Gross Weight 170,000 lbs.
Take-off Unstick Speed 150 knots
Predicted Ground Roll 8,150 ft.

- (1) Enter B-47 Line Speed Chart at unstick speed of 150 knots, proceed up to 81.5% line (8,150 ft. on 10,000 ft. runway), left to read 102 knots IAS.

MINIMUM LINE SPEED

In this example minimum and optimum line speed are the same. This condition leaves no tolerance for sub-normal performance of aircraft.

b. Assumed Conditions: Take-off Gross Weight 160,000 lbs.
Take-off Unstick Speed 145 knots
Predicted Ground Roll 6,000 ft.

- (1) Enter B-47 Line Speed Chart at unstick speed of 145 knots, proceed up to the 81.5% line (8,150 ft. on 10,000 ft. runway), then left to read 98½ knots IAS.

MINIMUM LINE SPEED

- (2) Continue up unstick speed line to 60% T.O. Distance Line (6,000 ft. on 10,000 ft. runway), then left to read Optimum line speed of 112 knots IAS. Tolerance for this condition is 13½ knots.

c. Assumed Conditions: Take-off Gross Weight 141,000 lbs.
Take-off Unstick Speed 136 knots
Predicted Ground Roll 7,000 ft.

- (1) Enter B-47 Line Speed Chart at unstick speed of 136 knots up to solid line D, B, then left to read MINIMUM LINE SPEED of 97 knots IAS, continue up 136 knots unstick speed line to 70% line (7,000 ft. on 10,000 ft. runway), left to read 99 knots IAS OPTIMUM LINE SPEED.

Incl #2
22d Bomb Wing
Reg 55-11
Dated 13 Jul 54

L

ROSTER OF KEY PERSONNEL
AS OF 31 JULY 1954

Colonel William F Coleman	Commander
Colonel William R Welch	Deputy Commander
Capt Alfred J Nelson	Adjutant
Major David A Lion	Comptroller
Major Harry E Arnold	Director of Intelligence
CWO Howard B Neal	Director of Personnel
Lt Colonel Louis J Lamm	Director of Materiel
Major Webb Thompson	A/C Maintenance Staff Officer
WOJG Robert E Sands	Maintenance Control Officer
Lt Colonel William R Smith	Squadron Commander
Lt Colonel Jay O Gray	Squadron Commander
Lt Colonel David C Jones	Squadron Commander
Major Harry N Griffin	Squadron Commander
Lt Colonel Mabon A Cornwell	Squadron Commander
Lt Colonel Charles E Tolhurst	Squadron Commander
Lt Colonel Horace E Hatch	Squadron Commander
Colonel George K Fair	Squadron Commander
Colonel Ernest E Hodgson	Veternary Staff Officer
Colonel Harry E Deal	Hospital Administrator
Colonel Harry B Denny	Dental Surgeon

M
HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

22DMST

29 July 1954

MAINTENANCE INSTRUCTION LETTER)
NUMBER- - - - - 37)

UNSATISFACTORY REPORTS

This directive replaces MIL #37, dated 25 May 1954

1. PURPOSE: To insure proper and timely submission of information pertaining to unsatisfactory conditions on DD Form 535, Multilith Master, in accordance with T.O. 00-35D-54 and SAC Manual 66-12.

2. SCOPE: The provisions of this directive are applicable to all Units of March Air Force Base, with the exception of the 320th Bomb Wing (M).

3. RESPONSIBILITY: a. Unsatisfactory Reports will be initiated by any person operating equipment, utilizing materiel or using related Technical Directives, upon first and subsequent observation of any unsatisfactory conditions. These conditions include those instances in which equipment and materiel do not fully or effectively serve the purpose intended.

b. UR's will be completed in accordance with T.O. 00-35D-54, Sect. III, dtd 10 Nov 52. Accuracy and correctness will be the responsibility of the Unit Chief or Supervisor, i.e., Flight Line Maintenance Officer, Administrative Supervisor, Periodic Maintenance Officer and Field Maintenance Officer.

c. It will be the sole responsibility of the Field Maintenance Shop that removes any item for bench check or repair from the aircraft to submit the Unsatisfactory Report on the unit concerned. The specialist dispatched on the work order will extract any and all information concerning the malfunction of the part before leaving the aircraft. This information will be taken from the Pilots Remarks from the previous flight, or mechanics remarks if defect was discovered on the ground, and turned into the appropriate shop with the item. This information together with information resulting from the bench check will be utilized in the final construction of the Unsatisfactory Report by the shop removing the part.

NOTE - The above instruction (c.) will not be misinterpreted to apply only to the small items requiring a bench check, but this list will definitely include such items as Fuel Cells, Tires, Tubes, Wheels, Flaps, Flaperons, Engines, Combustion Chambers, IFR Booms and Ground Powered Equipment.

4. GENERAL: a. Section II of T.O. 00-35D-54 should be read and understood before an Unsatisfactory Report is submitted, since certain exceptions are set forth in Paragraph 3.

b. When information or assistance is needed, the UR Unit of the 22D Bomb Wing Materiel Section will be contacted, Bldg T-459, or Phone 6292.

MAINTENANCE INSTRUCTION LETTER)
NUMBER- - - - - 37)

29 July 1954

5. PROCEDURE: a. The following is a complete explanation of each entry, items #2 to #10, DD Form 535. A reference to T.O. 00-350-54, dated 10 Nov 52, will be made to further clarify specific entries.

- (1) Personnel initiating the MR will call MR Control Office, 6292 for the Station Serial Number. MR's will be completed and submitted to the MR Control Office (Bldg 3-459) NOT LATER THAN (72) HOURS AFTER RECEIVING THE STATION SERIAL NUMBER.
- (2) Date: Enter the date that the MR is submitted.
- (3) Organization: Enter the name of the organization preparing the report. (Example: 22d Field Maintenance Squadron)
- (4) Mailing Address: Enter the mailing address of the Base at which the orgn. is located. (Example: March Air Force Base, Calif)
- (5) Name: Property Class: Enter the name and property class of the item on which the report is being submitted. (Example: Gauge Hyd Pressure: 05-G)
- (6) Manufacturer: Enter the name of the manufacturer. (Example: U.S. Gauge Co.)
- (7) Contr. or Shipping Order No: Enter the number if known.
- (8) Type: Enter the type of equipment.
- (9) Model: Enter the model designation.
- (10) Serial No: Enter the serial number whenever possible.
- (11) Part No: Enter the Stock Number whenever possible. (Example: 2343-AWL 7/8-3006)
- (12) Specification No: Enter the number if available.
- (13) At last Overhaul: Enter the hours or miles accumulated or logged at last overhaul. If the item was installed new, enter "New" in this block.
- (14) Since New or Overhauled: Enter the hours or miles unit has operated since new or overhauled. (Example: 15:00)
- (15) Total: The total hours or miles should equal the sum total of items (13) and (14) above.
- (16) Last Overhaul Activity: Enter the Name of the Air Force or Commercial Activity performing the last overhaul. (Example: CCMA, SAMMA, or TCMO)

MAINTENANCE INSTRUCTION LETTER }
NUMBER- - - - - 37 }

29 July 1954

- (17) Installed On: Enter the type of equipment on which the item was installed on. (Example: Aircraft, Engine or Gremco)
- (18) Type: Enter the type of equipment on which the item is installed on. (Example: B-47E, J-47-23)
- (19) Serial Number: Enter the serial number of the equipment the item is installed on. (Example: 51-100A, GF-065-180)
- (20) Quantity on Hand: Enter the number on hand within the Wing.
- (21) Quantity Defective: Enter the number of items being reported.
- (22) Number of Previous Failures: Leave this block blank, the QR Control Unit will make this entry.
- (23) Inspectors Identification: Enter the Inspectors Identification Number, if available.
- (24) Exhibit Disposition: Enter in this block, information as to the disposition of the items being reported. This entry will include such information as "Sent under separate cover", "Repaired and returned to service" or "To overhaul depot". (Example: SAAMA) Consult T.O. 00-25-11 for overhaul depots.
- (25) Digest Entry: This entry is no longer required.
- (26) Enclosures: If photos or drawings are to be sent, enter "Photos" or "Diagrams" as enclosures.

b. The following is a complete explanation of item II. Details, DD Form 535. Refer to T.O. 00-35D-54 for further clarification of specific entries.

- (1) DESCRIPTION: Give all details pertaining to the failure or unsatisfactory conditions of the item being reported, such as the location, when the defect was noted, during postflight inspection, preflight inspection or during flight; and all supporting information as to how the trouble was located, such as bench check or inspection by appropriate specialist.
- (2) CAUSE: Enter the cause of the failure, probable cause, and any information which would contribute to the cause of the failure.
- (3) ACTION TAKEN: Enter "Repaired and Returned to Service" or "Defective item returned to AF 64-SC and a like serviceable item installed"; also note the results of the corrective action.
- (4) RECOMMENDATIONS: If you have a good recommendation as to how the trouble can be eliminated, write it in this space, giving full details, not just short phrases like, "Use better metal". If there are no recommendations, enter "None".

MAINTENANCE INSTRUCTION LETTER)
NUMBER- - - - - 37)

29 July 1954

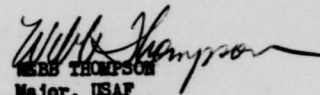
c. UR's will be prepared for signature of the Officer in Charge of the section submitting the report, on the lower right hand side of the Form and for the Officer in Charge of Quality Control Unit on the lower left hand side of the Form.

d. All UR's originating within the 22d Bomb Wing will be prepared on DD Form 535, Multilith Master, which are obtainable through Base Supply.

e. Typewriter Ribbons, 8700-264255, Ribbon Inking, Duplimat, Standard and Pencil 8700-558900, for signatures are available through Squadron Supply. Duplimat Typewriter ribbons are adaptable for normal work and need not be changed.

f. When in doubt always refer to T.O. 00-35D-54 or call the UR Control Office, Phone 6292.

BY ORDER OF THE COMMANDER:


WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCON AIR FORCE BASE
CALIFORNIA

22DMST


MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 30)

22 July 1954

DEMARCATON OF AIRCRAFT ELECTRICAL SYSTEMS

1. **PURPOSE:** To establish definite responsibilities and demarcation points for maintenance and trouble-shooting of aircraft electrical systems.
2. **SCOPE:** This directive is applicable to all Tactical and Maintenance Organizations within the 22d Bombardment Wing (M).
3. **RESPONSIBILITY:** Commanders are responsible for compliance with this directive.
4. **GENERAL:** a. Due to the flexibility of existing regulations and directives, a definite responsibility must be outlined for determining system responsibility for Aircraft Major Malfunctions.
b. Investigation and determining responsibility for Aircraft Major Malfunctions will be coordinated by specialists with the aid of Flight Crews, Flight Crew Reports and the AF Form 1. In the event of a dispute as to Major Malfunction system responsibility, Specialists of equipment involved will be dispatched simultaneously in order to determine the Malfunctioning System. This is necessary so that the Squadron involved may accurately complete their Malfunction Report as outlined in SAC Reg 66-11.
5. **PROCEDURE:** a. The 22d Field Maintenance Electrical Shop will be responsible for all aircraft power sources, wiring, up to and including the circuit breaker or fuse of aircraft equipment.
b. Specialists such as Armament & Electronics, Instruments, Hydraulic, Propellers, etc, will be responsible for electrical maintenance on their assigned equipment past the circuit breaker or fuse.
c. Electrical systems other than those mentioned above will be classified as "APG" and will be Field Maintenance Electrical Shop's responsibility.
d. In all cases, the provisions of 22d Bomb Wing M.F.I. #H-2, dated 28 Aug 1953, will be adhered to.

BY ORDER OF THE COMMANDER:


JAMES THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCONI AIR FORCE BASE
CALIFORNIA

22D453T

23 July 1954

MAINTENANCE TECHNICAL INSTRUCTION)
NUMBER - - - - - D-1)

SHUT-DOWN PROCEDURE FOR J-47 ENGINES

This MTI replaces MTL #D-1, dated 24 Feb 1953

1. PURPOSE: To establish a procedure for engine shut-down, (normal) and to prevent possible damage to engines.
2. SCOPE: The provisions of this directive are applicable to all personnel in the 22d Bomb Wing authorized to operate J-47 engines.
3. RESPONSIBILITY: Commanders are responsible for compliance with the provisions of this directive.
4. PROCEDURE: The following instructions extracted from T.O. 2J-47-26, Section VII, para 7-46, will apply only to J-47 engine shut-down following ground run-up.
 - a. Slowly retard throttle to "Idle" rpm position, and hold for one (1) to three (3) minutes. Then close throttle rapidly to the full closed position.
 - (1) When throttle is in full-closed position, combustion should cease immediately, exhaust temperature drop rapidly and the engine coast to a stop.
 - (2) The short holding period at idle rpm will permit the engine to properly scavenge the oil and minimize the possibility of a shroud rub.
 - (3) In emergencies, the engine may be stopped from any speed by retarding the throttle to the full closed position.

BY ORDER OF THE COMMANDER:

W. B. Thompson
W. B. THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARON AIR FORCE BASE
CALIFORNIA

22DMST


8 July 1954

MAINTENANCE INSTRUCTION LETTER)
NUMBER- - - - - 19)

AIRCRAFT AND AUTO-PILOT CABLE RIGGING

1. PURPOSE: To insure the proper inspection, rigging and maintenance of all aircraft and auto-pilot cables.
2. SCOPE: This directive is applicable to all Tactical, Support and Maintenance Squadrons within the 22D Bombardment Wing (M).
3. RESPONSIBILITY: Commanders are responsible for compliance with this directive.
4. PROCEDURE: a. All aircraft and auto-pilot rigging or adjusting will be accomplished by the Aero Repair Section of the 22D Field Maintenance Squadron whenever it is determined necessary by:
 - (1) Inspection personnel of the 22D Periodic Maintenance Sq.
 - (2) Auto-pilot personnel of the 22D A & E Maintenance Sq.
 - (3) Maintenance personnel of the Tactical Squadrons.
 - (4) Inspection personnel of Maintenance Quality Control.b. Whenever aircraft or auto-pilot cables are to be inspected or re-rigged, the Base Weather Office will be called in order to obtain the existing temperature. Cable tensions will be inspected and/or retensioned according to applicable temperature conversion charts and -2 Technical Orders.
- c. In all cases, the organization initiating the Work Order for aircraft cable rigging, will insure that Auto-pilot personnel from the A & E Maintenance Squadron are also notified.
- d. Auto-pilot personnel of the 22D A & E Maintenance Squadron will be present when any aircraft or auto-pilot cables are adjusted. After completion of cable maintenance, auto-pilot personnel will inspect auto-pilot servo installations and perform an operational check of the auto-pilot system.
- e. Upon completion of main cable maintenance or re-rigging, Maintenance Quality Control will be called to inspect prior to Test-hop.

BY ORDER OF THE COMMANDER:


ROBERT THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

22DMST

16 July 54

MAINTENANCE INSTRUCTION LETTER }
NUMBER - - - - - 27 }

PUBLICATIONS FAMILIARIZATION

1. PURPOSE: To establish a standard familiarization chart for all maintenance activities.

2. SCOPE: The provisions of this directive are applicable to all units assigned to the 22d Bombardment Wing (M).

3. RESPONSIBILITY: It will be the responsibility of Squadron Commanders to insure compliance with the provisions of this directive.

4. GENERAL: a. SAC Letter DMAS, dated 8 Jan 54, requires that four (4) categories be listed on the familiarization charts, these are:

- (1) Safety of Flight Directives
- (2) Procedural Directives
- (3) One-Time Compliance Technical Orders
- (4) General Directives

b. This newly designed system for familiarization charts is one that is simple, compact, adaptable for AFSC's and for mobility.

c. Familiarization Chart Books contain the following material and forms:

- (1) Chart Book Cover
- (2) Index heading sheets, tabbed.
- (3) Metal file fasteners
- (4) MAFB Form 1165
- (5) MAFB Form 1166

5. PROCEDURE: a. MAFB Form 1165 will be used solely to list publications that personnel are to read. This form will list publications of the category heading Ref. Para 3. a. Separate forms for each category will be used.

- (1) The category will be either printed or typed at the heading of the form by the unit.

MAINTENANCE INSTRUCTION LETTER }
NUMBER - - - - - 27 }

16 July 54

b. MAFB Form 1166 will be used by each individual.

- (1) All entries on forms, except the individuals initial will be typed or printed.
- (2) The immediate supervisors of assigned personnel will check all forms at least once every ten day period to determine which personnel need assistance in familiarizing themselves with required reading publications listed on MAFB Form 1166.

c. When an individual is transferred into a section, the section supervisor will insure that MAFB Form 1166 are initiated for that individual. The section supervisor will be responsible for insuring that all personnel of his section thoroughly understand the provisions of this directive.

d. When an individual is transferred from a section or unit, the immediate supervisor will insure that the individuals MAFB Forms 1166 are turned over to him for possible reference and future use. MAFB Form 1166 will be turned over to the supervisor of the new section to which the airman is assigned.

e. The supervisor of each flight, section, unit or shop of all squadrons assigned to the 22d Bomb Wing will establish and maintain a Familiarization Folder, listing directives for reading on MAFB Form 1166 (Master List). The individual consulting this list of directives (if applicable) will enter directives on his individual Form 1166.

f. The folders will be posted within each section in such a manner that all assigned personnel have access to the folder at all times.

g. Whenever the Wing or a unit movement is planned the Familiarization Folder will be stored and shipped with the publications maintained by the squadron or unit.

h. After receipt of the initial issue of MAFB Forms 1165 and 1166 each squadron will requisition additional charts and cards as existing needs dictate. These are obtainable through Base Publications.

i. Folders, (cover) are loose leaf folders style ED 250, metal file fasteners (52F-1226, 2" cap), tabs, index guard, gray linen cloth 14" x 5 1/2" stock No. 53F-260 are supply items and will be obtained by each squadron through their supply section.

BY ORDER OF THE COMMANDER:

W. H. Thompson
WEDD THOMPSON
Major, USAF
Chief of Maintenance

Attachment #1 MAFB Form 1165
#2 MAFB Form 1166

1A FB FORM 8 Jun 54 1165

MASTER LIST

(22DO-VIII-165)

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HEADQUARTERS
22D BOMBARDMENT WING (M) (SAC)
March Air Force Base, California

GENERAL ORDERS)
NUMBER 14)

9 July 1954

ASSUMPTION OF COMMAND. — Under the provisions of Air Force Regulation 24-1, the undersigned hereby assumes command of the 22d Bombardment Wing (M), SAC, effective this date.

William F Coleman
WILLIAM F COLEMAN
Colonel, USAF
Commander

DISTRIBUTION:
"J"

M 25093

K-WG-22-H
Aug. 1954

SECRET

HISTORICAL DATA REPORT
of the
22D BOMBARDMENT WING (M)
for
August 1954

Compiled by Technical Sergeant John S. Rush, Wing Historical
Technician under the supervision of Captain Alfred J. Nelson,
Wing Historian.

Approved by:

Lloyd H. Dalton Jr.
LLOYD H. DALTON, JR.
Colonel, USAF
Commander

12th Air Division
Fifteenth Air Force
Strategic Air Command
United States Air Force

HST Cont No.
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APPENDIX

Exhibit A - Hq 22BW Ops Order #265-54, 26 Jul 54, "Trng for August"

Annex A - Intelligence - Omitted

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Appendix 1 - Flight Training (Schedules)

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Attachment A - T-2 Trainer

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Annex C - Communications - Omitted

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Appendix 1 - Basic Support Requirements for Maint Plan

Appendix 2 - B-47 Sortie Schedule

Appendix 3 - EC-97 Sortie Schedule

Appendix 4 - Inspection Schedule

Appendix 5 - Flight Line Work Schedule

Appendix 6 - SES Package

Appendix 7 - Standard A & E Requirements

Appendix 8 - Wash Rack Facilities

Appendix 9 - Bombing Competition Package

Annex E - Officers Duty Roster

Exhibit B - Hq 22BW Operations & Training Charts:

Quantity Accomplishments - Aug 54

Quality Accomplishments - Aug 54

Utilization EC-97 & B-47 MTD Unit

Ground Training Utilization

Physical Conditioning Program

Unit Percentage Training Chart

Exhibit C - 22BW Reg # 9-2 "Index Wg Forms", 25 Aug 54

Exhibit D - 22BW Reg # 205-2, "Security", 13 Aug 54

Exhibit E - 22BW Reg # 205-1A "Security", 26 Aug 54

Exhibit F - 22BW Reg # 66-11, "Maintenance & Engineering" 26 Aug 54
and other Maintenance Publications for August 1954.

MISSION

MISSION

The mission of the 22d Bombardment Wing (M) is to be prepared to conduct strategic bombing operations on short notice in any portion of the world and under any conditions of climate, terrain or weather. In order to maintain this condition of readiness, the wing performs a training program encompassing ground and air training which is designed to insure that combat crews will be capable of efficiently performing this function and that ground personnel will be able to plan and conduct operations and maintain equipment in a high state of efficiency.

CHAPTER I
ORGANIZATION & ADMINISTRATION

CHAPTER I

SECRET

The Big Picture:^{1/} With the advent of Colonel William L. Welch's appointment as the 22d Bomb Wing (M) Director of Operations on 21 May 1954, he immediately started an active project toward close planning for the Operations and Training Accomplishments for the entire Wing. This included a detailed, month-ahead plan for each tactical squadron and readily accessible graphs and charts to show progress made against planned schedule. On 26 July 1954 the Wing published Operations Order #265-54 "Training for August" which includes detailed plans and schedules on almost every phase of Operations, Training, Administration, Logistics and a master plan for Materiel.^{2/}

- 1 - From Wg Historians Interview of Major Lion, Wg Comptroller.
- 2 - Exhibit A: 22BW Ops Order #265-54, 26 Jul 54, "Trng for Aug 54".
 - Annex A - Intelligence - Omitted
 - Annex B - Operations & Training
 - Appendix 1 - Flight Training (Schedules)
 - Appendix 2 - Ground Training
 - Attachment A - T-2 Trainer
 - Attachment B - T-1A Trainer
 - Attachment C - Link & Loran Trainer
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 - Appendix 7 - Standard A & E Requirements
 - Appendix 8 - Wash Rack Facilities
 - Appendix 9 - Bombing Competition Package
 - Annex E - Officers Duty Roster

- 1 -

SECRET

The above program is in contrast to a past history written by 12th Air Division which depicted the overall picture as, "a giant and complicated jig-saw puzzle in which the pieces ultimately fell into place as if by magic!"

The pieces now fall into place by plan on a visible pattern. The Wing now has its activities planned and sketched 120 days into the future, and it is generally felt that this picture which is always before the maintenance and operations directors in the form of charts and graphs lets them know where the goal always is, whereby they may proceed toward it with greater clarity and confidence. Figures were formerly in table form, hidden away in classified files, are now displayed in certain vital control centers in graphic, easily accessible form.

Operations Big Picture:^{2/} During the month of August, the Wing flew a total of 1,216:40 hours, or 98% of the projected 1,236 hours. Failure to accomplish the 1,236 hours projected can be attributed primarily to the following:

a. Aircraft Engine Inspections: These inspections were in accordance with SAC message DM4CMTN7-2 9423, dated 6 August 1954, and AMC message MCPHED-8-13-E, received during the early part of August. The SAC message (DM4CMTN7-2 9423) required an inspection of all J-47-25 engines which had encountered super-cooled moisture, while the AMC message (MCPHED-8-13-E) required the removal of

3 - From Dir of Ops Rpt sgd by Col Welch, Dir of Ops.

eighteen B-47 engines for an inspection by a special team from WADC. These inspections caused a loss of 45 aircraft days.

b. Weather or local conditions: Returns from RON at alternate base due to local terminal weather conditions below minimums caused a loss of 2:15 hours, while cancellations due to ceiling and visibility below minimums caused a loss of an additional 8:25 hours.

c. Fuel Leaks: A total of 23 fuel leaks developed during the month causing a loss of four training sorties. This problem, incidentally, has been steadily decreasing over the past six months, and at present amounts to approximately one aircraft per flying day.

d. Miscellaneous: 66 additional hours were lost due to closing of the long runway for construction.

Had it not been for the above mentioned factors the Wing could easily have attained the projected 1,236 flying hours.

This was the least number of flying hours projected and accomplished by the wing of any month this year to date. However, this month an exhaustive TOC program was undertaken, and as a result a total of 6,828 man-hours of workable T/O's was accomplished on B-47's (Plus 980 man-hours on KC-97's). This highly productive TOC program would not have been possible except for the reduced amount of flying time during August.

One wing scheduled maximum effort type mission was flown on 27 August 1954. This mission was primarily precipitated to accomplish needed practice as required by 15AF classified message, DOCP 3215,

dated 17 August 1954. Of the total of 27 B-47 aircraft scheduled 24 took off and successfully completed the mission. Procedures tested and exercised on this mission were as follows:

a. Practice wing formation at both high and low altitudes with one mile interval between bombardment squadrons stacked 200 feet down between squadrons. Principal feature tested in this formation was to determine capability in turns. This tactic proved definitely unsuccessful due to jet wash. Conclusion: This Wing will recommend flying formation in accordance with SAC Tactical Doctrine with stacking 500 feet up between squadrons.

Employ system of emergency ground start by giving maximum power to four aircraft starting simultaneously off of one Gremco. This procedure proved successful.

Practice system of forming elements immediately after take-off followed by ultimate wing join-up within the shortest period possible. The Wing join-up in this mission was accomplished in 54 minutes. The above tactic was considered successful.

Practice minimum voice communication among formation members. This practice was included due to unnecessary interplane voice traffic present in recent Wing missions. Considerable improvement was noted on this mission, however, continued emphasis on radio discipline is necessary.

Practice close interval landing. This tactic was successfully executed in that 24 aircraft were landed within 34 minutes five seconds. (This time actually included 25 landings since one aircraft made a touch and go).

Of the total hours flown during the month, 309:50 hours were devoted to accomplishing missions ordered by higher headquarters.

These Special Commitments were as follows:

Operational Paul Revere (Top Secret)	35:25 hrs.
AFROTC Flyover:	4:50 hrs.
3908th SES Evaluation	81:50 hrs.
15th Air Force Staff Flight (Col Carlton)	5:30 hrs.
Paramount Sound Recording Flight	1:25 hrs.
Bombing Competition:	58:15 hrs.
Sorties flown by Comdr & Deputy Comdr, 15AF	17:40 hrs.
Ferry Aircraft from Marietta Ga.:	4:00 hrs.
Weight & Balance at McClellan	100:00 hrs.

Bombing accomplishments for the month are as follows:

a. 39 visual releases (500 lb training bombs). These were made by 15 combat crew operators for a CEA of 600 feet.

b. 47 visual RBS runs made by 17 combat crew operators for a CEA of 950 feet.

c. 129 Radar RBS runs made by 25 combat crew operators for a CEA of 1700 feet.

d. Sixteen malfunctions RBS runs made by seven combat crew operators for a CEA of 2600 feet.

e. Twenty-five Camera Runs Radar.

A complete set of Operations and Training Charts are included in the Appendix.

4 - Exhibit B: Operations & Training Charts for August 1954:
 Quantity & Quality Accomplishments - Aug 54
 Utilization of KC-97 & B-47 MTD Units
 Ground Trng. Utilization - Aug 54
 Physical Conditioning Program - Aug 54
 Unit Percentage Training Chart - Aug 54.

New Administrative Regs: Wing Reg 9-2 was published during August to provide all 22d Bomb Wing (M) activities with a list of all current 22BW Forms, and to indicate the source of supply for these forms.^{5/}

Wing Reg 205-2 was published to establish a uniform procedure in the Wing for reporting of acts or suspected acts of sabotage, and subsequent action to be taken regarding the sabotage incident.^{6/}

Wing Reg 205-1A was a change in 205-1 relative to the safeguarding of military information.^{7/}

ADMINISTRATIVE NOTES FROM THE UNITS

22d Periodic Maintenance Squadron:^{8/} The 22d Periodic Maintenance Squadron continued to perform its mission under the command of Lt Col Mabon A Cornwell. No major organizational or administrative changes were noted, however, instructions contained in a letter received from SAC early in the month provided for future changes in the Squadron's TO regarding maintenance personnel. This organization is to lose its 50 engine mechanics with 30 of them being replaced by airplane general mechanics. This activity was asked also to submit a recommended manning for T/O 1-7171P and any additions or deletions deemed appropriate. This afforded an excellent opportunity to ask for manning which is actually required.

-
- 5 - Exhibit C: 22BW Reg 9-2, 25 Aug 54 Index to Wg Forms.
 - 6 - Exhibit D: 22BW Reg 205-2, 13 Aug 54, Security
 - 7 - Exhibit E: 22BW Reg 205-1A (Amend) Safeguarding Mil Info.
 - 8 - From 22d P.M. Maint Sq Hist Rpt, sgd, Lt Col Cornwell, Commander

The assignment of 2d Lt Keith R Tatsch as Unit Supply Officer brought the officer strength of the unit to its authorized number of five. However, the impending release from active duty of 1st Lt John T. Flynn, who had been filling the dual position of Adjutant and Supply Officer, was due to cause a shortage of one officer unless a replacement could be secured. In the meanwhile, Lt Tatsch assumed many of the additional duties formerly performed by Lt Flynn, such as Squadron Security Officer, Records Disposition Officer and Postal Officer.

On Saturday, 28 August 1954, an open-ranks squadron inspection was held on the flight line. Troops were inspected by Colonel William L Welch, 22d Bomb Wing Deputy Commander, who had been invited to perform the inspection by Squadron Commander, Lt Col Cornwell. The results of the inspection were gratifying with very few discrepancies noted.

22d Air Refueling Squadron: ^{9/} August saw several functional changes in the orderly room. The erection of a railing segregating the reception area from the rest of the orderly room has proven quite effective in centralizing traffic here.

Personnel records and files have received a great deal of attention and are now in good shape. Regulation files are being brought up to date. Thus far USAF Regs have been screened and missing regulations have been requisitioned. Files of regulations published by intermediate headquarters are presently

9 - From 22d ARS Hist Rpt, sgd, Lt Col Hatch

being screened.

Squadron correspondence files are being screened and reestablished in accordance with AFM 181-4.

A system of circulating essential information among orderly room personnel has been inaugurated an initial type stamp is used in this procedure.

A wall chart designed to give an instantaneous picture of our airmen personnel status is now in use.

The unstable personnel situation is causing a considerable obstacle to effective organization and specific task assignment.

Replacements for orderly room personnel who will be departing in the immediate future have been promised but as yet no specific assignments have been made. It is anticipated that this personnel over turn will greatly increase the managerial problem in indoctrinating new men if an overlap period is not provided.

It is estimated that approximately 190 man hours of night work were necessary during August to meet the work load.

33d Bombardment Squadron:^{10/} Strength Report as of 1st and 31st of August:

1 Aug 1954			31 Aug 54		
Asgd	Pres for Dy	Auth	Asgd	Pres for Dy	Auth
196	177	165	197	178	165

The authorized assigned differences is a result of the extended B-47 training program. Cadre will take our overages.

It Col David C Jones assumed command of this Squadron during the

10 - From 33d Bomb Sq Hist Rpt, sgd, Lt Col Francis, Comm.

month and during the same month was assigned to Offutt AFB, Nebr.

Lt Col Paul H. Francis assumed command of this Squadron on 21 August 1954.

In addition to the change in command, the squadron underwent one staff change. Captain Charles M Stewart was assigned Squadron Adjutant in the absence of Lt Whittemore who is currently on temporary duty at Maxwell AFB, Alabama for the purpose of attending the Squadron Officer's Course.

This Unit finds itself in a high degree of readiness, administrative-wise, although this section has been handicapped by illness and TDY's of some personnel. Weekly inspections of the orderly room have been gratifying since no outstanding discrepancies have been revealed.

Morale was high. The major factors contributing to this: the fact that the unit has done exceptionally well in all its operational missions plus the improvements in the day room and recreational facilities.

2d Bombardment Squadron: ^{11/} With the First Sergeant on leave during this month, the orderly room personnel found an increased work load which was difficult to handle.

Some of the difficulties encountered indicated a need for more organization within each T.O. position in the administrative section. The individual job vacancy should have an outline of each days activity that is concise and brief. Items such as recurring reports, SOP's, applicable directives, should be compiled for ready reference by anyone filling an unfamiliar job. This

would ease the work load considerably and materially aid in the submission of timely and correct reports.

One of the major problems in conjunction with administration, concerns compliance of directives, requests, etc., by unit officers. This situation is being given the proper attention and a program to educate officers insofar as their responsibilities are concerned apart from primary duties is being formulated.

A squadron policy is in the process of being completed wherein sections within the unit will be directed in the proper treatment of suspense and "fanfold" correspondence. In view of the lateness of correspondence leaving this squadron aggressive action of this type is deemed necessary.

22d Field Maintenance Squadron:^{12/} The activities of the 22d Field Maintenance Squadron during the month were highlighted by the assignment of a new commander. Lt. Col. Edward F. Gallup from the 320th Bomb Wing was assigned on 14 August, replacing Major Harry N. Griffin who departed this station 29 August on a 188 day TDY to Goose Bay, Labrador.

Major Griffin received notification prior to his departure to Goose Bay of his promotion to Lt Col effective 23 August 1954.

In the Fabrication Branch the separation of the 320th and 22d Field Maintenance Sheet Metal shops and offices was completed. The 22d Sheet Metal Shop has been moved to a new location in the

12 - From 22d Fld Maint Sq Hist Rpt, sgd, Lt Col Gallup, Comm.

Branch where the office and storage area of UPREAL items could be consolidated. It is believed that this separation will produce better management, supervision and control of personnel.

Additional floor space in the area of the Machine Shop, Fabrication Branch, has been realized by the removal of one set of steps leading up to the Fabrication Branch Office.

22d Armament & Electronics Maintenance Squadron:^{13/} This Squadron was chosen as a model squadron for 15th Air Force. As a result a Standardization Team was assigned to iron out various problems within A & E Squadrons of SAC. The major changes brought about are due to the Team and the SAC Program 22-54.

The Squadron now has a technical analysis Section, a new scheduling system for maintenance, Special Weapons Section, and the personnel have been distributed so as to cover all phases of maintenance adequately. These are outlined in the SAC Program 22-54.

13 - From 22d A & E Maint Sq Hist Rpt, sgd, Lt Col Johnson, Comm.

CHAPTER II
PERSONNEL

CHAPTER II

Director Of Personnel: ^{1/} The 22d Bombardment Wing

Director of Personnel, Lt Col Nelson T. Brown, AC350398, assumed the duties of Director of Personnel, 30 August 1954, from Chief Warrant Officer Howard B. Neal who has been filling that position after the departure of Lt Col MacIsaac, 27 July 1954.

The authorized, assigned, effective manning and body manning strength of the officers for the Wing as of 31 August is as follows:

<u>AUTH</u>	<u>ASGD</u>	<u>EFF MANNING</u>	<u>BODY MANNING</u>
429	404	79.3%	94.0%

During the month a total of 47 Effectiveness Reports were forwarded to higher headquarters.

A project was started to revitalize the classification of officers assigned to the Wing with particular emphasis being placed on deletion of additional AFSC's in which the officer is no longer qualified, and upgrading of those officers who have attained qualification for the fully qualified specialty. With the deletion of the additional AFSC's which are no longer pertinent to the officer's career, it is hoped that the Wing will have a better picture of the capabilities of the personnel assigned.

Officers temporary promotion roster, RCS: AF-P248 (OT) for promotion to Captain, Fiscal Year 1955 was forwarded.

S/Sgt Robert L. Guinn and S/Sgt LeRoy L Drennan applied for Mission type duty, A/lc Ralph Bensen applied for discharge under

1 - From Director of Personnel Hist Rpt, sgd, Lt Col Brown, Dir of Personnel

provisions of AFR 39-13 and A/3c David White applied for discharge under provisions of AFR 39-13, all of the above named airmen are presently assigned to the office of the Director of Personnel, 22d Bombardment Wing (M). At the present time no definite action has been taken on any of these applications, but we hope to be able to furnish a report of completed action by 30 September 1954.

There was a net loss of 27 airmen during the month. The Wing is authorized 1610 and as of 31 August, 1842 were assigned. The MIRS is 87% as of 31 August, which is an increase of about 1% over last months report.

During the month 86 airmen were upgraded in PAFSC's within the Wing, and 46 were placed on OJT for award of the next higher skill level. Action making the above reclassification possible was the authority granted to the 22d Bombardment Wing to publish Personnel Actions Memorandums, which greatly expedites the reclassification action within the Wing.

Make up tests were given for those personnel who were unable to take the primary test in July, results of which are expected in the later part of September.

The promotion Board for the 1st three grades was convened on the 9th and 10th of August 1954. The Board considered for promotion to the next higher grade all airmen recommended by their respective squadron commanders to fill quotas allotted by higher headquarters.

The following is a breakdown of the number of promotions quotas received for the month and what each squadron received:

	M/Sgt	T Sgt	S Sgt	A/1C	A/2C
Hq Sq	1	1	3	4	3
2d Bomb Sq		2	1	5	6
19th Bomb Sq		1	2	5	7
33d Bomb Sq		2	2	4	7
22d Fld Maint Sq		2	5	10	17
22d Per Maint Sq		1	4	7	8
22d A&E Maint Sq		3	6	13	18
22d Air Rflg Sq	1	3	3	8	6
22d Tac Hosp Sq			3	1	2
TOTAL	2	15	29	57	74

A roster of personnel who were submitted by their respective squadron commanders for award of a permanent NCO grade was forwarded to the Wing Commander for his review and approval. It is anticipated that these awards will be accomplished within the month of September.

The following named M Sgts were nominated to 12th Air Division to attend the 15th Air Force NCO Academy Class number 5 (54H) which begins 22 September 1954:

M Sgt Arthur W Wells, 22d Air Refueling Squadron
M Sgt James L. Crum, 2d Bombardment Squadron
M Sgt Richard V. Meyer, 22d Armament & Electronics Maint, Sqdn.
M Sgt Carl Waag, 19th Bomb Squadron.

This is the fourth class of the 15th Air Force NCO Academy that the personnel of the 22d Bombardment Wing (M) have attended.

There were 49 airmen nominated to Headquarters 12th Air Division during the month of which 37 were for possible ZI reassignments and 8 of the 13 were selected for assignment overseas.

A total of 51 airmen discharges occurred during this reporting period. Of this number 46 were eligible for reenlistment, with 5 not eligible for reenlistment. Of the 46 there were 15 reenlistments. Three airmen reenlisted from civilian life. Attached is a list by AFSC of those personnel due for discharge within the next five months.

Personnel problem areas, as has been true for a considerable period of time, the existing shortage of Gunlaying Systems Technicians and supervisors remains a critical shortage. The Wing is authorized 14 technicians with none assigned and 8 supervisors with 5 assigned. Of these 5, 4 are presently attending Electronics Fundamentals Course at Lowry AFB, Colorado.

In the K Systems Field, the shortage which has existed at the 5 skill level has been reduced somewhat with 32 airmen now assigned as against an authorization of 50. During the month of August there were approximately 67 airmen tested on the Air Force Proficiency test for AFSC 3215OE which, when results are received in September, should qualify a sufficient number of airmen to be upgraded to provide 100 percent manning at the 5 skill level.

A projected manning problem is fast becoming a reality in the 40, 30 and 70 career fields as the Wing has many airmen in subject fields due for separation from the service within the next five months. Input into these fields has been practically nil in the past four or five months, and there is very little indication of any projected gains. It is expected that overseas and reassignments levies will exceed the input into these fields. This is based upon the current

and past ratio of gains and losses.

Inclosed herewith is Roster of Key Personnel as of 31 August 1954.

Colonel William F. Coleman	Commander
Colonel William R. Welch	Deputy Commander
Captain Alfred J. Nelson	Adjutant
Major David A. Lion	Comptroller
Major Harry E. Arnold	Director of Intelligence
Lt Colonel Nelson T. Brown	Director of Personnel
Lt Colonel Louis J. Lamm	Director of Materiel
Major Webb Thompson	A/C Maintenance Staff Officer
Major John J. Borah	Maintenance Control Officer
Lt Colonel James M. Graybeal	2d Bomb Squadron Commander
Lt Colonel Jay O. Gray	19th Bomb Squadron Commander
Lt Colonel Paul H. Francis	33d Bomb Squadron Commander
Lt Colonel Edward F. Gallup	22d Field Maintenance Squadron Commander
Lt Colonel Mabon A. Cornwell	22d Per Maint Squadron Commander
Lt Colonel Charles E. Tolhurst	22d A & E Maint Squadron Commander
Lt Colonel Horace E. Hatch	22d Air Rflg Squadron Commander
Colonel George K. Fair	22d Tact Hosp Squadron Commander
Colonel Ernest E. Hodgson	Vetinary Staff Officer
Colonel Harry E. Deal	Hospital Administrator
Colonel Harry B. Denny	Dental Surgeon

Discharges For Next Five Months:

AFSC	SEP	OCT	NOV	DEC	JAN	AFSC	SEP	OCT	NOV	DEC	JAN
20450				1	1	58150			2		
20470	1					58170			1		
20451			1			60150					2
29150					1	60170					1
29353					2	62250				1	2
30150			1	3		60350					1
30170		1		1							1
30151				2	2	64151	1	1	1	1	
30171					1	64173					1
30171B			1			70250	6	2	6	3	10
32330C				1	2	70270	1				
32350C				2	2	73170		1			
73150E					5	73250	1				
32351F					2	73251		1		2	3
33150					1	83150	1				
33170					2	90130		1			1
40170		1				90150					1
40150				1		90250		1			
40350	1	3	1	1	2	90270		1			
40453			2		1	90350					1

AFSC	SEP	OCT	NOV	DEC	JAN	AFSC	SEP	OCT	NOV	DEC	JAN
42350				1	1	90650					1
52550	1	2		1		90670					1
42650					3	90450	3				
42671	1					92250	1				
43136				1		43156			1	1	
43133			1		2	43153	2	1	2	3	5
43151J	2	1	7	3	11	43171J			4	2	7
43170		1				43154B		2			
43151B		2				46150					1
46170					1	46250			1	4	8
43450				1		40471					1
47151	2			1	2	47155				1	1
43171B			1	1		43152A		1	1	2	4
53150				2		53430					1
53450	1		4	1	2	53470		1			

PERSONNEL NOTES FROM THE UNITS

2/
22d Periodic Maintenance Squadron: The following is a breakdown
of the squadron personnel strength as of the first and thirty-first of
August:

	<u>1 Aug 54</u>			<u>31 Aug 54</u>		
	<u>Auth</u>	<u>ASgd</u>	<u>Pres for Dy</u>	<u>Auth</u>	<u>ASgd</u>	<u>Pres for Dy</u>
Offs	5	4	4	5	5	5
Amn	158	183	172	158	179	161

The assignment of 2d Lt Keith R. Tatsch filled a shortage which had been acute since the release from active duty of 2d Lt Aycock in September 1953. With the reduction of airmen assigned strength from 183 to 179, personnel assignments were more in accordance with the existing T/O&E than were noted during the preceding reporting period.

The month of August brought with it a tremendous morale-builder in the form of the largest number of promotions since February 1953.

The classification program was continued vigorously in August and the results were shown by the upgrading of two supply personnel to the 5 level, 17 maintenance personnel to 5 level and 2 maintenance personnel to the 7 level. One airman completed lateral training at the 3 level. Although one airman was removed from OJT at the 3 level because of failure to progress, five others entered OJT at the 5 level. One airman proceeded on TDY to Sheppard AFB, Texas for approximately five months to attend the Jet Aircraft Maintenance Technician Course (AFSC 43171J).

Two airmen were reassigned to Castle AFB, California with concurrent TDY at Boeing Aircraft Company, Seattle, Washington for attendance at the B-52 aircraft maintenance course. Two airmen were reassigned on overseas shipments.

Of the two discharges in August, one Master Sergeant who had tendered unconditional resignation, reenlisted immediately to fill his own vacancy. The other airman failed to reenlist.

22d Armament & Electronics Maintenance Squadron: ^{2/} The month of August shows a normal change in personnel. A total of 24 airmen lost. Fifteen were gained, one officer and 14 airmen. The loss of personnel are as follows: One officer was released from active duty after completing two years service. One officer was reassigned. Three airmen were discharged under the provisions of Air Force Regulation 39-14, early release. Seven airmen were discharged after completion of their enlistment, two of which reenlisted this station. Ten airmen were reassigned. Four this station and four to other ZI bases. Two

3 - From 22d A & E Maint Sq Hist Rpt, sgd, Lt Col Johnson, Comm.

airmen were reassigned to fill overseas quotas.

The following is the status of this Squadron as of 1 August:

	<u>Authorized</u>	<u>Assigned</u>	<u>PFD</u>	<u>Leave</u>	<u>Hospital</u>	<u>TDY</u>
OFFICERS	14	22	18	2	0	2
AIRMEN	350	374	312	24	3	35

As of 31 August:

OFFICERS	14	21	19	1	0	1
AIRMEN	350	365	311	8	4	41

One airmen in confinement (Civil Authorities).

Eight airmen were upgraded in AFSC this month. Four airmen were placed on CJT. Three airmen were placed on TDY in support of crew evaluation and bombing competition during this month.

A survey is being conducted within the squadron in order to justify a change in T.O. for additional clerical personnel. Currently the squadron is authorized five clerks, two in the Personnel administration, three in the Maintenance Supervision Sections.

This number is inadequate to perform the work load since technically trained personnel are doing duty as clerks. This is a waste of money Air Force wise and it is believed that additional clerks should be authorized so as to eliminate this situation.

The Squadron stands to lose eighty one airmen by 30 January 1955 due to discharge. This situation will hamper the Wing in accomplishing its mission unless replacements are made. In one section alone seven of the nine airmen assigned are scheduled for discharge by 18 December 1954. This will leave only two airmen to do the job of 11. This

situation deserves close attention. It is believed that this problem exists throughout the Air Force in many career fields. The solution would be a better and more closely coordinated personnel planning program. The required data is supplied by all organizations in the form of the C&A List.

Lt Col Charles E Tolhurst, Squadron Commander, will be assigned to Headquarters Squadron, 22d Bomb Wing effective 1 September. His replacement will be Lt Col Kenneth L Johnson.

22d Field Maintenance Squadron:^{4/} The personnel strength as of 1 August was seven officers and 406 airmen. The strength as of 31 August was eight officers and 398 airmen.

During the month 51 airmen were on leave. This number on leave represented 12% of the average assigned personnel strength as compared with the 15% authorized.

Lt Col Harry N. Griffin departed on 29 August for a 188 day period of TDY to Goose Bay Labrador and was replaced as Squadron Commander by Lt Col Edward F. Gallup on 14 August 1954 as per 12th Air Division Special Order 187, paragraph 24.

Eleven airmen were on TDY during the month, one was absent sick, Parks AFB and one was absent sick to Travis AFB Hospital.

One officer received a promotion to Lt Col., seven airmen were advanced to or within the NCO grades and 27 airmen were promoted in the lower four grades.

Two airmen were lost during the month due to vehicle accidents;

4 - From 22d Fld Maint Hist Rpt, sgd, Lt Col Gallup, Comm

A/1C John G. Duncan and A/2c Roy John Muhlfield.

2d Bombardment Squadron: ^{5/} During August the work in the Personnel Section was mostly routine. There were a few projects during the month which slightly increased the work load in each Section. In the Officers section the work was average except for the accomplishment of Locator Cards for each Officer in the Squadron for Division level. The Service Record section processed the records for approximately 5 airmen who were discharged for the month. Also regulations and publications were brought up to date in preparing for the Wing inspection in the month of September. The Form 20 section has had several nomination projects for overseas assignments during this month, very few of our personnel were selected for these assignments. The Finance section and Morning Report were handled in an excellent manner during this month, for 31 days this work was accomplished without one discrepancy.

The squadron lost Lt Col William R Smith, the squadron commander, to 12th Air Division, he was replaced by Lt Col James M Graybeal, who has been assigned to our squadron since June 1954. We also gained four new 2d Lts from 22d Air Refueling Squadron, who are presently attending MTD school for future assignments as B-47 pilots. We lost two 1st Lts when Alan D Miller and Donald N Jeffery, both were sent to Pilot AOB school at James Connally AFB, Texas. A new B-47 Aircraft Commander was assigned to us from 443d Bomb Sq., 320th Bomb Wg. Captain Ernest C Wilkes has already assumed his duties in the Operations Section. We lost Lt Col Paul H. Francis to Hq Sq Sec, 22d Bomb Wing (M).

5 - From 2d Bmb Sq Hist Rpt, sgd , Maj Beery, Comm

23d Bomb Squadron: ^{6/}

Strength Report as of 1st and

31st of August:

(1 August 1954)

(31 August 1954)

Auth Asgd Pres for Dy

Auth Asgd Pres for DY

165 196 177

165 197 178

The authorized assigned differences is a result of the extended B-47 Training program. Cadre will take our overages.

Lt Col David C Jones assumed command of this Squadron during the month of August and during the same month was assigned to Offutt AFB, Nebr.

Lt Col Paul H Francis assumed command of this Squadron on 21 August 1954.

VD rate is negative.

CHAPTER III
OPERATIONS & TRAINING

CHAPTER III

The Operations "Big Picture" is contained in Chapter I of this history. The following material is from the Director of Operations Historical Report for August, 1954:

Intelligence: This section was paid an informal visit by two officers from the Director of Intelligence, Headquarters Fifteenth Air Force; Lt Col E. F. Woodward, Deputy Director of Intelligence and Major R. S. Vandiver, Chief Combat Intelligence Division. The general purpose of the visit was for familiarization and orientation rather than as an inspection. All functions of the entire section were explained to the two officers during a guided tour through the various branches. Very favorable comments were received on all aspects of Intelligence upon their departure.

Continued revisions were accomplished in the Section Mobility Plan. The purpose of the continuing review is to keep weight to a minimum consistent with our requirements, keep as mobile as possible, and pre-accomplish all packing lists and manifests. All shipping boxes are presently painted and stenciled, and all packing lists are prepared and filed. A decision was reached to eliminate all foreign phrase manuals, pointee talkee books, and cloth charts not pertaining to the assigned EWP. These materials were inventoried and the excess was returned to Headquarters, 15th Air Force for disposition. This change resulted in a weight reduction of approximately 400 pounds. In the Target Materials Vault, mobility boxes are now being used as shelves for the Air Objective folders. The boxes are placed on their sides and stacked on top of each other so the AOF's can be filed and stored directly in the boxes. In the event of an exercise of the

Mobility Plan, the boxes will be ready for shipping as soon as the lids are attached.

Plans have been formulated for accomplishing required Intelligence training for combat crews at Wing level. Due to other priority commitments for combat crew the accomplishment of Intelligence training has suffered to the extent that a combined Wing-Squadron Intelligence effort is required to accomplish necessary training before 15 Dec 54. According to present plans all training will be completed prior to that date.

The Intelligence portion of the Base Survival School was conducted on 31 August with six students in attendance. A total of four hours of training on the following subjects was presented by Captain Fowler and M/Sgt Kersch:

- a. Resistance to Interrogation.
- b. PW Conduct and Camp Organization.
- c. Underground Organizations and Partisan Activities.

Due to the loss of two of our regular instructors (Lt Plant, separated from the service, and Lt Perez, TDY to Maxwell for Squadron Officers Course until 15 Jan 55) two hours of Intelligence training had to be cancelled from the regular curriculum of the Base Survival School until other instructors can become familiar with the lectures.

Two hours of training was provided for the second summer encampment of APROTC personnel by Lt Perez. An actual mission briefing was presented by personnel from the 33d Bomb Squadron while Lt Perez presented a lecture on "Intelligence in a Combat Wing". This is the last of two APROTC encampments to be held here at March AFB, during the summer of 1954.

Intelligence M-Day Assignees, Captain Pierce and Captain Powell each spent one day on active duty with the section. Captain Pierce is scheduled

for two weeks active duty from 15 through 31 October 1954.

During the past three months the Wing briefing room has proven to be an exceptionally busy and important wing facility. Approximately 1500 - 200 personnel each month have been using the briefing room for all types of lectures, briefings, meetings and movies. The extra work load imposed upon the Intelligence Section for maintenance and upkeep of the briefing room will be reduced during the latter part of September when the present Civil Air Patrol Cadet encampment comes to a close.

Two officers were lost from the section during August, Lt Perez and Wallace.

Activities within the Operational Intelligence Branch were routine with the primary concern being completion of the EWP projects. By the end of August work on these projects had progressed to a point where briefing and target studies could be conducted on a moments notice. An effort has been made to prepare and maintain all EWP material in such a manner that these briefings and studies can be conducted by any member of this section on short notice.

Other desirable projects have been retarded due to the shortage of personnel. In general, these projects consist of preparation of articles in "Staff Study" form on various foreign weapons to be used in the preparation of lectures and briefings, completion of a cross index on all intelligence publications, and the establishment of a better filing system for these publications. An effort is being made to overcome the difficulties caused by the personnel shortage by

cross-training of all airmen assigned to the Intelligence Section in the functions of this particular branch. Since we stand to lose the one airmen assigned to the branch through discharge in the near future, an intense cross-training program appears to be the only solution to maintaining and increasing the capabilities of this branch after that date.

Desired security has not yet been realized for this Branch since adequate permanent partitioning has not been installed to separate this office from the adjoining target study room. However, word has been received (unofficially) that work will be started on this project during September.

Photo-Interpretation: The bulk of the effort for this section was devoted to reviewing and scoring O-15 camera film, preparing target folders and conducting target study classes for crew observers. A total of 112 rolls of O-15 film were reviewed and scored. Additionally, 70 forms I for celestial navigation logs were scored, target folders were prepared and distributed to participating crews for two special missions. The SAC Bombing Competition and Paul Revere, a top secret mission. Target folders were also prepared for the participating crews of the 320th Bomb Wing for the SAC Bombing Competition.

Radar Predictions: The EWF target plate construction program is now 100% complete. All plates are of the 36" x 48" size. After completion of the plates they were all run through the T-2 trainer for final review with a view toward corrective modification. All modification have been completed on the plates with the reflective areas providing the proper intensity of radar return.

A program was initiated with the C-15 radar scope camera mounted on the T-2 trainer for the accomplishment of photography on all of the EWP plates. During the first phase of this program the T-2 trainer became inoperative resulting in the suspension of this program until the trainer is put back into operation.

For planning purposes, it might be interesting to note the time element involved in the complete preparation of a full set of radar prediction plates for a Wing EWP. Approximately three months were required for the completion of this project. Three officers and one airman were assigned to the job during this period. Two officers from 15th RTS aided in the analysis phase for approximately two weeks.

Radiological-Bacteriological-Chemical: During the month the RBC Section trained 16 key personnel from Norton AFB in RBC Defense. The course lasted eight days and each student put forth great effort to retain as much information as possible. This class was the most interesting and responsive ever trained by this section.

The tactical radiological countermeasures course was begun during the month of August. This course has been reduced from a 14 hour course to an eight hour course and will be run continuously until all aircrews are considered qualified in accordance with SAC Reg 50-1.

There is still a great problem being experienced by this section. A large number of radiation detection instruments are out of operational order due to a shortage of batteries. These batteries that are needed were requisitioned back in April but they have not arrived as yet. This situation could prove to be very serious in the event an emergency

should arise where these instruments would be needed.

Ground Training: During the month of August, the following activities were conducted by the Wing Ground Training Section:

A total of 843 periods were attended by personnel of this Wing in the Physical Conditioning Unit.

A total of 350 hours of Synthetic Trainer time was accomplished by combat crew personnel of this Wing.

A total of 3766 man-hours were spent by personnel of this Wing in the KC-97 MTD.

A total of 3547 man-hours were spent by personnel of this Wing in the B-47 MTD.

Eight officers and airmen were placed on TDY orders for SAC Survival School, class starting date 7 August, and two officers were placed on TDY orders for SAC Survival Course, class starting date 21 August 1954.

During the month of August a total of five personnel completed 200 hours of Basic Survival Training and 111 personnel completed 55½ hours of Sea Survival Training.

Six officers of this wing were placed on TDY orders for Bomb Commanders School, McConnell AFB, Kansas, class starting date 25 August 1954.

Three B-47 crews attended 3908th SAC Evaluation School during the month.

The OJT Reports will be submitted by 22DP in the future.

Fourteen personnel attended Phase III ABC for a total of 112 hours on 30 August.

Seven personnel received a two day Altitude Indoctrination Course during the month of August.

All records and charts were posted to date in the Ground Training Section.

Special Weapons: Training for the month of August was very slow due to its being a "free" month. Training was done for

crews scheduled for Strategic Evaluation Squadron which accounted for approximately 1/3 of the month. The only other training given was to the Special Weapons Maintenance Crews.

Security of the area was changed in that an Access list is now being used for entry to the area. Several conferences with the Air Police Squadron was necessary to make this change. It is contemplated that all passes with "Area 12" on them will be recalled and a new number given to the Special Weapons Area.

All three of the P-3 trailers were loaned to the 36th Air Division for about 15 days. All loading training was stopped during this period.

We received word from 12th Air Division that SAC had refused permission to use the "swivel" method for loading B-47 aircraft. A meeting with personnel from 15th Air Force and 12th Air Division has been planned to discuss the advisability of asking SAC to reevaluate the situation.

Received TWX from 15th Air Force giving permission to carry T-59 bombs with U-2 release unlocked. This means that we can now drop T-59's at the Salton Sea Bombing Range and score those releases. A copy of the TWX was given Operational Plans who forwarded it to the Wing Observer and to each of the Bomb Squadrons.

Communications: Major John A Wilke was assigned as Wing Communications Officer on 10 August 1954.

The month of August was primarily devoted to the preparations of operations orders for the month of September and writing communications flimsies necessary to support the operational commitments of the Wing.

A training program for air crew personnel has been outlined and the

first phase of the program will be given to crew members during the month of September. Program will provide at least three hours training per month per crew member in ECM indoctrination and familiarization with communications procedures and equipment.

A survey was conducted during the month to determine the operational suitability of the 18 S 4 Collins HP radio. An investigation showed that there were no major maintenance problems or design peculiarities that would indicate that the equipment is not capable of performing its intended function. Major causes for poor results in the use of this equipment appears to be lack of understanding on the part of operators as to how to use the equipment to its best advantages. Courses of instruction in communications procedures and proper radio frequency selection and familiarization with equipment may improve this situation.

Operational Plans: The 22d Bombardment Wing received changes of primary target assignments, under EWP Strike Plan 50-54, on 13 July 1954. These changes were brought about by amendment Number 2 to 8th Air Force Operations Plan 50-54, and were to become effective 1 August 1954. Due to the number and the magnitude of these changes, a completely new Operations Plan was prepared by the Combat Plans Section and published on 1 August. These changes, also, necessitated the restudy of crews and the briefing of staff personnel. Target study of crews under this plan is covered in a subsequent paragraph. The Wing Commander and Staff Personnel were briefed on the EWP changes brought about by this amendment on 8 August.

In addition to changes in the Strike Plan, two amendments were received to the Deployment Plan, 40-54. The majority of the changes

to 40-54 pertained to logistic support at the staging and post-strike bases. The publication of the logistics annex of Operations Plan 40-54, was delayed due to the heavy personnel assessment of 12th Air Division on this wing to be utilized in the preparation of the Goose SAC Task Force Operations Plan (12th Air Division Ops Plan 41-54). Annex "D", the Logistics Annex of 22d Bombardment Wing Operations Plan 40-54 was published on 10 August and distributed as Amendment #3.

A study of the personnel and equipment support requirements of units concerned during deployment, staging and/or combat strikes of the 22d Bombardment Wing, pointed out the need for inclusion of instruction to the 9th Weather Squadron at March AFB and to the 3918th Air Base Group at Upper Heyford, England.

A letter on instruction, outlining the weather support requirements, during deployment and/or staging of the 22d Bombardment Wing was forwarded to the 9th Weather Squadron on 27 August 1954. The assignment of weather personnel to the GSTF during staging operations, as outlined in 12th Air Division Operations Plan 41-54, conflicted with the personnel deployment schedule of the 22d Bomb Wing as outlined in the Wing Mobility Plan and the Logistics Annex of 40-54. Pending revision of the personnel loading and deployment plan, the 22d BW Logistics Officer effected direct coordination with the 9th Weather Squadron on these matters.

The ever increasing importance of personnel and equipment radiological decontamination being imposed by the advent of larger yield weapons, has pointed out the need for a plan of radiological countermeasures.

Appendix 44, to Annex "E" of 22EW Ops Plan 40-54, entitled "Tactical Radiological Countermeasures" was published on 10 August 1954.

A letter outlining the logistical requirements necessary to support this plan was forwarded to the 3918th Air Base Group on 30 August 1954. This letter gave a breakdown of personnel and equipment needed and the Commander 3918th Air Base Group was requested to comment of the plan.

EWP Mission Briefing - The publication of a new Operations Order 50-54 (Strike) necessitated rephrasing the crews through briefing and target study procedures for EWP. Crews were given the initial or orientation briefing of the new plan; routes, tactics, performance, bomb run, survival information, and enemy defenses for both primary and alternate crew assignments were covered. When possible the crews were briefed by cell composition although other commitments made it necessary to brief many crews on a "catch as catch can" basis.

At the same time crews were briefed on changes to Operations Plan 40-54 (Deployment).

Crew members devoted a total of 365 hours to studying these two plans.

Plans were begun for a USCM to be flown in November to test the Strike Plan with special emphasis on tactics as a result of the latest change to SAC Tactical Doctrine for Jet Bombardment Units.

Flying Safety: With the exception of a series of alleged

violations of flying safety regulations filed against the Wing during the CRT in July, no flying safety incidents of note were recorded.

Wing Gunnery: The Wing flew a total of 19 gunnery missions in August. A total of 11900 rounds of 20mm ammunition was loaded. A total of 10100 rounds were fired, for a total of 80% fire out. The major malfunctions remain brass and link jams. Every effort is being made to correct this situation.

The 22d A & E Squadron have completed their mock-up of the A-5 gunnery system which is being utilized by the Gunnery Officer for pre-evaluation training of co-pilots.

The Wing received 15 copies of Transmittal of Tactics Techniques on the A-5 Fire Control System (AD 32 173) dated 3 March 1954. This hand book is a report of the results on tests performed by the air proving grounds. It points out the most vulnerable attacks a fighter can make and best defensive measures a B-47 equipped with the A-5 fire control can perform.

All co-pilots are required to read and study the book referred to in above paragraph.

A new B-47 gunnery check list is being drawn up and will be forwarded to Headquarters SAC.

OPERATIONS & TRAINING NOTES FROM THE UNITS

33d Bombardment Squadron: ^{1/} Ground training showed a remarkable increase of both interest and organized accomplishment during August

1 - From 33d BS Hist Rpt, sgd, Lt Col Francis, Comm

partly due to a free training month and largely through the efforts of Captain Tom Robinson incorporating all ground training requirements into a crew folder. This folder allows the quarterly recording of all ground training requirements by each of the three crew members, making it also the responsibility of each Aircraft Commander to monitor the progress of his crew.

Total flying time for the 33d Bomb Squadron was 447:10 hours, exceeding the August quota by 35:10 hours.

A new crew, intact and with approximately 30 hours B-47 time was welcomed into the dehydrated TC&E of the short handed 33d. They are A/C Captain Wynn, Pilot 1st Lt Lee, AOB Captain Smith. The new blood helped and it is felt that they will add much to the Squadrons effectiveness. This crews previous station was Smoky Hill.

Major George H. Myers, after one month as Operations Officer, began a series of staff and operational duty assignments. These were designed to strengthen Squadron Operations through the utilization of Crew members who have particular interest or demonstrated exceptional ability at various specialties. Through the delegation of many phases of operational responsibility to qualified crew members a smoother, more closely knit, organized functioning has developed.

Longer range planning has not only been attempted but in many cases succeeded, when not interrupted or disregarded by higher headquarters. The stability given crew members through this programmed effort at weekly and monthly planning of work has greatly aided the reduction of bombing C.E.s and ulcers.

Four lead crews were gained during the month. This addition is welcomed and evidence of the continuing confidence placed on the crews

of the 33d Bomb Squadron by higher headquarters.

A/1C Billie Carroll received a richly deserved plaudit when the squadron recommended him as the Outstanding Airman of the unit after evaluating records over the previous six months.

Airman Carroll has been an intelligence clerk with such integrity, professional ability, and soldierly qualities that everyone who has come into contact with him either professionally or socially, must agree that this recognition is small repayment for his contribution to the Squadron.

The Observer Section, with Major Lorenzo Espinoza as the project officer, coordinated all intelligence information available on 22d Bombardment Wing Radar Bomb Sites and developed one compiled book for target study purposes. The books usefulness is being ground and air tested by observers at this time with excellent reports from all quarters.

The 33d Bomb Squadron is proud of its August results which far surpass any reporting period during the past nine months.

In compliance with 15th AF Letter 55-2, the following information is submitted for the special training for the month of August 1954.

<u>AREAS</u>	<u>REQUIRED</u>	<u>ACCOMPLISHED</u>
Probationary items for Lead Crews	157:00	130:05
Upgrading of non ready crews	50:00	95:20
Concentration of known weaknesses	145:00	149:30
Standardization Checks	28:00	30:00
Staff and test hops	32:00	42:25

<u>ITEMS</u>	<u>REQUIRED</u>	<u>ACCOMPLISHED</u>
Radar RBS	24:00	91:00
Visual RBS	29:00	30:00
Actual Releases	8:00	14:00
Navigation Legs	42:00	61:00
Refueling		
Day wets	14:00	60:00
Night wets	20:00	20:00
Dry contacts		
day	14:00	91:00
night	5:00	5:00
Gunnery missions	12:00	7:00
Pilot Proficiency	14:00	18:00

2d Bombardment Squadron: ^{2/} Because August was a free month under 50-8 the operations section was primarily concerned with lead crew items. Aircraft availability was such during the month that normal training under 50-8 would have proved most difficult. Thus it was fortunate that operations was able to concentrate available aircraft on lead crew training.

A number of flights were made to McClellan AFB for weight and balance. Every effort was made to plan these missions for the maximum training possible. However, since the flights to McClellan were restricted in duration and the crews were gone for three days only combat ready crews were used. It was felt that the lead crews could accomplish more on regular flights from this station.

Upgrading of combat crews recieved its share of attention during the month. Three crews were upgraded to lead status making a total of ten lead crews in the squadron. One crew was upgraded from non-combat status to combat ready and one was downgraded from lead to combat ready for a total of two combat ready crews. The squadron

now has only three crews on non-combat ready status and they have progressed to the point where upgrading may be soon accomplished. Captain Hurdie and Buccigrossi have started their training toward aircraft commander upgrading.

With the large number of crews on lead status it is estimated that 50-8 requirements should be easily achieved quantity-wise. The main problem from the standpoint of lead crew training continues to be visual RBS quality. Each month is necessary to schedule a large number of missions built around visual RBS so that lead crews can score under proficiency requirements. It is particularly unfortunate that visual RBS quality is difficult to attain in that this type mission does not easily lead itself to other accomplishments. Since this situation has been present for sometime a complete analysis of techniques and equipment is under way. It is hoped that the results of this analysis will show how to whip the visual RBS problem.

The physical and organizational changes initiated last month in the operations section have proved most functional during this month. The new system of individual offices rather than the open stalls provides for much more efficient operation of all personnel. The offices have yet to be painted, however, this is the only remaining item in the reconstruction of the operations section.

Organizationally too, this section has improved. Under the new concept each crew completes all paper work relative to its mission. This allows much more time for the planning staff to concentrate on mission planning and briefing. The crews are divided into two flights. The flight commanders alternate in mission preparation, freeing the

operations officer from routine details. Indications are that the operations officer will be able to function far more effectively when not tied down to routine operations business.

Major R.G. Anderson, the squadron operations officer, finally got off on leave this month. His duties were assumed by Major Beery who has done an excellent job in that capacity. Colonel Vernon, the squadron observer, departed for further training at Mather AFB. Since all other observers of this squadron are flight crew members his absence left a gap in the operations staff. As a temporary measure the two flight observers are sharing the duties of squadron AOB.

Lt Jeffery, the personal equipment officer and veteran of more than three years in the squadron, finally managed to stay on a school quota and has departed PCS to AOB school. Captain Briggs, Young and Snyder were transferred as an intact lead crew to Smoky Hill AFB. This was a mandatory quota established by SAC to provide some experienced crews to the newly formed units in B-47 type aircraft. Four new pilots were assigned to the squadron and they are in the process of attending ground school and other training to qualify as co-pilots.

This was not a particularly active month as evidenced by the number of hours flown, although this amount did satisfy the wing allocation. Aircraft and crew availability were a good deal lower than usual and in general August was a slow month. September begins a new rating quarter so the operations section looks forward to the increased activity necessary to score well and still complete all the

other items which are essential.

The biggest general problem facing the operations section is how to devise a system of organization competent to handle routine matters in a routine manner. Since the diverse activities assigned operations personnel cover such a wide latitude it is evident that the routine must be accomplished with dispatch and economy.

In line with this proposed system of streamlining all ledgering and reporting procedures are being critically examined. Duplications in either, without valid reason, is to be eliminated. Close attention is being centered on all paperwork. Every effort is being made to consolidate allied information and eliminate non-essential reporting.

This program must involve a modicum of trial and error since there is no established precedent. However, it is a positive approach toward economic and effective organization. The dividends in terms of time saved and ease of operation could prove gigantic.

Lack of available personnel greatly hampered the ground training program. However, of the number of people present, a goodly percentage received scheduled ground training. In a number of instances the amount of time utilized didn't compare at all favorably with the amount of time allocated, but the reason was - simply not enough bodies.

The flying part of the operations picture was a good deal brighter than the ground training side. The squadron flew a total of 375 hours which was mainly concentrated on lead crew requirements. It is gratifying to note that all cases, except one, the crews

vindicated the amount of flying time and attention given them.

19th Bombardment Squadron:^{2/} Five observers attended the "K" maintenance course during the month. The course was 5½ days in duration with Technical representatives instructing. The course is highly condensed with emphasis placed on data flow. In the opinion of the students, the instruction was far too technical and condensed to a degree that it was extremely difficult to comprehend all of the material covered. Some of the students expressed the desire for mock-ups of the Radar System (as used at Mather AFB and McConnell AFB) and have the instructors insert mal-functions into the system. The old theory of learning by doing would then be in effect. The students felt that if in-flight mal-functions were simulated, the corrective measures would more readily stand out in their minds.

Rifle and small arms firing was scheduled twice during August resulting in the qualification of 61 officers and airmen. Approximately 60 per cent of the men in the squadron have qualified in their respective weapons as of this date.

The Sea Survival Refresher course was scheduled three times during this month for all rated personnel of the 22d Bomb Wing. Thirty officers of this squadron completed the training. The exposure suit is very effective when fitted properly although it would certainly have to be on the person prior to take off. It is my understanding that this problem is eliminated by existing SAC regulations. A certain amount of discomfort will be felt by the crew members but the discomfort may save their lives.

Wing Headquarters has pushed the ground training program during this month and the squadron has shown a definite increase over previous months.

Four pilots completed the Bomb Commanders Course at McConnell AFB, Kansas during this reporting period. Two more officers are presently TDY to the same course of instruction.

Four recently commissioned pilots were transferred into the squadron from the Air Refueling Squadron and a program was initiated to eventually integrate them into B-47 aircraft.

SAC BOMB COMPETITION

Captain Douglas J. Howard and crew were selected for the SAC Bombing Competition at Barksdale AFB, La. According to the crew the competition at Barksdale was very good as expected. Considering the mal-functions which occurred to the radar the crew did very well.

The aircraft used for the competition was equipped with a magnified glass mounted on the scope which enabled the observer to view the target which is twice the size of that on the bomb function. The glass was so mounted as to afford optional use. Other crews were observed at Barksdale and ideas were brought back, some of which will be tested by the squadron and may prove fruitful in the future.

The following are some of these ideas: 1. Cloth Helmets with oxygen hose extensions for the observer enabling him to take celestial shots and use oxygen simultaneously. The theory being

that the observer is off oxygen while shooting and thus impairs his vision; helps induce fatigue and reduces efficiency. 2. Double offset checking. 3. Doubling the present crosshair range. 4. Hot wire cutting out TAS and altitude on visual bomb drops.

22d Air Refueling Squadron: ^{4/} A total of 585 hours and 20 minutes were flown during August by crews of our Squadron. This total is the result of 107 sorties and eight test hops. Included in the total are sorties flown while participating in operation "Paul Revere."

On the third of August, six KC-97 aircraft departed March Air Force Base, for Operation "Paul Revere" as directed by Fifteenth Air Force Operations Orders 137-54. Aircraft and crews taking part in this exercise were divided into two groups, Alpha Force which proceeded to Edmonton, Canada, and Bravo Force which was directed to Thule AFB, Greenland.

Alpha Force completed its mission without incident and returned to March AFB. Bravo Force, after a fuel stop at Fairchild AFB, Washington, took part in the squadron's first arctic operation. There were no significant navigation problems although most of the navigators were flying their first actual polar flight. The equipment aboard the "G" model aircraft, especially the M-1 compass system, worked very well.

Captain Kevan's crew lost an engine shortly after take-off from Thule AFB, but the crew was able to complete their mission and return to Thule AFB, where they awaited repairs before returning to March AFB.

(4 - From 22d ARS Hist Rpt, sgd, Lt Col Hatch, Comm)

From a tanker standpoint the operation "Paul Revere" was 100% successful. The pilots and navigators profited immeasurably from the mission and the crews feel that future operations in the same area could be conducted with the use of only one navigator per crew, providing the aircraft are equipped with the M-1 compass systems. It is hoped that future operations in this area will allow experience for more crews.

Outside of Operation "Paul Revere" most of the month of August was used to instruct and check-out pilots and crewmembers.

The Ground Training Section found that they easily met the proposed schedule sent down from Wing. They were able to more than double the requirements for the Mobile Training Unit as well as the Physical Conditioning Unit and the link and loran trainers were kept busy throughout the month. Other training areas that received stress were character guidance, SAC Survival, and ABC Phase I & II training.

The Flying Safety Officer, Lt Rozsa, held a special briefing for all flight crew personnel covering three accidents of tanker type aircraft due to fuel mismanagement. Another Flying Safety meeting for crew personnel covered ADIZ and CAA violation investigation results and crew co-ordination and integrity.

Meetings were also held in the Engineering Section to discuss the proper use of maintenance stands and ground handling of aircraft. A test was given to 95% of the engineering personnel to insure proper coverage of the subjects.

The squadron received two letters of Commendation. One for its excellent record in Operation "STOVEPIPE" which took place during

July, and the other spoke of the Squadrons active participation in the Air Force program connected with the R.O.T.C. summer encampment. August marked the end of this program for 1954. 108 cadets were given an informative ride in eight sorties this month.

Navigation Section

The navigation section strove to make the very most of the "free" month in the SAC 50-8 training period. With the pressure removed from the combat ready navigators, emphasis was placed on 51-19 training of our newly assigned navigators. Extensive class room study was conducted, using experienced navigators as instructors, and with the assistance of Mr. Harris, Technical Representative of Sperry. The Instructor Navigators made several familiarization and check flights for the benefit of the new navigators, and Lt Jones received his Standardization Board Check and has been assigned to Major Heath's crew. It is expected that four more navigators will shortly be ready for combat crew duties.

Operations "Paul Revere" was a real test of the navigation section and the equipment in our aircraft. For the three crews sent to Edmonton, Canada the navigation was strictly routine but the navigators on the aircraft that made the trip to Thule AFB, Greenland, experienced the Squadrons's first Arctic venture. Two navigators were assigned with each crew making the northern trip, not only because of the length of the mission, but also to give as many navigators as possible the valuable experience of actually

flying grid navigation in the polar regions.

All three aircraft deployed to Greenland were "G" models equipped with the M-1 compass and the navigators are enthused with its performance in polar navigation. The three compasses had little or no precision even during periods of take-off, climb and orbiting.

Instrument calibration and a recheck of navigation files were completed during this "free" month and the section feels it is in good shape to meet whatever the coming months may bring.

Flight Engineers Section

A loss of personnel was felt by the Flight Engineers Section during August. Master Sergeant Holroyd, the Wing Standboard Engineer, and S/Sgt MacKenzie both took discharges and returned to civilian life. S/Sgt Yates was checked out and standboarded this month and assigned to Lt Mannings' crew. Sgt Yates has a high experience level as a flight engineer and it is felt he will be a great help in filling the void created by the loss of Sergeants Holroyd and MacKenzie.

Two new student engineers assigned to the Squadron were sent to West Palm Beach for transition training. They will return in approximately ten weeks ready to fill slots in the section.

Boom Operators Section

Student Boom Operators received most of the attention of the section during the month. Students Purtell, Lewicki, and Heckman all made numerous contacts and are nearing combat readiness. While student operator Carvidi started his training in the latter portion of the

month with eight dual contacts on two flights he can be expected to gain a great deal of experience in the next few weeks.

A total of 512 contacts were made this month to transfer one million, one hundred and eighty-nine thousand, five hundred and forty pounds of JP-4 fuel. 137 contacts were "wet" hookups and the remaining 375 were "dry" hookups primarily for the purpose of training the student operators.

Intelligence Section

The Intelligence Section and conference room is a very busy place these days. Lt McNulty, Intelligence Officer, is in charge of picking up the AFSAL's, Color Codes and the Daily Additives so all Aircraft Commanders pick up the information from him before each flight. Navigators also go to the Intelligence Officer for the maps and charts, as well as the use of the large conference table to plot their courses and draw up their flight plans. Other crew members drop in, not only to read the Intelligence documents, but also to study the various regulations and files they are required to know.

Special projects and extra duties also find their way into this office. Captain Fitzurka has been using the conference table to revise the Squadron Alert Plan and at this moment the Squadron History is being written here.

The section is well ahead of the annual requirements for training. A total of 470 training man-hours were accomplished in August primarily by the showing of films. A great deal of time was also spent repacking and reweighing mobility boxes containing blood chits, cloth charts and language books. These mobility boxes are to be stored in the Wing

Intelligence Room.

Another project was the revision of the index system for the sections classified documents. The new indexing system will go into effect the 1st of September and is expected to simplify locating the various documents.

While the Squadron Adjutant was attending Survival School the section took care of the Classified Document Log and all of the Squadro's classified documents.

Survival Training & Equipment Section

The lighter flying schedule during August allowed this section time for a thorough inspection of its survival equipment to insure that it was all in serviceable condition.

Higher headquarters directed that all B-5 life vests be inspected for defective bladders and it was necessary to remove 80% from service. Replacements have been ordered and are expected soon.

A complete inventory of the section was completed and items missing were placed on a report of survey.

Another project was the stenciling of bin numbers on all mobility parachutes in Building 806, the storage building, to facilitate inspection and inventory.

22d Field Maintenance Squadron: ^{5/} Ground training during August was limited to 347 hours of ABC training and 668 hours of character guidance. This amount of training was not sufficient to change the percent of training completed to date of 67% and 99% under MAFB Reg 50-15. Other percentages reflected on the monthly report under

5 - From 22d Fld Maint Sq Hist Rpt, sgd, Lt col Gallup

MAFB Reg 50-15, also remain unchanged.

A continuing program of up-grade training has been in effect for over a year in the Fabrication Branch. Results are beginning to be reflected in APRT scores which indicate that approximately 99% of all personnel tested successfully complete the tests required for up-grading.

Three airmen attended the five week KC-97 MTD course during August, and 12 airmen were enrolled or completed the B-47 eight week course.

22d A & E Maintenance Squadron:^{6/} Training in the A & E Squadron during the month consisted of the following: Formal or OJT Training Conducted by company Technical Representatives for a total of 3785 hours with 317 officers or airmen participating. Extra heavy maintenance work loads coupled with the re-organization of the Squadron by the 15th Air Force Standardization Team has seriously hampered our training program for the month.

A total of 5587 hours of non-technical training was accomplished in the Squadron. Breakdown is as follows: REC - 120 manhours, Ground Safety - 590 manhours, Character Guidance - 890 manhours, and Squadron Indoctrination was given to a total of 20 airmen for a total of 1152 manhours.

Training in the Squadron for the month has been curtailed by extra heavy maintenance work loads that limited available manpower for training programs. Re-organization of the Squadron in line with SAC Standardization recommendations was also contributory to curtailing the number of airmen available for training programs.
6 - From 22d A & E Sq Hist Rpt, sgd, Lt Col Johnson, Comm.

curtailing the number of airmen available for training programs.

Work loads and flying scheduled are to be eased for the coming month and will allow for a more extensive training program.

22d Periodic Maintenance Squadron: ^{7/} Twenty-four personnel of the 22d Periodic Maintenance Squadron fired the carbine in August. As a result, the squadron had completed 97% of its requirements for qualification in arms by the end of the reporting period.

At the Squadron Information and Education programs and at other meetings and formations held throughout the month of August, the following training was accomplished by this organization:

Character Guidance -	33 Hours
APC Defense -	230 Hours
Ground Safety -	149 Hours
Airman Information -	963 Hours
Qualification in Arms -	63 Hours
Total Hours -	1526

Personnel continued to be schedule for training courses on the Base in August, with 12 airmen attending the B-47 and KC-97 MTD Schools. M/Sgt Enoch H Dahlman entered the August class of the 15th Air Force NCO Academy and was scheduled to remain in the school until the middle of September.

On their own initiative, five airmen took steps to better equip themselves for their futures in the Air Force. Three enrolled in USAFI courses, one submitted application for Aviation Cadet training, and one entered the Base Typing class.

7 - From 22d P.M. Sq Hist Rpt, sgd, Lt Col Mabon A Cornwell, Comm

CHAPTER IV
MATERIEL

Directorate Of Materiel:^{1/} A letter was received from Fifteenth Air Force, subject, Functional Manning of Maintenance Organizations, requiring completed action by 15 September. The purpose of the required report was to establish the need for personnel in the maintenance organizations. All sections have been requested to make a careful and complete study of their needs in this respect and to submit adequate justification for any additional personnel required. It is hoped that proper presentation of this subject will eventually assist in obtaining vitally needed personnel, especially in the maintenance section of this Directorate.

The Reports and Analysis Section compiled and distributed job time standards which will aid in the preparation of Part III of the U-22 Report. This pamphlet will also be of great value to the work order section of Job Control as well as the tactical and maintenance squadrons. This pamphlet will be revised as the job time standards change.

The final report on the Electric Accounting Machines has been submitted to higher headquarters which completed the IBM Service Test in this Wing. The month of September will be the final month that the IBM Machines will be located in the 22d Bomb Wing with the exception of the Key Punch Machine. The other four machines will be moved to the Base Statistical Section.

Lt Col Jack D Crane was assigned 1 August 1954 as future

1 - From Dir of Materiel's Hist Rpt, sgd, Lt Col Lamm, Comm

Supply & Equipment: Disposition instructions were received for the 510th Aviation Squadron on UTREAL's dated 1 Jul 53 and 1 Feb 53. This included classified portions, with supporting documents, and AF Forms 90A for Plant Account Property, Account M-30, and all supporting documents.

An inspection of supply activities of the 22d Tactical Hospital was conducted 3 - 6 August 1954 as required by SAC Regulation 67-32. This unit was given a satisfactory rating.

Message was received from Headquarters Fifteenth Air Force, DM4A 769, dated 6 Aug 54, which gave interim authority for units to make interim installations for the 4th crew member in B-47 aircraft in accordance with provisions of SAC Regulation 60-10, dated 15 Mar 54. Further, SAC advised that formal approval of 4th crew position will be forthcoming, probably in the form of an Installation Technical Order.

Instructions were sent to the 2d Bomb Squadron to transfer six each C-2A rafts to the 22d Air Refueling Squadron. The 2d Bomb Squadron had an overage of rafts according to authorization so the transfer should not hinder their operations.

Request was sent to Base Supply to maintain a stand-by level of 430 each 14AS 1000 ATO Bottles to be used for training requirements by this Wing. Authorization: AFR 50-22 and 15th AF Msg DM6CB 3274, dtd 21 Aug 54.

Letter was sent to the Comdr, 807th Air Base Group on 20 August requesting that a school be set up to train supply personnel.

At present there are no facilities available for such training and supply personnel are urgently needed.

A total of 22 cannibalizations were made during the month of August.

Maintenance: Following is a break down of AOCF and ANFE rates for the month of August:

Average number of B-47 aircraft AOCF per day	1.1
Percentage of B-47 aircraft AOCF per day	2.3%
Percentage of B-47 aircraft ANFE per day	57.9%
Average number of KC-97 aircraft AOCF per day	0.4
Percentage of KC-97 aircraft AOCF per day	1.8%

Aircraft Distribution: One KC-97F 51-277 gained from OCAMA as of 1515 hrs CST 12 Aug 54.
KC-97F 51-273 gained from OCAMA as of 1115 hrs CST 17 Aug 54.
51-277 transferred to 321 AREFS, Sheppard AFB, Texas, as of 0630 hours, 21 Aug 54.

KC-97F 51-273 transferred to 321 AREFS, Sheppard AFB, Texas, as of 1500 hrs LT 24 Aug 54.

B-47E 52-310 gained from Lockheed Aircraft Corporation, Marietta, Ga., as of 1445 EST 30 Aug 54.

<u>Aircraft Presently Possessed:</u>	B-47B	-	3
	B-47E	-	45
	KC-97F	-	11
	KC-97G	-	10

<u>TOC Status:</u>	<u>B-47</u>	<u>KC-97</u>
Number of TOs received:	297	0
No. of SAC Form 85s issued	220	23
Manhours accomplished	1778	73
No. of SAC Form 85s received	1038	165
No. of manhours accomplished	6828	980

<u>Maintenance Quality Control:</u>	<u>B-47</u>	<u>KC-97</u>
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Periodic Inspections:	8	4
25% Flight Line Inspections:	6	4

Implementation of aircraft inspection and maintenance was accomplished on B-47 and KC-97 aircraft in compliance with SAC Manual 66-15 with instructions from a Fifteenth Air Force Team.

Unsatisfactory Reports submitted: 262

<u>Aircraft Data From Job Control:</u>	<u>B-47</u>	<u>KC-97</u>
Total Flying Time	1216:40	585:20
Test Hops	21	7
Sorties	205	90
Incommission rate	70.7	75.5
Engine changes (for failure)	5	
Fuel leaks	24	
Acft for Periodic Inspection	7	4

Maintenance Standardization Team: Stanine scores for the WEMP test on 43 field personnel were received on 27 August. All grades are being recorded.

The Standardization Team monitored and coordinated with the Field Maintenance Squadron for a training course on ground power equipment.

The Stand Team is now monitoring a Ground Training Course on SAC Manuals 66-12, 66-13 and 66-14. This course is being conducted by MTD.

Published and distributed ten Maintenance Technical Instructions during the month. Maintenance Publications are included in Appendix. ^{2/}

2 - Exhibit F: 22BW Maint Regs and Publications for Aug 54.

Logistics: Prepared a package of personnel and materiel for the bombing competition. Loaded personnel and materiel on aircraft destined for Barksdale AFB, Louisiana.

Prepared Logistics Annex for the Bombing Competition Operations Order 266-54. An annex was also prepared for Operations Order 265-54, the monthly Training Operations Order.

Major Roger H Smith, Logistics Officer, was on D/S to 12th Air Division for the major portion of August for purpose of preparing GSTF Operations Plan 41-54. The remainder of the Logistics Section also helped prepare the Mobility Plan of GSTF Operations Plan 41-54.

An administrative and Logistics Annex to 22d Bomb Wing Mobility Plan. This change must be completed during September 1954.

MATERIEL NOTES FROM THE UNITS

22d Periodic Maintenance Squadron: ^{3/} Supply & Equipment: On 6 August 1954, Lt Keith R Tatsch was assigned to the 22d P.M. as Unit Supply Officer. The transfer of Supply property, Plant Account and UPREAL from 1st Lt John T Flynn to Lt Tatsch involved many hours of inventory. This project was not completed by the end of August but steps were taken to insure its completion by 15 September.

The project of inventorying the tool kits assigned to maintenance personnel of this squadron, which had been 55% complete in July, was fully accomplished in August. A number of statement of charges were initiated for airmen who had lost tools since the last tool kit that belonged to a jet mechanic, was also made up. Steps were taken in August to protect tool kits from loss or theft by requiring all maintenance

3 - From 22d P.M. Sq Hist Rpt, sgd, Lt Col Cornwell, Comm

personnel to place the kits under double-lock.

The cost coding procedure for local purchase of expendable supplies, which had been initiated the preceding month, was proved successful. This was evidenced by the fact that less was spent on these expendables by this squadron in August than was expended the previous month.

The Supply transportation problem was not completely solved during the reporting period.

There are no vehicles available for assignment to this activity other than the one pickup for maintenance. This vehicle has been used when available but this availability has been almost nonexistent because of the priority maintenance requirements. Vehicles may be checked out from the sub-motor pool in the 33d Engineering hangar on a 45 minute basis but these have not always been available. Much difficulty has therefore been experienced in obtaining transportation for the pick-up and turn-in of supplies. This has resulted in numerous instances, in supply personnel having to use their own private transportation.

Maintenance

Weekly meetings were held every Tuesday throughout the month by the Maintenance Officer and the Line Chief with the section supervisors of the 22d Periodic Maintenance Squadron to discuss the maintenance problems and to seek improvements in the operation.

On Saturday, 14 August, Major Francis Krause of the 15th

Air Force Methods and Procedures Branch gave a lecture to maintenance personnel of this organization on the implementation and operation of SAC Manual 66-15. The pre-planned inspection SAC Manual 66-15 was implemented 20 August. A team of officers from 15th Air Force supervised the implementation of the pre-planned inspection for approximately two weeks. By the end of the month, one B-47 and one KC-97 aircraft had gone through the pre-planned inspection. This concept of operation is providing the tools by which quality of maintenance may be improved. It enables the maintenance officer and line chief to stay "on top of" and keep abreast of operations.

A shortage of a few hand tools, such as compression testers, caused a rearrangement of the manner in which inspections were performed. Instead of performing the tasks that had been assigned to them at specific times of each inspection, maintenance personnel were required to do other chores because of the lack of these tools. A request for change in ECL to authorize the necessary tools has been submitted.

Receipt of a letter from SAC Headquarters pertaining to maintenance personnel indicated that, within the next four months, this Squadron would lose all airmen holding an AFSC of 43133 and 43153 (Jet Engine Mechanics). According to the proposed plan, these airmen would be transferred to the Engine build-up section of the Field Maintenance Squadron. For replacements, this squadron would receive airmen with an AFSC of 43131J or 43151J (Jet Aircraft Mechanics, General). There

would be a net loss of 20 airmen.

To meet the situation, airmen holding AFSC's 43131J and 43151J were being cross-trained into the engine phase and it was felt that, by the time the proposed plan would be effected, the system of changing the airmen to fit their new jobs would be keeping the qualified personnel in the squadron. One method being used to cross-train personnel was the Mobil Training Detachment School on the base at which Aircraft Mechanics, General, were being trained for Engine conditioning B-47 and KC-97 type aircraft.

Plans were laid in August to have airmen start the SAC Manual 66-12 course here at March AFB in September. The course called for four hours' a day attendance for ten days.

Among the improvements noted in August, field phones were installed in the two B-47 and one KC-97 dock shacks connected to Maintenance Control and Base supply for quick communication and delivery of aircraft parts.

A transportation problem on the flight line was noted in August. The tug tractor assigned to the Periodic Maintenance Squadron was sent to the Motor Pool for minor maintenance and, as a result of lack of parts, the tug was not returned to the squadron for thirty days. This made the operation of the Wash Rack a difficult task insofar as transportation was concerned.

Due to the shortage of radio trucks in the Wing, it became necessary in August to use a half-ton pick-up truck for transportation. It was anticipated that, in the near future, a radio truck would be assigned to this squadron to be utilized by the B-47 and KC-97 post-dock crews.

Maintenance personnel performed a total of 12 inspections in August, eight on B-47 aircraft and four on KC-97's. Four 200-hour and four 400-hour inspections were completed on B-47's and two 200-hour and two 400-hour KC-97 inspections were accomplished.

22d A & E Maintenance Squadron: ^{4/} Supply: Squadron
Supply received two airmen formerly assigned to the 510th Aviation Squadron. Their assignment to this section made it possible to start re-warehousing all unit property presently stored in this building. It is anticipated that this task will be completed by 15 September.

A considerable amount of new EOL 20-00-24 UPRAL property was received the latter part of this month. All shortages of authorized property is arriving daily. If property continues to arrive as it has during this month it will soon be possible for this organization to once again be fully equipped. Critical items required and not being received will be written up for 67-3 action during the month of September.

A letter requesting assistance from the Director of Materiel was forwarded in an effort to locate two critical test meters and 11 load units for the Collin's Radio sets. The Director of Materiel's office in turn dispatched a TWX to Commander 7th Air Division in the U.K., who replied that the property had been located and would be shipped by air either by the 320th Bomb Wing on deployment or by other military aircraft.

The tool crib was readied for an inventory to be conducted during

4 - From 22d A & E Maint Sq Hist Rpt, sgd, Lt Col Johnson, Comm.

early September in order to effect a responsibility transfer from the Maintenance Supervisor in order to effect a responsibility transfer from the Maintenance Supervisor to the Unit Supply Officer. This action is in consonance with SAC programming plan 22-54. In addition to this bench stock and pre-issue sections will also be transferred to the Unit Supply Officer.

Turn in of excess equipment previously authorized on the old UTREAL is being accomplished periodically in an effort to dispose of all excess property prior to the deadline of 15 October 1954.

A & E Maintenance

Flight Line Sections:

Weapons & Release

This section is presently up to strength and has enough personnel as long as the work load is not increased. A number of personnel are being trained as Special Weapons Supervisors.

Morale is of a higher standard than before due to the change to the model squadron. No one is attending schools at the present time. There is no change in supply or procedures. All aircraft are in commission. 25% of the section attended I&E each week and two men attended Base Indoctrination School.

Auto-Pilot

The section lost one and gained one airman this month, however, the section is still short six airmen.

Throughout the month this section has had an average of four airmen for duty daily. The section has supported three TDY's this month sever Max efforts. There is one airman presently TDY to Auto-Pilot

school. No further classroom training conducted this month.

Pre-issue is still short but has improved in the past month.

Equipment is the main shortage at present.

Morale in this section has been low due to the shortage of personnel but should improve next month if there are not too many TDY's to support.

Camera

Two 320th Camera men returned to the 320th A & E Maintenance Squadron for duty, one airman was transferred to 15th Rec Tech Squadron, and one airman returned TBY from school. This section is short of personnel making accomplishment of extra work such as TOC's very slow.

All O-15 systems in commission on aircraft. Thirty (30) P-8 Frequency Control Boards and ten C-1 Recording Cameras were removed from aircraft on trouble shooting work orders. Two aircraft were modified to comply with TOC 1B-47E-305.

Fire Control Flight Line

During the month of August, Fire Control Section was placed under the supervision of M/Sgt Vasquez of the Weapons & Release Section.

Fire Control has three aircraft out of commission. One is ANFE, the second is awaiting Shop Repair on equipment, and the third aircraft is undergoing trouble shooting. 11 aircraft were harmonized during the month. FCN 23 was completed on eight aircraft and TOC-00-20 ENE-214 is in progress on two aircraft and the long FCN 37 and 39 was fully completed this month. All "E" Model aircraft now have crossed

ammunition feed chutes, and modified booster and ejection chutes.

Radio & Radar

The latter part of August saw this section reorganized as follows: addition of two 30170's from "K" Flight Line, Return of two 30170's from school, assignment of T/Sgt Carbone 32171E as Maintenance Chief, and one airman assigned for night duty.

Organization as to flights was terminated due to the extreme shortage of personnel. Reorganization into a pool was considered more satisfactory at this time.

To efficiently handle the Radio/Radar maintenance for the Wing it is imperative that immediate steps be taken to relieve this shortage of Radio/Radar AFSC's. This shortage is affecting the Wing as follows:

Lowers the quality of maintenance performed due to the number of work orders versus the available manpower. The point has been reached where a choice must be made between top quality maintenance and/or allowing some aircraft to remain unwroked on. Lowering the standard of morale among the Flight Line personnel. Morale is presently at fair condition and will possibly improve when more manpower is available.

"K" Systems

Morale of the personnel is low. The pride in the squadron has dropped even lower due to new policies. This month the section had more promotions with three Techs and two Staffs among them.

The primary mission of this section is to isolate malfunction and trouble shoot and perform maintenance on K-Systems in B-47 type

aircraft in support of the Wing Mission.

No formal inspections were held during August. The 15th Air Standardization Team is still working in the Squadron reorganization as model squadron. Training for the month consisted of four airmen going through a 30 day Tech Rep school. A makeup exam was scheduled for the AFSC's assigned to this section.

One problem encountered this month was the continued inadequacy of pre-issue. They are short of video sub units, FPI Sweep Amplifiers, Allen-head wrenches, ballintines, and sine-wave generators.

The building area has improved this month. Due to the reorganization by the 15th Air Force Standardization Team a more efficient placement has taken place. Working conditions are still poor in the aircraft and it is hot and uncomfortable.

Small Arms Shop

This Section lost two airmen this month and there were no gains in personnel.

The 15th Air Force Standardization Team surveyed the shop and helpful suggestions were made on improving the operational procedures.

SAC Regulation 66-15 has been put into effect in this shop and improvements will be closely observed.

Bench Stock for the U-2 Bomb Rack is being brought up under full compliment.

Auto-Pilot Shop

There was no increase in personnel for the Auto-Pilot Shop section this month. Two airmen in the shop attached from the 320th Bomb Wing were returned to their organization.

No unusual maintenance procedures were encountered during the month. Several problems were encountered in obtaining supplies for use in repairing equipment and for use in shop maintenance. At the present time the shop is in the process of building two new mock-ups which are urgently needed.

The morale of the personnel is good and has improved since the reassignment of personnel in the shop during the month. At this time plans are being made to rearrange the shop to conform with plans set up by the 15th Air Force Standardization Team.

Two overhead lights were installed which greatly improved the working conditions in the shop. This shop is still 50% of authorized strength.

Camera Repair Shop

The operation of the Camera Shop continues in a normal manner. The work load has increased somewhat due to the modification of Wing aircraft.

At this writing two TOC Kits have been installed in the aircraft to accommodate the M-1 Camera Control. In order to accomplish this and continue to handle the normal work load it was necessary to borrow A/IC Necker from the Flight Line Section, thereby hampering the efficiency of the already undermanned Flight Line. Work on these TOC Kits is continuing as rapidly as expected under the conditions prevailing.

On 23 August, M/Sgt Ronson was assigned to the Camera Shop from the 807th Air Base Group to take over as NCOIC. Sgt Ronson is taking steps to instigate installation of compressed air and 28 volt power to the shop, two necessities that have been unobtainable for months.

Informal training continues with Tech Manuals and Tech Orders being the mainstay of this training.

The M-1 Control and C-23 Cameras have been getting particular attention in this line due to the present modifications already mentioned. The Camera Shop is in excellent condition, handling the normal and extra work loads efficiently despite the aforementioned difficulties.

Fire Control

Morale of the personnel is good and this is due to overtime being reduced. Work has been completed during the normal duty hours.

Supply has handled most of this section's AWP items with good service although some parts are slow in coming in. The 15th Air Force Standardization Team has recommended a few changes to bring the NCOIC in better control of bench stock and AWM items.

AIO installed power to the section's D C Rectifier which enables the shop to operate the A-5 Turret. Another outlet for 400 cycle single phase 115V AC was installed to fill the requirements for the operation of two mock-ups at the same time. A new F-2 Generator was installed to furnish three phase 400 cycle 115V AC for the gun charger but due to a faulty regulator there is no output for the generator. A new regulator is on order through supply channels.

Two TOC's were completed on all aircraft. They were 11-70AB-37 and 39 for crossfeed and ejection modifications. Cabling for a third AFG-32A mock-up has begun and when completed will fill the authorization for mock-ups for this shop.

Radio & Radar Shop

The supply problem has eased on a few items such as 6J4 and 12AT7 tubes but a shortage still exists on 26A7 tubes. The shortage of 26A7 tubes has caused many work orders to be AWP.

One airman was assigned to Radio as a 30171, and another is now processing for reassignment to the 807th Air Base Group, 33d Communications Squadron, and another processing for discharge to attend school.

The re-arranging of mock-ups is about completed as outlined in SAC Manual 66-12.

Bomb Navigation Shop

During the month one trained airman was gained in this shop.

The circuit analysis class on APS-23 equipment is still in progress utilizing the first working hour of each day, Monday through Friday. Approximately 218 hours were spent on circuit analysis, and approximately 130 student hours were spent OJT on the equipment utilizing an instructor technician. These classes are extremely useful to the students as the circuits that are being taught are the main circuits of the APS-23.

A night shift of five airmen is maintained in this shop each night of the month. The purpose of the night shift is mainly to better utilize the trained men and the mock-ups, and to support the Flight Line and Docks when they have airmen working nights. Approximately 374 work orders were processed through this shop during the month of August. Approximately 77 URs were written by shop personnel.

General Radar Shop

During the month of August there were some changes made in the

Field Radar Shop. A floor plan was made up in accordance with recommendations of the 15th Air Force Standardization Team. The maintenance work load has stayed at about the same level as in past months.

Supply action has been improving during the month with the exception of a few hard to get items.

Morale in the shop is a little lower this month over the past few months due to the men being called off their assigned jobs to perform other details or work on the Flight Line when they are short handed.

Cross-training has been conducted this month for two airmen on the APX-6 and APS-42 Radar Sets. The reason for concentration on these two airmen is due to the shop losing two other airmen on the first of September. The shop has operated with seven airmen assigned. One Philco Tech Rep was reassigned leaving this section with only one Tech Rep assigned.

22d Field Maintenance Squadron: ^{6/} Supply & Equipment: The work orders to build storage bins for mobility equipment has been approved, however, the carpenters are awaiting lumber to finish the project.

A new Supply Office was completed which will enhance the function of the Unit Supply Section through a new arrangement of office space.

The new UAL was received and is being implimented.

Custody receipts for the shops were completed and approximately 95% of individual tool kits have been checked against the latest

6 - From 22d Fld Maint Sq Hist Rpt, sgd, Lt Col Gallup, Comm.

ECL's. Approximately 90% of excess property on hand has been turned in.

Air Force Form 1120A was received from Base Publications and these forms are now being implemented with a completion date of 20 September 1954.

Maintenance

Hydraulic and IFR Shops: The personnel assigned to the shop from the 320th during the TDY period were returned to that organization on 25 August to re-establish their shops prior to the return of the 320th Bombardment Wing.

No problem of supply of parts and equipment has been experienced during this period.

The necessary TOC's, line work orders, and shop work orders have been completed with no change in the work load.

Electric Shop

The repair, cleaning and painting of the shops, which started last month is almost complete. All of the TOC work should be completed by the end of the month.

The assigned strength in the Electric Shop is 62 airmen and three civilians.

Throughout the month the repairable shop of this section has completed 77 work orders and 153 line items were complied with. The flight dispatch has completed 320 work orders. There has been 1,009 AC-281, 402R, 375-1 47 SH2K and 45 706 SR spark plugs serviced and issued this month. The battery shop has serviced and maintained 47

K-1, 15 G-1, 6 D6A, and 3 F-1 batteries for the month. As of this date this shop has completed 16 TOC's for the month.

Instrument Section

There have been no changes in organization and administration of this section during this reporting period.

The total strength of the Instrument Section consists of 44 airmen and one civilian assigned. Of these, five airmen are on detached duty from the 320th Maintenance Squadron and nine from the 22d Periodic Maintenance Squadron. One airman, W/Sgt Deggett, is on loan to Wing Logistics and one airman is on loan to Field Maintenance Dispatch. None of the above personnel were assigned during the past month and no losses were suffered because of discharge.

The most noted change in the operation of the section concerns transportation. A pick-up truck was assigned to the Instrument Section to facilitate specialist dispatching. As much as one and one-half hours has been saved on individual jobs by having transportation readily available to dispatch specialists and needed test equipment to priority jobs.

All personnel are being constantly cross-trained on various instruments jobs. Three instrument specialist are presently on leave. Five airmen third class were promoted to airman first class.

A TO/S change request was submitted to the Area Deputy Branch Office last month for an addition of two each airmen, AFSC 404/71 to the section's authorized strength. No action has been received as yet.

The status of bench stock has improved tremendously over last months status. The only shortage that presently exists is: Cylinder head temperature bulbs for EC-97 type aircraft. The status of pre-issue has been very good with only temporary shortages. No critical shortages for tools or equipment exists, except for items requested in ECL change requests. Information and stock numbers are being gathered for submission of an ECL change request for equipment necessary to calibrate Periscopic Sextants. These are specific items that would be used for bench checking instruments, thus increasing the maintenance effectiveness of the section.

No items were locally manufactured during the month; however, some test equipment was repaired locally. Shop facilities will be adequate to properly maintain B-47 and EC-97 type aircraft instruments when all the items that have been requested by ECL change requests are received. Space is inadequate to properly accommodate authorized equipment and personnel.

172 specialist work orders were received and completed during the month. 349 instruments were bench checked and calibrated or bench checked and turned into repairable channels during the month. The work load of specialist work orders is about equal to last months work load; however, the number of items bench checked increased over last month. This is in line with ANF's project bench check in increasing the maintenance effectiveness of the individual sections.

One airman from this section is presently attending EC-97 MTD school. No technical representative are available to conduct technical

classes. Plans are in the process to cross-train all personnel in the implementation of SAC Manual 66-15, pre-planned inspections.

One airman from this section, A/2c Gaylord M. Hughes, was nominated as the 22d Field Maintenance Man of the Month for urging the present installation of the pilots vertical flight control mount in B-47 type aircraft. His suggestion in the UR, if adopted will effect a savings of from one to two man hours per unit change.

Office Machine Repair

This section has an assigned strength of four military and two civilian personnel which is augmented by three military personnel from the 320th Field Maintenance Squadron and one military personnel from 15th Air Force.

The section has increased its output in actual units greatly due to the availability of the personnel from the 320th Field Maintenance Squadron and as a result the shop work is again approaching a normal five - seven day period.

Aircraft Repair

The NCOIC of Aircraft Repair has been on leave during the month and the assistant NCOIC was sent to KC-97 MTD school.

This section complied with 26 fuel cell work orders, 19 aircraft general work orders, and to this date approximately 40% of the personnel have been away due to TDY's, loans and MTD school which has increased the work load on the remaining personnel.

The tool crib was improved, making available a more complete supply of needed items. The new ECL and UPREAL authorization has been screened and complied with.

Tire Shop

The organization administration in this section for the month remains unchanged.

Eight men are assigned to the tire shop at present.

During the latter part of July a New Bead Breaker was installed in the tire shop. After approximately one week of use this Bead Breaker was found to be unsatisfactory. The old Bead Breaker was then re-installed after removing the B-25 actuating cylinder and replacing it with one of heavier duty type from a C-54 type aircraft. The Bead Breaker is now in normal operation and no further difficulties have been encountered.

The storage space of the new location of the tire shop has proven inadequate for storage of 22d and 320th Bomb Wing equipment. Permission has been requested to use the adjoining storage room which is now occupied by the 2d Bomb Squadron.

Difficulty is still encountered on obtaining cooperation with supply on pick-up of repairable items, however, the work load has remained normal throughout the month.

All personnel assigned to the tire shop are kept up to date on current T.O.'s.

Ground Power

The organizational administration for the month of August

remains the same with the military strength 38 and the civilian strength two.

This section has lost one airman by discharge, one airman killed in an automobile accident, and two staff sergeants by PCS movements. One staff sergeant was gained from overseas and one airman was gained through reenlistment.

Bomh stock and pre-issue requisitions have been submitted and as yet approval has not been received. Excess parts and supplies have been turned in. Stock record cards have been made up.

This section services all wing ground power equipment. All inspections and repairs are done within this section and all units dispatched to using organizations. Difficulties in obtaining spare parts for equipment is still hampering this operation. The supply power has improved from approximately 40% operational to approximately 80% operational during this period.

Reclamation Section

At the present there are six men assigned.

One P-1 crane ten ton is in the third shop for maintenance. One Kar Crane is in the third shop for maintenance. One Emeco crane 10,000 lb is in the yard. One Bettibone crane 6,000 lb in yard. One E-R-114-5 tractor in the yard.

Standard required maintenance of assigned vehicles has been accomplished during the month. One crane assigned to J-47 engine change function within the wing is functioning properly.

A P-51 type aircraft crashed 13 August 1954 at Romoland, Calif. Crash recovery and reclamation was completed by this section.

Power Plant Branch

During the month the J-47 section received a total of 37 flight line work orders. A total of 72 engines were removed for inspection for compressor damage in accordance with unclassified message DWA 2016 and T.O. 2J-J47-375. Of the number inspected, nine were found damaged beyond limits and sent to the depot. The remaining 61 were back in service. Eighteen engines were repaired on aircraft and six were repaired in the shop and put back in service. A total of 13 engines were returned to the depot. Specialists were also dispatched to assist in various jobs, such as run-ups and engine conditioning.

The R-4360 section received a total of 14 flight line work orders for the month. Three starter oil seal changes, three carburetors changed, one cylinder changed, two R-4360 engines changed, one fuel pump, one turbo, three engines were changed for base flight and one work order for the fork lift to Air Refueling Squadron to unload equipment.

The Propeller Shop completed a total of 24 work orders for the month. Three major inspections were made and four control unit changes. T.O.C. 3HA2-1-210 and 219 were complied with on four aircraft. One new man was assigned to the Prop Shop - T/Sgt Salazar.

Fabrication Branch

The branch is slightly under strength by AFSC, however, in number 100 personnel are assigned, against 108 authorized. Notable fields short are the 534 and 581.

Branch stock issues increased about 50% for the month. New forty-five day level forms were received during the month. Numerous items were

deleted or added by each shop. The Squadron's new UAL was received during the month, with great disappointment in some shops, as some much needed items had been omitted by the Equipment Review Board. The shop most effected was the machine shop. The new UAL authorized four lathes, two each of two types for two wings with a total authorization of sixteen airman. Much time, effort and research was put into preparing the UAL, only to have 75 percent of the requested items deleted. Recommend any future Equipment Review Board's have personnel from the shops concerned be a member of that board.

Parachute Shop

During the month this shop inspected, repaired and made serviceable 261 type B-1 drag chutes, 770 personnel type parachutes, also cleaned and weight tested 306 safety belts and/or shoulder harnesses, repaired and/or sewed name tags on 17 pair of coveralls, and completed 16 work orders for numerous items.

Paint & Dope Shop

This shop started the month with 1650 hours back log, consisting mostly of fabric covered surfaces. Arrangements were made to have 9 of these sent to Norton AFB, on a maintenance basis. This will reduce the back log by more than 50%. This shop had a special project to paint six aircraft to participate in the SAC Bombing Competition, this included application of the SAC Insignia. The expected SAC insignia was to be a decal type, however, as the dead line date approached, no decals had been recieved. We

were instructed by TWIX to service test painting using stencil method. Project was completed just prior to take off time for subject aircraft, which this office feels is an outstanding tribute to the efficiency and skill of the Paint Shop personnel. The shop also completed a total of 89 work orders for the month. Broken down they were, 14 1-A specialist, three 1-A's for the 320th Bomb Wing, eight priority 1's and 67 other regular work orders.

Machine Shop

This shop reduced its prior back log approximately 50% during the month and completed 60 specialist work orders, 27 on the form 48, and 25 green tag items. Numerous TOC's were completed.

Welding Shop

This shop completed 48 specialist work orders during the month consisting of heating shroud rings, silver soldering EGT harnesses, thermocouples and welding tail pipes, radial braces and tail pipes were welded. 21 Antenna stands were manufactured together with 158 static ground wires. Reparables consisted of manifold and intake screens.

Sheet Metal Shop

The line crew completed a deck inspection for B-47 type aircraft, completed four deck inspections for KC-97 type aircraft, 54 specialist work orders for B-47 type aircraft and 18 specialist work orders for KC-97 type aircraft, also 15 work orders for Base Flight. The line crew completed 75% of outstanding TOC's.

Wood Shop

This shop completed numerous small jobs during the month,

noteworthy was the completion of an office for the Welding shop.

Two tables for General Sweeney's office were completed.

This shop also completed 105 mobility boxes for 15th Recon Squadron, desimeter trays, 3 mobility boxes for 42 Air Rescue Squadron and distribution boxes for Wing Headquarters.

Rubber and Flotation Shop

This shop complied with 15th Air Force message and completely inspected 1639 life vest type B-5, of this total 947 were found to be un-serviceable. Also, this shop inspected and made serviceable 200 type C-2A rafts, 52 type PK-2 rafts, 4 type A-3B rafts, and 340 type B-1 suits.

22d Air Refueling Squadron: ^{1/} The accumulative incommisioned rate for the stratotankers was 78.2% for August dropping below the 86.2% for the month of July.

Major William C. Hurley is the new Flight Line Maintenance Officer replacing Major Boyer who has been assigned to the 22d Field Maintenance Squadron.

There were a total of five malfunction reports submitted to the Malfunction Board this month. The aircraft involved were 285, 282, 281, and 754. The report on 754 was due to an engine failure on a take off from Thule AFB during operation "Paul Revere". The engine failure did not prevent the aircraft from completing its mission. Because the Engine Buildup Section had no power packs on hand for KC-97G models it was necessary to remove a power pack from one of the other "G" model aircraft and airlift it to Thule AFB before 754 could make the return trip

7 - From 22d ARS Hist Rpt, agd, Lt Col Hatch

to March AFBo.

The postflight team completed a total of 44 postflights during the month. *

As August drew to a close, the section was instructed to begin retreating the hydrant system for servicing JP-4 fuel to the IFR tanks. It is hoped this system will relieve the refueling problem.

Considerable difficulty is still being encountered in securing parts to maintain aircraft. This section is working on ideas to reduce the lag between the ordering of a part and the time it is received.

Unit Supply

The Unit Supply Section received a copy of the TO authorizing the squadron five additional crews. Requests have been submitted to Base Supply for all flying clothing, equipment and supplies authorized for the additional crew members.

The section supplied the Survival Kits for operation "Paul Revere". The Supply Officer, Lt Tardiff, and the Supply Sergeant made the trip to assist handling the kits. Since the return of the crews the section has been busy arranging the turn in of the equipment.

Whenever time was available it was used to rearrange the stockrooms in Building T-704 to provide additional space for working, storage and issuing supplies.

263 Equipment Section

The highlight of this sections operation for August was the completion of the transfer of ten B-97P aircraft to the 321st

AFR Refueling Squadron at Wichita Falls, Texas. The last two of the ten aircraft were picked up by our crews at Tinker AFB, Oklahoma and flown back to March AFB where they were picked up by the crews from Wichita Falls.

The Maintenance Section co-operated with the 263 Section in installing two of the two-man troop seats from the "G" model aircraft at the ecamore positions, on each of the "F" models.

Another accomplishment was the relocation of the 263 equipment and the installation of a lockable door separating the 263 room and the Tool Cr11b.

19th Bombardment Squadron: ^{g/} Since October 1953 this squadron has been testing the UPRKL card system of supply accounting. The system was initiated by Headquarters USAF and the 19th was the only squadron testing it on March AFB. The system has now been approved by Headquarters USAF. This system eliminates the cumbersome and inadequate use of AF Form 115 and replaces it with the new card Form 1120. During the test period this system was found to be a vast improvement. The change over will necessitate compiling and typing of some 900 cards as soon as the cards are available.

SAC directives required the squadron personnel equipment section to submit all B-5 type 1150 preservers to the raft shop for a special inspection. Of the 60 vests submitted, 53 were returned condemned and seven returned serviceable. The larger number condemned were due to deterioration of the rubber bladders. An emergency requisition was submitted to the 224 Director of Material on the 16th of August

8 - From 19th Bomb Sq Hist Bpt, ^{g/} Lt Perez, Sq Hist Co

to re-supply the squadron with 53 life vests. During the interim period it was arranged for the organization to borrow 27 vests from the 22d Air Refueling Squadron.

At the present time 31 P-2 rafts are on back order. This raft is the type used in the A-1 modified survival kit. Supply has been authorized to use type C-24 raft as a substitute but is now running short of these. This situation was reported to the 22d Wing Director of Material in the WPREL Itemized Shortages Report, because if the shortage should continue, it would soon curtail this organizations over water flying.

Maintenance

Project "backlog" was established by the aircraft records section to completely eliminate the tech order compliance back log and to keep abreast of the incoming TOC. To counter act the TOC problem all units were requested to assign one man to the job of TOC coordinator between Maintenance Control and the Squadron. Thus far the system has enabled a more critical monitoring of the TOC problem within the unit, which results in a faster completion of the TOC.

Maintenance wise, the squadron had more than its share of maintenance problems during the month. An emergency TMA from SAC Headquarters required the changing of some 36 engines, which was in compliance with the TOC to check compressor refer row. This task was largely accomplished by our Post Flight Team with the aid of Ground Crews. A good deal of credit for the remarkable way the job was handled goes to the Post Flight Chief, T/Sgt Donald E. Green. Due to excellent supervision, the

average time for complete removal of an engine was 35 minutes. There were obstacles encountered, which slowed down the operation, i.e., lack of cranes, engine dollies, with the biggest problem being improper coordination between central and the squadrons.

Aircraft 7371 had a major mal-function of the right anti-icing duct, which caused major damage to the wiring in that locale. The aircraft was turned over to the Field Maintenance Squadron for proper disposition. It is estimated that the aircraft will be out of commission for some time. Metallurgist from Norton AFB inspected the right strut and found it to be damaged from heat, which will necessitate a strut change.

An aircraft was sent to the SAC Evaluation School at Davis Monthan AFB, Tucson, Arizona. Another aircraft was sent to Barksdale AFB, Louisiana to represent the squadron in the annual SAC Bombing Competition. Aircraft are continually being sent to McClellan AFB for the purpose of completing our Weight and Balance Program.

The Squadron received a new aircraft (A-1 2310) from Murfreesboro, Mo., as a replacement for Aircraft 2026. Airman Buddy Designer was assigned the duty of crew chief on the aircraft.

24 Bombardment Squadron^{9/} The month of August was named TOC month by the central unit and support was to be given to it. Regardless of that, there was still a rather heavy schedule. The Wing was committed to one large mission of 27 aircraft during the month. This was the only squadron to get its share of aircraft airborne.

9 - From 24 Bdb Sq Hist Rpt, ed, Maj Boery, Commo

This squadron had some trouble in meeting its commitments because for most of the month only 9 aircraft were available for scheduling. Aircraft #367 and #372 were out most of the month because of inspection of all engines for compressor rub. This necessitated removal and teardown of all engines. As the other squadrons had the same problem, this created a shortage of engine dollies.

Aircraft #064 was sent to Tucson for evaluation. On the way there, it was damaged by a bird flying into the wing. Consequently, it had to be replaced with Aircraft #103 for the evaluation.

Aircraft #025 went to Barksdale for the SAC bombing competition.

Lt Alexander left the squadron to attend the Maintenance Officers Course at Chanute. He was replaced by Major Hoy from the Field Maintenance Squadron.

The total flying time for the month was 375:15, falling short of the required time.

33d Bombardment Squadron: ^{10/} During the month no critical supply problems were encountered. New method of accounting for items of organizational supply, AF Forms 1120 were supposed to be prepared on IBM Machines. However, just 25 days before target completion date of this project the organizations were notified that they would be manually prepared. This threw a heavy work load on Supply, considering that all Plant Account UAL Change Requests are also to be submitted as soon as possible. Air Force Form 1120 will be the

10 - From 33d Bmb Sq Hist Rpt, sqd, Lt Col Francis, Comm

new method of accounting for both UPREAL and Plant Acct Property as of 20 September 1954. Old AF Classes of property are gradually being converted to the new Federal Supply Classes.

Technical Sergeant D.H. Casassa was re-assigned to this Squadron from the 807th Air Police Squadron to be NCOIC of Supply, replacing S/Sgt A.D. Hall who has been a member of the SAC SIP Team, and is presently TDY for an indefinite period.

Transportation is a growing area of contention for this section. Many times during the month Supply could not draw a vehicle from the Flight Line Motor Pool, as Engineering Section had already checked out all vehicles authorized for this Squadron.

No new Supply procedures were proposed during August by this section.

Supply moved from the northwest corner of Bldg 457 to the southeast corner of Bldg 457. The office portion of the new area has been repainted and bins have been constructed in the storage area for Mobility Equipment.

Maintenance

The following was accomplished by the flight line maintenance section for the month of August:

During the month the 33d Bomb Squadron sent aircraft 51-7071 to Tucson, Arizona for SAC Bombing Evaluation.

The 33d Bomb Squadron flew a total of 452:05 hours during the month.

A total of 45 UR's were submitted in August.

BIBLIOGRAPHY

The information contained in this historical report was obtained by screening the central files (classified and unclassified) in the Office of the Wing Adjutant. Additional information was obtained by interviewing key staff personnel. The Wing Historian is required to attend all staff meetings and any other meetings that may produce information of historical value. All abbreviations used in this narrative are in conformance with Air Force Regulation Number 11-11.

A

HEADQUARTERS 22D BOMBARDMENT WING (M)
March Air Force Base, California
26 July 1954

IN TURN TO:
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OPERATIONS ORDER

SERIAL NO. 265-54

TRAINING FOR AUGUST 1954

22D BOMBARDMENT WING (M)
Operations 265-54
26 July 1954

22D BOMBARDMENT WING (M)
March Air Force Base, California
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HEADQUARTERS 22D BOMBARDMENT WING (M)
March Air Force Base, California
26 July 1954

Operations Order
Number 265-54

Chart and Map References: as Required

Task Organizations:

2nd Bombardment Squadron (M)	Lt Col William R. Smith
19th Bombardment Squadron (M)	Lt Col Jay O. Gray
33rd Bombardment Squadron (M)	Lt Col David C. Jones
22nd Air Refueling Squadron	Lt Col Horace E. Hatch
Hq Sq Sec, 22nd Bombardment Wing (M)	CWO Russell H. Frick
22nd A and E Maintenance Squadron	Lt Col Charles E. Tolhurst
22nd Field Maintenance Squadron	Major Harry N. Griffin
22nd Periodic Maintenance Squadron	Lt Col Mabon A. Cornwell

1. General Situation: In accordance with paragraph 5c, SAC Reg 50-8, the month of August 1954 is designated a special training month.

a. Enemy Forces - Omitted.

b. Friendly Forces - Omitted.

2. Mission: Preparation, implementation, and supervision of a detailed training program in accordance with paragraph 6c, SAC Reg 50-8. Special emphasis will be placed on areas of operational weakness; Lead Crew probation

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items and further training to increase the effectiveness of our lead crews, training and upgrading of non-combat ready crews, training for all crews in visual RBS and actual releases, experimentation with new tactics and techniques, and continuation of proficiency training under the principles outlined in 15th AF Letter 55-2.

3. Tasks for Subordinate Units:

a. 2nd Bombardment Squadron:

- (1) Reference paragraph 3x(16), Annexes "B" and "D".

b. 19th Bombardment Squadron:

- (1) Reference paragraph 3x(16), Annexes "B" and "D".
- (2) Will provide one (1) B-47 aircraft, equipped and modified for MK-5 and MK-6 loadings, to Commander 7th AFDS, Goose AB, Lab., 23 thru 27 August 1954.

c. 33rd Bombardment Squadron:

- (1) Reference paragraph 3x(16), Annexes "B" and "D".

d. 22nd Air Refueling Squadron

- (1) Reference Annexes "B" and "D".
- (2) Will provide one (1) KC-97 aircraft for airlift of approximately 22 personnel and 2,500 pounds of cargo to Davis Monthan and return. Schedule for departure, take-off 1500 hours 9 August and return 24 August 1954.
- (3) Provide airlift to Barksdale AFB to support 22nd Bomb Wing's two (2) B-47 aircraft. (See 22d Bomb Wing Operations Order 266-54, 2 August 1954).

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e. 22nd A and E Maintenance, 22nd Field Maintenance, and 22nd Periodic Maintenance Squadrons:

- (1) Reference Annexes "B" and "D".

x. General Instructions:

- (1) This Operations Order becomes effective 1 August 1954.
- (2) Order of Execution will be issued by the tactical squadrons in the form of flight orders.
- (3) Requests for Maintenance will be made by work order from Maintenance Control.
- (4) All commitments from higher headquarters, known at this time, have been considered and included in this schedule.
- (5) Flying Training scheduled is as contained on page 2, appendix 1 to Annex "B", "Flight Training Sortie Projection" chart.
- (6) Training requirements for the special training month are as contained in Annex "B".
- (7) Ground Training schedule is contained in Appendix 2, Annex "B".
- (8) Unit Training required by Base Regulation 50-15 will be scheduled and conducted (or arranged for) by each organization according to the needs of the unit. Squadron Commanders will utilize period 0800-1100 hours on Saturdays, in particular, for unit training. Period 1100-1300 hours, Saturdays should be used for physical conditioning make-up.

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- (9) All rated personnel must attend monthly Flight Safety meeting in the Wing Briefing Room (Building T-642) at 0900 hours, Saturday, 7 August 1954.
- (10) Minimum hours for B-47 MTD utilization will be as follows:
Headquarters Squadron, 50 hours; 2nd, 19th, and 33rd Bomb Squadrons, 700 hours each; 22d A and E Maintenance Squadron, 700 hours; 22d Field Maintenance Squadron, 800 hours; and 22d Periodic Maintenance Squadron, 850 hours.
- (11) Minimum hours for KC-97 MTD utilization will be as follows:
22d Air Refueling Squadron, 1500 hours; Headquarters Squadron Section, 50 hours; 22d Field Maintenance Squadron, 750 hours; and 22d Periodic Maintenance Squadron, 700 hours.
- (12) Organizations possessing the following crews will insure that standardization crew checks are completed prior to dates indicated: L64, 5 Aug 54; L04, L17, L19, L35, R58 and R60, 31 Aug 54.
- (13) Officer Duty Rosters - All required duty rosters for 22d Bomb Wing Officers are as listed in Annex "E".
- (14) SAC Bombing and Navigation Competition: On 26 July 1954, three
(3) crews of the 22d Bomb Wing were selected for the SAC Bombing Competition: Two (2) of these crews will go to Barksdale to represent the 22nd Bomb Wing at the Competition. The third crew will be a spare, and will not go to Barksdale

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unless one of the other two (2) crews for some unforeseen reason is unable to go. The selection of these three (3) crews was based on their performance for the period 1 May 54 to 20 July 1954.

- (a) The three (3) crews selected will fly 2 missions each, consisting of RBS runs on Denver, Omaha and Oklahoma City. There will be an overfly of the Phillips Bombing Range, southwest of Smoky Hill, between the Omaha and Oklahoma City RBS runs.
- (b) In addition to the 2 RBS missions, each of the three (3) crews will fly at least one (1) night celestial flight.
- (c) No additional flying time will be allocated to the squadrons for the purpose of these familiarization and practice flights.
- (d) Route information - See 22d Bomb Wing Operations Order 266-54, 2 August 1954.
- (15) Weight and Balance program for the month of August in which the wing will dispatch one (1) aircraft per day to McClellan AFB. See Appendix 2, Annex "D".
- (16) B-47 Evaluation:
 - (a) The following crews will report to 3908th Strategic Evaluation Squadron, Davis Monthan AFB, 10 August 1954:
 - 1. 2nd Bomb Squadron ----- Capt Draper
(spare) Major Harrelson

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2. 19th Bomb Squadron - - - - Major Bailey
(spare) Major Tuttle

3. 33rd Bomb Squadron - - - - Capt Sprinkle

(b) Refresher Training is scheduled to begin 2 August for those crews listed above.

(c) Bomb Squadron Commanders will take necessary action to accomplish the following:

1. Provide new summer flying suits and clean personal equipment.
2. Survival equipment will be carried including over water equipment and the four (4) man raft.
3. Special weapons certificate indicating special weapons responsibilities of individual crew members.
4. Submit to 22d Bomb Wing Logistics Officer by 3 August, names of Maintenance Personnel required by S.C Regulation 51-24, Supplement III.
5. Compliance with S.C Regulation 51-24, Supplement III.
6. Co-pilots will be evaluated on T-1A Trainer while at Davis-Monthan AFB.

(d) Squadron Commanders and the Director of Maintenance will take action to provide a highly reliable aircraft and K-System.

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(e) Each Squadron Commander will appoint a project officer to supervise preparation and coordination with 22d Bomb Wing Logistics Officer. Names of project officers will be submitted to Director of Operations and Wing Logistics not later than 5 August 1954.

(17) Any request for changes to this order will be submitted to the Director of Operations and Training for consideration.

4. Administration and Logistics: Reference annex "D".
5. Command and Communications: Omitted.

OFFICIAL:

WILLIAM F. COLEMAN
Colonel, USAF
Commander

W. L. Welch
WILLIAM L. WELCH
Colonel, USAF
Director of Operations

ANNEXES:

- A- Intelligence - Omitted
- B- Operations and Training
- C- Communications - Omitted
- D- Administration and Logistics

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26 July 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 265-54

OPERATIONS AND TRAINING

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ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 265-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
26 July 1954

OPERATIONS AND TRAINING

1. General: The month of August 1954 is designated a special training month. Special emphasis will be placed on Lead Crew probation items as well as further training to increase the effectiveness of our Lead Crew Training, upgrading of non-combat ready crews, and training for all crews in visual RBS and actual releases.

2. Special Training:

a. Areas to be emphasized : (HOURS)

	<u>WING</u>	<u>2nd</u>	<u>19th</u>	<u>33rd</u>
(1) Probationary items for lead crews	377	108	112	157
(2) Upgrading of non-ready crews	314	184	80	50
(3) Concentration on known weaknesses	340	54	141	145
(4) Standardization Checks	118	54	36	28
(5) Staff and test hops	<u>87</u>	<u>12</u>	<u>43</u>	<u>32</u>
TOTAL FLYING TIME (HOURS)	1236	412	412	412

b. Items to be accomplished: (NUMBER)

(1) Radar RBS	154	45	72	37
(2) Visual RBS	75	35	24	16

22d Bombardment Wing (M)
Annex "B"
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	<u>WING</u> 50	<u>2nd</u> 18	<u>19th</u> 24	<u>33rd</u> 8
(3) Actual Releases				
(4) Navigation Legs	101	35	24	42
(5) Refueling:				
(a) Day Wet transfers	59	15	30	14
(b) Night Wet transfers	27	7	15	5
(c) Dry Contacts:				
1. Day	94	50	30	14
2. Night	95	75	15	5
(6) Gunnery Missions	21	2	7	12
(7) Pilot Proficiency	36	10	12	14
c. Ground Training: (HOURS)				
(1) Special Weapons training for non-ready crews.	144	104	32	8
(2) B-47 MTD	4500	700	700	700
(3) Physical Conditioning	849	165	165	165
(4) Altitude Indoctrination	324	128	100	96
(5) Instrument Training (Base)	300	144	80	76
(6) B-47 Simulator	1472	512	512	448
(7) T-2 Trainer	64	28	24	12
(8) C-11B Trainer	96	31	33	32
(9) T-1A Trainer	45	15	15	15
(10) Phase III ABC	35	0	0	35
(11) Phase I ABC	295	95	200	0
(12) Security Training	241	100	96	45

22d Bombardment Wing (M)
Annex "B"
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	<u>WING</u>	<u>2nd</u>	<u>19th</u>	<u>33rd</u>
(13) Character Guidance	255	140	100	15
(14) Qualification in Arms	86	0	84	2
(15) Medical Training	402	200	102	0
(16) Military Justice	190	100	78	12
(17) Ground Safety	227	100	110	17
(18) Personal Affairs	85	0	60	18
(19) Psychological Warfare	298	200	98	0
(20) ECM Indoctrination	135	45	45	45
(21) EWP	180	54	48	78

22d Bombardment Wing (M)
Annex "B"
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22D BOMBARDMENT WING (M)
March Air Force Base, California
26 July 1954

APPENDIX 1

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 265-54

FLIGHT TRAINING (SCHEDULES)

22d Bombardment Wing (M)
Appendix 1, Annex "B"
To Operations Order 265-54
26 July 1954

HEADQUARTERS
22D BOMBARDMENT WING (H)
March Air Force Base, California

IN TURN TO:

DPA
ASST DPA OFF
ASST DPA AMN
ASST DPA CL

(Return for File)

22DOOF

13 August 1954

SUBJECT: Amendment Number One (1) to 22d Bombardment Wing (H)
Operations Order 265-54

TO: See Distribution Below

1. This amendment reduces the required number of radar RBS runs and increases the required number of visual RBS runs. It also provides special emphasis be given to grid navigation legs.
2. As a result of sub-standard visual bombing demonstrated during the OBT inspection, this Wing, in answer to the inspection report, emphasized that visual RBS and actual releases would receive top priority. As of 11 August, the Wing total for visual RBS and actual releases was 33 percent behind the initial requirement. In addition, the Wing C.E. for visual RBS has shown no improvement.
3. Expected future requirements dictate an emphasis be placed on grid missions flown exactly in the manner outlined in SAC Reg 51-11.

FOR THE COMMANDER:

1 Incl
Amend #1 to Opns Ord 265-54

ALFRED J. NELSON
Captain, USAF
Adjutant

DISTRIBUTION:

Comdr 15AF	22DM	Comdr 22d MRS	Comdr 807 AB Gp
Comdr 12JD	Comdr 2d BS	Comdr 22 A&E Maint Sq	22JD
Comdr 22BW	Comdr 19th BS	Comdr 22 Fld Maint Sq	22DF
22DQ	Comdr 33d BS	Comdr 22 Per Maint Sq	22WI

APPENDMENT NO. 1

TO

OPERATIONS ORDER

SERIAL NO. 265-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
13 August 1954

ITEM #1 - Reference Annex B, paragraph 2 b (1) and 2 b (2); amend to read:

	<u>Wing</u>	<u>2nd</u>	<u>19th</u>	<u>33d</u>
(1) Radar RBS	115	32	59	24
(2) Visual RBS	114	48	37	29

ITEM #2 - Reference Annex B, paragraph 2 b (4); add:

"NOTE: Emphasis be placed on grid navigation (both K-System and Celestial Grid) for the duration of the month of August"

Incl #1

HCOAK 64

Month		1	2	3	4	5	6	7	8	9	10	11	12
FLIGHT TRAINING SORTIE PROJECTION	2 nd		1	1	1	1	1			1	1	1	1
	19 th		1	1	1	1	1			1	1	1	1
	33 rd		1	1	1	1	1			1	1	1	1
	DAILY SORTIES												
	ACCUM. SORTIES												
	HRS. PER SORTIES												
	HOURS FLOWN												
	DAILY REMARKS												
	22 ARS												
	DAILY SORTIES		1 ROTC	2 ROTC	2 ROTC	2 ROTC			2 ROTC	2 ROTC	2 ROTC	2 ROTC	
ACCUM. SORTIES			5	5	5	5		4	4	4	4		
HRS. PER SORTIES													
HOURS FLOWN													
DAILY REMARKS													
B-47's ON STATION													
KC-97's ON STATION													

ATTACHMENT A

FORM 1161 (TEMP) 25 JUN 64 Appendix 1 to Annex B, 22BW Operations order 265-54, 26 July 1954

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APPENDIX 1

ANNEX "B"

TO

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SERIAL NO. 265-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
26 July 1954

SCHEDULES OF SUPERVISOR OF FLYING OFFICERS

1. Schedule of supervisor of Flying Officers:

2 August 1954 - - - - - Smith	18 August 1954 - - - - - Hunter
3 August 1954 - - - - - Gray	19 August 1954 - - - - - Smith
4 August 1954 - - - - - Jones	20 August 1954 - - - - - Gray
5 August 1954 - - - - - Hatch	23 August 1954 - - - - - Jones
6 August 1954 - - - - - Hamlyn	24 August 1954 - - - - - Hatch
9 August 1954 - - - - - Hunter	25 August 1954 - - - - - Hamlyn
10 August 1954 - - - - - Smith	26 August 1954 - - - - - Walsh
11 August 1954 - - - - - Gray	27 August 1954 - - - - - Hunter
12 August 1954 - - - - - Jones	30 August 1954 - - - - - Smith
13 August 1954 - - - - - Hatch	31 August 1954 - - - - - Gray
16 August 1954 - - - - - Hamlyn	
17 August 1954 - - - - - Walsh	

This schedule is subject to revision as leaves and absences dictate.
Agreeable changes are authorized. Director of Operations, 22d Bomb Wing
will be notified of any changes.

22d Bombardment Wing (M)
Attachment B, Appendix 1, Annex "B" 3
To Operations Order 265-54
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22D BOMBARDMENT WING (M)
March Air Force Base, California
26 July 1954

ANNEX "B" - APPENDIX 2

TO

OPERATIONS ORDER

SERIAL NO. 265-54

GROUND TRAINING

22d Bombardment Wing (M)
Appendix 2, Annex "B"
To Operations Order 265-54
26 July 1954

APPENDIX 2

ANNEX "B"

TO

OPERATIONS ORDER

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22D BOMBARDMENT WING (M)
March Air Force Base, California
26 July 1954

GROUND TRAINING

1. Attachments to this Appendix, list detailed schedules of certain required ground training for combat crew personnel. Not included in the attachments are the following:

- a. Base Instrument School - School starts on 3 August 1954 and must be scheduled by each organization to meet the needs prescribed by Base Regulation 51-4, dated 21 June 1954.
- b. Basic Survival - No base survival is scheduled during August.
- c. Code Checks - Checks are required each 6 months as prescribed in Supplement XVIII to SAC Reg 50-8.
- d. Unit Training - Paragraph 3x(8) of the operations order prescribes this requirement.
- e. Flight Safety Meetings - Paragraph 3x(9) of the operations order prescribes this requirement.
- f. MTD Utilization - Paragraphs 3x(10) and (11) of the Operations Order prescribe this requirement.

22d Bombardment Wing (M)
Appendix 2, Annex "B"
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g. Small Arms Firing - Squadrons will schedule the firing range through Wing Ground Training Section as needs arise to accomplish prescribed unit training requirement.

h. Bomb Commander's School - Squadrons will be notified when next quota is received.

i. Altitude Indoctrination:

(1) A 2½ day course for B-47 crew members will be held from 0800-1700 hours on 2 and 3 August and 0800-1200 hours on 4 August in Building 538. The 2nd Bomb Squadron will send 8 crew members; 19th will send 8 crew members; 33rd will send 8 crew members.

(2) A 2 day course for KC-97 crew personnel will be held from 0800 hours to 1700 hours on 16-17 August in Building 538. 22nd ARS will send 22 crew members to this course.

(3) A 2½ day course for B-47 crew members will be held from 0800-1700 hours on 23 and 24 August and 0800-1200 on the 25th of August in Building 538. The 2nd Bomb Squadron will send 7 crew members, the 19th, 8 crew members and the 33d 8 crew members.

j. SAC Survival - The 22nd ARS will send 7 crew members to Stead AFB on 9 August 1954. Also Major Hensey of the 33d Bomb Squadron will attend on 9 August. Each of the three Bomb Squadrons will send one (1) combat crew member to Stead AFB on the 17th of August 1954.

22d Bombardment Wing (M)
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k. EMP - Target Study will be scheduled separately during the month of August.

1. ECM - An ECM Indoctrination film will be given on Saturday, 21 August 1954 and Saturday, 28 August 1954 in the Wing Briefing Room for all combat crew personnel. Personnel will attend on the 21st if possible with the 28th being a make-up date. The time will be from 1100-1200 hours.

22d Bombardment Wing (H)
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22D BOMBARDMENT WING (H)
March Air Force Base, California
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ATTACHMENT "A"

ANNEX "B" - APPENDIX 2

TO

OPERATIONS ORDER

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T-2 TRAINER

22d Bombardment Wing (H)
Attachment "A", Appendix 2
Annex "B"
To Operations Order 265-54
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ATTACHMENT "A"

ANNEX "B" - APPENDIX 2

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22D BOMBARDMENT WING (M)
March Air Force Base, California
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T-2 TRAINER

Schedule for T-2 Trainer for August is as follows:

DATE	TIME	SCDN	PERS	Place
2 Aug	(1300-1500)(1500-1700)	2d BS	2 AOBs	Bldg 435
3 Aug	" " " "	19th BS	" "	" "
4 Aug	" " " "	33d BS	" "	" "
5 Aug	" " " "	2d BS	" "	" "
6 Aug	" " " "	19th BS	" "	" "
9 Aug	" " " "	33d BS	" "	" "
10 Aug	" " " "	2d BS	" "	" "
12 Aug	" " " "	33d BS	" "	" "
16 Aug	" " " "	19th BS	" "	" "
17 Aug	" " " "	33d BS	" "	" "
19 Aug	" " " "	19th BS	" "	" "
23 Aug	" " " "	2d BS	" "	" "
24 Aug	" " " "	19th BS	" "	" "
25 Aug	" " " "	33d BS	" "	" "
26 Aug	" " " "	2d BS	" "	" "
27 Aug	" " " "	19th BS	" "	" "
30 Aug	" " " "	33d BS	" "	" "
31 Aug	" " " "	2d BS	" "	" "

22d Bombardment Wing (M)
Attachment "A", Annex "B"
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22D BOMBARDMENT WING (M)
March Air Force Base, California
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ATTACHMENT "B"

ANNEX "B" - APPENDIX 2

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T-1A TRAINER

22d Bombardment Wing (M)
Attachment "B", Appendix 2
Annex "B"
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26 July 1954

ATTACHMENT B

APPENDIX 2

ANNEX "B"

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TO

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22D BOMBARDMENT WING (M)
March Air Force Base, California
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T-1A TRAINER

Following is schedule for T-1A Trainer for August at Building 265 for one co-pilot of each squadron as indicated.

<u>DATE</u>	<u>2nd B.S.</u>	<u>19th B.S.</u>	<u>33rd B.S.</u>
2 August 1954	0930-1030	1030-1130	1330-1430
3 August 1954	0930-1030	1030-1130	1330-1430
5 August 1954	0930-1030	1030-1130	1330-1430
6 August 1954	0930-1030	1030-1130	1330-1430
9 August 1954	0930-1030	1030-1130	1330-1430
13 August 1954	0930-1030	1030-1130	1330-1430
19 August 1954	0930-1030	1030-1130	1330-1430
20 August 1954	0930-1030	1030-1130	1330-1430
23 August 1954	0930-1030	1030-1130	1330-1430
24 August 1954	0930-1030	1030-1130	1330-1430

22d Bombardment Wing (M)
Attachment B, Appendix 2, Annex "B"
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T-1A TRAINER (cont)

<u>DATE</u>	<u>2nd B.S.</u>	<u>19th B.S.</u>	<u>33rd B.S.</u>
26 August 1954	0930-1030	1030-1130	1330-1430
27 August 1954	0930-1030	1030-1130	1330-1430
30 August 1954	0930-1030	1030-1130	1330-1430

22d Bombardment Wing (M)
Attachment B, Appendix 2, Annex "B"
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22D BOMBARDMENT WING (M)
March Air Force Base, California
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ATTACHMENT "C"

ANNEX "B" - APPENDIX 2

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LINK AND LOAN TRAINER

22d Bombardment Wing (M)
Attachment "C", Appendix 2
Annex "B"
To Operations Order 265-54
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ATTACHMENT "C"ANNEX "B" - APPENDIX 2TOOPERATIONS ORDERSERIAL NO. 265-54

22D BOMBARDMENT WING (II)
March Air Force Base, California
26 July 1954

LINK AND LORAN TRAINER

The following schedule lists Link and Loran Trainer times by squadron. The C-11B (jet) trainer is allotted exclusively to the Bombardment Sqdns. in the following schedule. The P-31 (conventional) trainer is allotted exclusively to the 22d Air Refueling Squadron under the following trainer times. The An/APN-T4 (Loran) trainer is Scheduled only for 22d Air Refueling Squadron Navigators. Trainer periods held in Bldg. 262.

DATE	2D BS LINK	19TH BS LINK	33D BS LINK	22D AFS LINK	22D AFS LORAN
2 Aug			1000-1130	1300-1430 1500-1630	1300-1500
3 Aug		0830-1000		1300-1430 1500-1630	
4 Aug				1300-1430 1500-1630	1300-1500 1500-1700
5 Aug				1300-1430 1500-1630	
6 Aug	1300-1430	0830-1000	1000-1130 1500-1630	1300-1430 1500-1630	1300-1500 1500-1700
9 Aug		0830-1000	1000-1130	1300-1430 1500-1630	
13 Aug	1300-1430	0830-1000 1500-1630	1000-1130	1300-1430 1500-1630	1300-1500 1500-1700
19 Aug				1300-1430 1500-1630	
20 Aug	1300-1430 1500-1630	0830-1000	1000-1130	1300-1430 1500-1630	1300-1500 1500-1700

22d Bombardment Wing (II)
Attachment "C", Appendix 2, Annex "B"
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DATE	2D BS LINK	19TH BS LINK	33D BS LINK	22D AFS LINK	22D AFS LORAN
23 Aug			1000-1130	1300-1430 1500-1630	
24 Aug		0830-1000		1300-1430 1500-1630	1300-1500 1500-1700
25 Aug				1300-1430 1500-1630	
26 Aug				1300-1430 1500-1630	1300-1500 1500-1700
27 Aug	1300-1430 1500-1630	0830-1000	1000-1130	1300-1430 1500-1630	
30 Aug		0830-1000	1000-1130	1300-1430 1500-1630	1300-1500 1500-1700
31 Aug			1000-1130	1300-1430 1500-1630	

22d Bombardment Wing (M)
Attachment "C", Appendix 2
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22D BOMBARDMENT WING(11)
March Air Force Base, California
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ATTACHMENT "D"
ANNEX "B" - APPENDIX 2
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PHYSICAL CONDITIONING UNIT

22d Bombardment Wing (11)
Attachment "D", Appendix 2
Annex "B"
To Operations Order 265-54
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ATTACHMENT D

APPENDIX 2

ANNEX "B"

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22D BOMBARDMENT WING (H)
March Air Force Base, California
26 July 1954

PHYSICAL CONDITIONING UNIT SCHEDULE

Each day, Monday thru Friday, from 2 August 1954 thru 31 August 1954;
the Squadrons will schedule personnel for the Physical Conditioning Unit
as indicated below:

<u>2nd B.S.</u>	<u>19th B.S.</u>	<u>33rd B.S.</u>
AM - 4 crew members	AM - 4 crew members	AM - 4 crew members
PM - 5 crew members	PM - 5 crew members	PM - 5 crew members

22nd ARS

AM - 10 crew members
PM - 12 crew members

22d Bombardment Wing (H)
Attachment D, appendix 2, annex "B"
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22D BOMBARDMENT WING (H)
March Air Force Base, California
26 July 1954

ATTACHMENT "E"

ANNEX "B" - APPENDIX 2

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B-47 FLIGHT SIMULATOR

22d Bombardment Wing (H)
Attachment "E", Appendix 2
Annex "B"
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ATTACHMENT "E"

ANNEX "B" - APPENDIX 2

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22D BOMBARDMENT WING (M)
March Air Force Base, California
26 July 1954

B-47 FLIGHT SIMULATOR

The Bomb Squadrons will notify the Wing Ground Training Section at least ten (10) days prior to starting date of school. This will enable personnel sections to cut TDY Orders assigning these crews to the Flt Simulator Section. This course is of four (4) days duration in bldg. 265, starting dates as follows:

<u>DATE</u>	<u>2D BOMB SQDN</u>	<u>19TH BOMB SQDN</u>	<u>33D BOMB SQDN</u>
2 Aug	2 Crews	2 Crews	1 Crew
9 Aug	2 Crews	2 Crews	2 Crews
16 Aug	2 Crews	2 Crews	2 Crews
23 Aug	2 Crews	2 Crews	2 Crews
30 Aug	2 Crews	2 Crews	2 Crews

22d Bombardment Wing (M)
Attachment "E", Appendix 2
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22D BOMBARDMENT WING (M)
March Air Force Base, California
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ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO. 265-54

ADMINISTRATION AND LOGISTICS

22d Bombardment Wing (M)
Annex "D"
To Operations Order 265-54
26 July 1954

HEADQUARTERS 22D BOMBARDMENT WING (M)
March Air Force Base, California
26 July 1954

ANNEX "D" TO OPERATIONS)

ORDER NUMBER 265-54)

LOGISTICS

MASTER MAINTENANCE PLAN

I. GENERAL INFORMATION:

A. The agreement reached for August 1954 between Operations and Maintenance resulted from the third weekly meeting conducted in July in accordance with SAC Regulation 60-9, dated 5 August 1953. Basically, maintenance is committed to furnish the following requirements:

1. 1200 B-47 flying hours
2. 600 KC-97 flying hours

In order to meet this operational requirement, all personnel concerned must be thoroughly briefed to include all contents of this Annex. Officer and senior non-commissioned officer personnel in charge of sections must keep constantly abreast of current operations as the month progresses, to further insure every individual is aware of changes or additions to the maintenance plan. Changes or additions will be limited to absolute requirement and appear in the form of an amendment or appendix to this annex. It is through section planning resulting in complete knowledge and understanding by each individual that our mission can be met without lost motion or undue hardship.

B. Aircraft sortie schedules (See Appendix II and III of Annex "D") for B-47 and KC-97 aircraft have been coordinated with each respective squadron maintenance section including Field Maintenance and Armament-Electronics. Friday

ANNEX "D" TO OPERATIONS
ORDER 265-54
Page 1 of 7 Pages

of each week, an Appendix will be published and distributed to all activities, designating the tail number of aircraft with respect to forthcoming week and matched against the sortie requirement. After publication of the weekly tail number schedule, deviation may be granted only upon approval by the Chief of Maintenance.

C. Special requirements for August include the following:

1. Three (3) B-47 aircraft to Tucson 10 Aug 54 - SES (See Appendix VI, Annex "D" for SES Package)
2. Two (2) B-47 aircraft to Barksdale, 23 thru 29 Aug 54. (See Appendix IX, Annex "D" for BC Package)
3. One (1) B-47 aircraft to Goose Bay 23 thru 27 Aug 54 for AFDS (See Appendix VII, Annex "D")
4. One (1) B-47 aircraft per day to SHAMA for weight and balance (See Appendix II, Annex "D")

D. Project "Backlog": Every effort will be made by the Maintenance Control Unit and all other affected activities to completely eliminate the present TOC backlog and keep abreast of the incoming TOC's. This will require each activity to be critical in monitoring the TOC program within their unit and insure 100% effectiveness in personnel utilization. There are no provisions for "Statement of Explanation" for the "can'ts, whys and ifs". If necessary, (and it appears evident that it will be necessary) overtime will have to be scheduled as a process of eliminating backlog. There is definite reason to believe that the past effort on TOC's can be improved by 50% for most sections. The D/Mat Section is presently overhauling the "control" of TOC program and any new procedures will be broadcast to all activities. The Maintenance Control Officer will be held responsible for monitoring the progress and schedule overtime TOC maintenance as necessary to accomplish this goal.

Information concerning the complete program will be disseminated 6 Aug 54 at the weekly maintenance officer's meeting.

II. SPECIFICS FOR SUBORDINATE UNITS:

A. 2d Bombardment Squadron will provide:

1. One (1) B-47 primary aircraft and one (1) spare B-47 aircraft 10 Aug 54 for SES Tucson. (Reference Appendix VI, Annex "D")
2. Seventy four (74) B-47 aircraft for normal crew flying missions. (Ref Appendix II, Annex "D")
3. One (1) B-47 aircraft for 100 hour postflight inspection. (Reference Appendix published weekly, Master Schedule - flying and special weapons loading)
4. Three (3) B-47 aircraft for 200 hour periodic inspection. (Reference same as item 3)
5. B-47 aircraft for seven (7) days special weapons loading, on station MK VI configuration.
6. Three (3) B-47 aircraft flight test - periodic inspection. (See weekly master schedule)
7. Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
8. Maintenance personnel and equipment to accomplish 1 through 7 above.

B. 10th Bombardment Squadron will provide:

1. One (1) B-47 primary aircraft and one (1) spare B-47 aircraft 10 Aug for SES Tucson. (Reference Appendix VI, Annex "D")
2. Seventy-four (74) aircraft for normal crew flying missions. (Reference Appendix II, Annex "D")

ANNEX "D" TO OPERATIONS

ORDER 265-54

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3. One (1) B-47 aircraft for 100 hour postflight inspection. (Reference appendix published weekly, Master Schedule - flying, periodic maintenance and special weapons loading)
 4. Two (2) aircraft for 200 hour periodic inspection. (Reference same as item 3 above)
 5. B-47 aircraft for eight (8) days special weapons loading, MK VI configuration, on station.
 6. Two (2) B-47 aircraft flight test - periodic inspection. (See weekly master Schedule)
 7. Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
 8. Maintenance personnel and equipment to accomplish 1 through 7 above.
- C. 33d Bombardment Squadron will provide:
1. One (1) B-47 primary aircraft and one (1) spare B-47 aircraft 10 Aug 54 for SES Tucson (Reference Appendix VI, Annex "D")
 2. Seventy-four (74) B-47 aircraft for normal crew flying missions. (Reference Appendix II, Annex "D")
 3. Two (2) B-47 aircraft for 100 hour postflight inspection. (Reference Appendix published weekly, Master Schedule - flying, periodic maintenance and special weapons loading)
 4. Two (2) B-47 aircraft for 200 hour periodic inspection. (Reference same as item 3 above)
 5. B-47 aircraft for seven (7) days special weapons loading, MK VI configuration, on station.
 6. Two (2) B-47 aircraft flight test - periodic inspection. (See weekly master schedule)

7. Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
 8. Maintenance personnel and equipment to accomplish 1 through 7 above.
- D. 22d Air Refueling Squadron will provide:
1. One (1) primary and one (1) spare KC-97 aircraft to Tucson 10 Aug 54 in support of B-47 aircraft for SES. (See Appendix VI, Annex "D" for SES Package)
 2. One (1) Primary and one (1) spare KC-97 aircraft to Barksdale 22 Aug 54 in support of B-47 aircraft for B.C. (See Appendix IX, Annex "D" for B.C. Package).
 3. Eighty three (83) KC-97 aircraft for normal crew flying to include ROTC training requirement. (Reference Appendix III, Annex "D")
 4. Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
 5. Maintenance personnel and equipment to accomplish 1 through 4 above.
- E. 22d Armament and Electronics Maintenance Squadron will provide:
1. Personnel and aircraft spares to accompany B-47 aircraft to SES. (Ref Appendix VI for personnel package)
 2. Work schedule to provide adequate specialist coverage for:
 - a. Flight Line aircraft
 - b. Dock aircraft
 - c. Base Flight aircraft and all tenant units.
 - d. Transient aircraft

NOTE: This coverage will be on a twenty-four (24) hour basis with peak load in conjunction with Appendix V, Annex "D" and weekly Master Schedule - flying and special weapons loading.

3. Pre-issue stock levels as designated in authorized pre-issue list.
 4. Specialist dispatch on work orders as directed by Maintenance Control Unit.
 5. Compass swings for 22d Bombardment Wing aircraft as required. (Ref weekly master schedule)
 6. Necessary personnel, tools and aircraft spares to support all requirements as scheduled for July, and in addition other parent wing responsibilities.
 7. Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
 8. Support for Field Maintenance Ground Power Section as determined by the Chief of Maintenance.
- F. 22d Field Maintenance Squadron will provide:
1. Personnel to accompany B-47 aircraft to SES. (Reference Appendix VI for personnel package)
 2. Work schedule to insure adequate specialist coverage for:
 - a. Flight line aircraft
 - b. Dock aircraft
 - c. Base Flight aircraft and all tenant units
 - d. Transient aircraft
- NOTE: This coverage will be on a twenty-four (24) hour basis with peak load in conjunction with Appendix V, Annex "D" and weekly Master Schedule - flying and special weapons loading.
3. Support for TOC program as directed for use on teams as deemed necessary by the Maintenance Control Unit.
 4. Pre-issue stock levels as designated in authorized pre-issue list.

5. Specialist dispatch on work orders as directed by Maintenance Control Unit.
 6. Personnel, tools and equipment to support all requirements scheduled for August and in addition, other parent wing responsibilities.
 - G. 22d Periodic Maintenance Squadron will provide:
 1. Supervision of the Wash Rack. Individual organization will be responsible for those areas used in washing, Appendix VIII, Annex "D". The 22d Periodic Maintenance Squadron will have overall responsibility for the area. Request for use of the Wash Rack facilities will be made by telephone to the 22d Maintenance Control Unit. All organizations must adhere strictly to schedule directed by the Maintenance Control Unit.
 2. Personnel, tools, and equipment to perform ten (10) 200 hour periodic inspections and four (4) 100 hour postflight inspections on B-47 aircraft.
 3. Personnel, tools and equipment to perform five (5) periodic inspections on KC-97 aircraft.
 4. Personnel, tools and equipment to perform three (3) 100 hour postflight inspections on KC-97 aircraft.
 5. Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
- BY ORDER OF THE COMMANDER:


GENE THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
March Air Force Base, California
26 July 1954

APPENDIX I TO ANNEX "D"

OPERATIONS ORDER 265-54

BASE SUPPORT REQUIREMENTS FOR MAINTENANCE PLAN

I. MISSION FOR THE 207TH AIR BASE GROUP:

- A. Furnish logistical support to provide 1200 B-47 and 600 EC-37 flying hours during the month of August 1954.
- B. Furnish logistical support to provide 1850 flying hours for Base Flight aircraft during the month of August 1954.
- C. Continue to furnish a rapid and efficient supply research and delivery program. Maintenance stability stands out as the prime goal and a prerequisite is supply efficiency. One main contributing factor in flying aircraft against a planned tail number schedule is the availability of supplies - Without this support, the program is lost.

II. DETAILED SUPPORT:

- A. Base Supply activities are requested to provide the following:

1. Complete and/or limited support will be required on the dates and times indicated below:

1 thru 31 Aug - - - - - 0800 - 1700 - - Complete support
except as follows -

Saturdays - - 0800 - 1200 - - Limited support

Sat p.m & Sundays - - - - - Standby support

NOTE: There are no special missions for the month requiring concentrated supply support. Any case where such might be imposed at a later date, necessary coordination with supply will be accomplished by Supply Unit, Dir of Materiel, 22d Bomb Wing (M).

APPENDIX I TO ANNEX "D"
OPERATIONS ORDER 265-54

C. Munitions:

- a. Bomb and ammunition loading will be accomplished in accordance with existing directives.
- b. The A & E Squadron Supervision Section will coordinate with munitions section on exact loading times. At least 24 hours notice will be given by the A & E Squadron. (The wing is cognizant of definite need for improvement in this area).

D. Aircraft Requirements:

1. 22d Bomb Wing aircraft:

a. Refueling: JT-4

1 thru 31 Aug 24 hours 3 hydrants (Except Saturday afternoon and Sundays)

b. One (1) F-6 unit to "top off" as required "on call" basis.

c. Defueling: One (1) defueling hydrant will be required at all times, and will have an open capacity to defuel aircraft. This will serve requirements of all activities presently on this station.

d. Refueling: 115/145 Octane gasoline

1 thru 31 Aug 0800 - 2400 hours Four (4) trucks (Except Sat. p.m. & Sun)

e. Defueling: Requirement for defueling is seldom necessary, however, facilities should be available to convert a unit into a defueler.

3. The fact that one (1) hydrant has been made available per tactical squadron continues to save untold manhours in towing aircraft to and from pits. In addition, placement of C-21 power units permanently at the pits should further eliminate any "lag" time or delays. This additional facility was tested during the month of July and proved very satisfactory.

4. Crash and fire fighting facilities will be briefed and on standby in the refueling area for any requirement.

- C. Transportation: Vehicles assigned have been adequate and the additional transportation allotted the tactical squadrons during the temporary requirement of aircraft parking has been most satisfactory. There should not be any additional support required from this section during the month.
- D. Dining Facilities: Planned in accordance with present 0800 - 1700 duty hours, five and one-half days a week. The requirement will continue for midnight meals, organizations making necessary arrangements with Base Food Service Supervisor.

BY ORDER OF THE COMMANDER:

Will Thompson
WILL THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
March Air Force Base, California
26 July 1954

APPENDIX II TO ANNEX "A"
OPERATIONS ORDER 265-54

B-47 SORTIE SCHEDULE

I. GENERAL INFORMATION:

- A. The number of sorties as scheduled in this Appendix will not be altered for any reason, except where the Director of Operations and the Chief of Maintenance determine a requirement exists.
- B. Missions lost in the event of a ground or air abort will be made up through turn-around flights at the discretion of the Squadron Commander.
(See Appendix V, Par I B & C)
- C. In the event of turn-around flights, advanced request for such will be made to the Maintenance Control Unit. This request will be made at least fifteen (15) hours prior to days flying involving a turn-around.
Immediately upon landing after the first flight, the status will be furnished the Maintenance Control Unit, and the organization concerned will be informed whether or not turn-around of the aircraft is possible.
- D. Organizations will comply with Intermin Policy Letter - Hq 22d Bomb Wing, dated 12 May 1954 and Base Reg 65-11 with regard to refueling aircraft.
- E. Two aircraft will be involved in bombing competition departing MAFB, 20 August 1954, for Barksdale AFB. Tail numbers of aircraft will be published in Appendix dated 16 August 1954. One aircraft from 19th Bomb Sq will depart MAFB for Goose Bay for special weapons loading on 20 Aug 54. Tail number will be published on Master Weekly Schedule. (See Appendix IX, Annex D)

- F. One aircraft will be weighed each day at McClellan AFB, Calif during Aug. Tail numbers will be published on the Master Weekly Schedule. Aircraft will depart the day prior to be weighed to be in place by 0800 the day of weighing. Squadrons will depart aircraft on dates denoted by W&B. Crew Chiefs will accompany aircraft and will be present when his aircraft is being weighed. Aircraft to be weighed will be considered as a routine sortie furnished by Maintenance against obligation.
- G. Fuel loads will be as directed by Squadron Operations unless special mission aircraft. Maintenance Control Unit will provide Engineering Sections fuel load requirements on daily basis.

<u>2D BOMBARDMENT SQUADRON</u>	<u>19TH BOMBARDMENT SQUADRON</u>	<u>33D BOMBARDMENT SQUADRON</u>
2 Aug - 4 Sorties- 1 W&B	2 Aug - 4 Sorties	2 Aug - 4 Sorties
3 Aug - 4 Sorties	3 Aug- 4 Sorties-1 W&B	3 Aug - 4 Sorties
4 Aug - 4 Sorties	4 Aug - 4 Sorties	4 Aug - 4 Sorties-1 W&B
5 Aug - 4 Sorties-1 W&B	5 Aug - 4 Sorties	5 Aug - 4 Sorties
6 Aug - 4 Sorties	6 Aug - 4 Sorties-1 W&B	6 Aug - 4 Sorties
9 Aug - 4 Sorties	9 Aug - 4 Sorties	9 Aug - 4 Sorties-1 W&B
10 Aug - 4 Sorties-1W&B 1 SES	10 Aug - 4 Sorties 1 SES	10 Aug - 4 Sorties 1 SES
11 Aug - 4 Sorties	11 Aug - 4 Sorties-1 W&B	11 Aug - 4 Sorties
12 Aug - 4 Sorties	12 Aug - 4 Sorties	12 Aug - 4 Sorties-1 W&B
13 Aug - 4 Sorties-1 W&B	13 Aug - 4 Sorties	13 Aug - 4 Sorties
16 Aug - 4 Sorties	16 Aug - 4 Sorties-1 W&B	16 Aug - 4 Sorties
17 Aug - 4 Sorties	17 Aug - 4 Sorties	17 Aug - 4 Sorties-1 W&B
18 Aug - 4 Sorties-1 W&B	18 Aug - 4 Sorties	18 Aug - 4 Sorties
19 Aug - 4 Sorties	19 Aug - 4 Sorties-1 W&B	19 Aug - 4 Sorties

2D BOMBARDMENT SQUADRON

23 Aug - 4 Sorties-1 W&B
 24 Aug - 4 Sorties
 25 Aug - 2 Sorties
 26 Aug - 2 Sorties-1 W&B
 27 Aug - 2 Sorties
 30 Aug - 2 Sorties
 31 Aug - 2 Sorties-1 W&B

19TH BOMBARDMENT SQUADRON

23 Aug - 4 Sorties
 24 Aug - 4 Sorties-1 W&B
 25 Aug - 2 Sorties
 26 Aug - 2 Sorties
 27 Aug - 2 Sorties-1 W&B
 30 Aug - 2 Sorties
 31 Aug - 2 Sorties

33D BOMBARDMENT SQUADRON

20 Aug - 1 W&B
 23 Aug - 4 Sorties
 24 Aug - 4 Sorties
 25 Aug - 2 Sorties-1 W&B
 26 Aug - 2 Sorties
 27 Aug - 2 Sorties
 30 Aug - 2 Sorties
 31 Aug - 2 Sorties-1 W&B

NOTE: Sortie termed sq uadron directed mission.

BY ORDER OF THE COMMANDER:

for Robert E. Daniels
 WEBB THOMPSON
 MAJOR, USAF
 CHIEF OF MAINTENANCE

APPENDIX II TO ANNEX "A"
 OPERATIONS ORDER 265-54
 Page 3 of 3 Pages

HEADQUARTERS 22D BOMBARDMENT WING (M)
March Air Force Base, California
26 July 1954

APPENDIX III TO ANNEX "D"
OPERATIONS ORDER 265-54

KC-97 SORTIE SCHEDULE

I. GENERAL INFORMATION:

- A. The number of sorties as scheduled in this Appendix will not be altered for any reason, except where the Director of Operations and the Chief of Maintenance determine a requirement exists. Any major change will be accomplished at weekly 60-9 meetings.
- B. Missions lost in the event of a ground or air abort will be made up through turn-around flights at the discretion of the Squadron Commander. Turn around flights will not be scheduled to gain sorties above number as set forth herein.
- C. In the event of turn-around flight, advance request for such will be made to the Maintenance Control Unit. This request will be made at least fifteen (15) hours prior to days flying involving turn-around. Immediately upon landing after the first flight, the status will be furnished the Maintenance Control Unit, and the organization concerned will be informed whether or not turn-around of the aircraft is possible.
- D. Organizations will comply with Intermin Policy Letter - Hq 22d Bomb Wing dated 12 May 1954 and Base Reg 65-11 with regard to refueling aircraft.
- E. Fuel loads will be as directed by Squadron Operations unless special mission aircraft. Maintenance Control Unit will provide Engineering Sections fuel load requirements on a daily basis.

APPENDIX III TO ANNEX "D"
OPERATIONS ORDER 265-54
Page 1 of 2 pages

SORTIES SCHEDULE

2 August - 4 Sorties	11 August - 4 Sorties	23 August - 4 Sorties
3 August - 5 Sorties	12 August - 4 Sorties	24 August - 4 Sorties
4 August - 5 Sorties	13 August - 4 Sorties	25 August - 3 Sorties
5 August - 5 Sorties	16 August - 4 Sorties	26 August - 3 Sorties
6 August - 5 Sorties	17 August - 4 Sorties	27 August - 3 Sorties
9 August - 4 Sorties	18 August - 4 Sorties	30 August - 3 Sorties
10 August - 4 Sorties	19 August - 4 Sorties	31 August - 3 Sorties

NOTE: The term sortie implies squadron directed mission.

BY ORDER OF THE COMMANDER:

Webb Thompson
WEBB THOMPSON
MAJOR, USAF
CHIEF OF MAINTENANCE

HEADQUARTERS 2ND BOMBARDMENT WING (M)
March Air Force Base, California
26 July 1954

APPENDIX IV TO ANNEX "D"

OPERATIONS ORDER 265-54

INSPECTION SCHEDULE

Periodic Inspection

I. B-47 Aircraft:

<u>Acraft No.</u>	<u>Date in</u>	<u>Date Out</u>	<u>Dock No.</u>
7065	2 Aug 54	5 Aug 54	1
7062	2 Aug 54	5 Aug 54	2
7372	6 Aug 54	11 Aug 54	1
7369	6 Aug 54	11 Aug 54	2
7062	12 Aug 54	17 Aug 54	1
7377	12 Aug 54	17 Aug 54	2

Four (4) additional aircraft will be scheduled at a later date and published in weekly master schedule.

II. EC-97 Aircraft

51-266	6 Aug 54	11 Aug 54	4
51-274	16 Aug 54	19 Aug 54	4
52-749	23 Aug 54	26 Aug 54	4

One (1) additional aircraft will be scheduled at later date and published in weekly master schedule.

III. Work Schedule:

- A. 0800 - 1700 hours for both Periodic Maintenance and A & I Maintenance Squadrons. Plans for separate work periods are in progress and will probably be put into effect by 16 Aug 54.
- B. Pre-planned inspection concept will be cause for review of inspection schedule if implementation occurs during month.

BY ORDER OF THE COMMANDER:

Willie Thompson
WILLIE THOMPSON

APPENDIX IV TO ANNEX "D"

HEADQUARTERS 222 BOMBARDMENT WING (H)
March Air Force Base, California
28 July 1954

APPENDIX V TO ANNEX "D"

OPERATIONS ORDER 265-54

FLIGHT LINE WORK SCHEDULE

I. GENERAL INFORMATION:

- A. The working hours of personnel will be planned by each organization and will be programmed to meet the flying commitment. All personnel will be briefed by the maintenance officer with respect to contents of Annex "D". Additional information disseminated by the D/Mat Section to organizations as the month progresses will be thoroughly broadcast to personnel as necessary.
- B. There will be no aircraft substitutions unless the Wing Commander has been made cognizant and such will not be considered unless an emergency exists beyond anything generated in connection with routine flights.
- C. Aircraft that are not on weekly tail number schedule, due to various reasons, which become in-commission during the week of schedule, may be added to the flight schedule by maintenance control section if it will not disrupt the programming in any way. In such instance, the Wing Commander will be briefed and will approve same. Such additions will be held to absolute minimum and will not be considered a normal function by any section.

II. PLANNING FACTORS:

- A. Routine line work will be accomplished between 0800 and 1700 hours daily, five and one-half days a week.
- B. Flight Line Maintenance Sections will provide adequate personnel for parking and servicing dependent upon the flight schedule from 1700 hours daily until last aircraft flying has returned and been serviced.

APPENDIX V TO ANNEX "D"
OPERATIONS ORDER 265-54
Page 1 of 2 Pages

C. The ground crew assigned to an aircraft will normally meet the aircraft upon landing to park and service.

D. Maintenance Instruction Letter #15, dated 23 Jun 54, will be complied with relative to A & E requirements on returning aircraft.

E. Maintenance Cycle:

1. Night maintenance:

a. Meet aircraft.

b. Refuel

c. Park

d. Secure

e. Call status and work order to Maintenance Control. If radio truck is available and in use, status and work orders will be called in immediately after aircraft has landed.

2. Maintenance General: When an aircraft has been committed to fly in accordance with published schedule, every effort will be made to ready the aircraft for flight. If, at the expiration of normal duty hours, the aircraft is still "out of commission", work will be continued until 2200 hours in the case of aircraft scheduled to fly the following morning. At 2200 hours, condition of aircraft will be further discussed with the Senior Controller, Maintenance Control Unit, by the senior non-commissioned officer in charge of maintenance on particular aircraft. At this time, decision will be made to continue or discontinue maintenance. It is the responsibility of all maintenance personnel to do their utmost to insure that scheduled aircraft meet the schedule. This results in stability which is paramount to efficient maintenance operation and without which confusion reigns.

BY ORDER OF THE COMMANDER:

APPENDIX V TO ANNEX "D"
OPERATIONS ORDER 265-34
Page 2 of 2 Pages

Will Thompson
WILL THOMPSON
Major, USAF

HEADQUARTERS 22D BOMBARDMENT WING (M)
March Air Force Base, California
26 July 1954

APPENDIX VI TO ANNEX "D"

OPERATIONS ORDER 265-54

SES PACKAGE

PERSONNEL AND MATERIEL

I. GENERAL INFORMATION:

- A. This mission requires TDY of aircraft and personnel for approximately fifteen (15) days o/a 10 Aug 54 at Tucson. The importance of the aircraft and operating systems thereof receiving utmost attention prior to departure cannot be overstressed. Crew performance can only equal aircraft performance, and the maintenance job is to sell a top quality product.
- B. A list of all personnel designated to participate and materiel by box number, requirements specified herein, will be forwarded to the Wing Logistics Section (Ph. 5298) from Squadron concerned by 0800 hours 2 Aug 54.

II. REQUIREMENTS:

A. Personnel

- 1. Maintenance technicians will be supplied by organizations as follows:

(a) For each aircraft:

- 1 One (1) 43171 Acft Maintenance Technician
- 2 Two (2) 43151/53 Acft or Jet Engine Mechanic
- 3 One (1) 32150E K-System Mechanic

(b) From the Wing:

- 1 Two (2) 43154 Sr Acft Electricians
- 2 Two (2) 43156 Sr Acft Instr Specialists
- 3 Two (2) 42550 Sr Acft Hydraulic Specialists

- 4 Two (2) 32350C Gunnery Sys Tech (For maximum of three acft)
- 5 One (1) 46250 Sr Weapons Mechanic. Person qualifed to handle weapons and accessory equipment and ammunition loading for the installed fire control system. (For a maximum of three aircraft)
- 6 One (1) 32171E K-Series System Technician (For a maximum of three (3) aircraft)
- 7. One (1) 30150 Sr Airborne Elect Comm Equipment Repairman
- 8 One (1) 30170 Airborne Comm Nav Elect Maint Supv. (For a maximum of six (6) aircraft)
- 9 One (1) 30151 Radar Technician
- 10 One (1) 40453 Auto Pilot Technician

B. Materiel

- 1. Each aircraft will have a minimum of 60 hours remaining since last periodic inspection.
- 2. Each aircraft will be supported with a refueling panel and a maintenance stand. Organizations will furnish one each for this month, arranging with Wing Logistics a means of transporting and accountability for same.
- 3. All photo, bombing and navigational equipment will be currently calibrated in compliance with applicable directives. Gunnery system will be harmonized in accordance with current directives. (SAC Reg 51-24 and 137-6)
- 4. For special weapons evaluation, each aircraft will have:
 - a. Bomb-bay configuration as required for the EWP bomb to include:

- 1 Pull-out cables
 - 2 Sway braces
 - 3 Arming control
 - 4 U-2 rack
 - 5 One set K-2 slings
 - 6 C-9 hoists and cables, (completely installed and operative and having all current technical orders complied with). (One spare C-9 hoist will be carried per aircraft).
- b. Electrical "ring-out" of the bombing system in accordance with SAC special weapons check sheets and/or in accordance with current AEC technical orders. This will be accomplished in a manner to insure that the results will be available to the bomb commander for delivery to the 3908th Strategic Evaluation Sqdp.
5. Aircraft will have provisions for a fourth crew member in accordance with current SAC directives.
6. Each aircraft will be equipped as follows:
- a. Camera system-radar scope recording, type O-15, with film.
 - b. Camera system-radar scope image-optical target, type O-15 with film.
 - c. Camera--bomb spotting, K-38 with film.
 - d. To perform aerial gunnery
 - e. Three hundred and fifty (350) rounds of ammunition per gun (700 rounds total) will be carried to SES in ammunition boxes, loaded on aircraft.
7. A complete and certified copy of each of the following will be furnished each aircraft commander:

- a. A record of the electrical "ring-out" of the bombing system
 - b. A certificate from the A&E Maintenance Squadron Commander that the bomb-bay is set up for the EWP mission of the Wing.
 - c. Preflight inspection of the bomb release systems.
8. Aircraft Spares Support: No spares support will be furnished from this station.

BY ORDER OF THE COMMANDER:

Webb Thompson
WEBB THOMPSON
MAJOR, USAF
CHIEF OF MAINTENANCE

APPENDIX IV TO ANNEX "D"
OPERATIONS ORDER 265.54
Page 4 of 4 Pages

HEADQUARTERS 22D BOMBARDMENT WING (M)
March Air Force Base, California
26 July 1954

APPENDIX VII TO ANMEX "D"

OPERATIONS ORDER 265-54

STANDARD A & E REQUIREMENTS

I. GENERAL:

- A. The 22d Armament & Electronics Maintenance Squadron will furnish the necessary supervisors to:
1. Insure that the following items are completed and operational on all missions scheduled as published on weekly master schedule:
 - a. K-System operational
 - b. C-15 Camera and Mag operational
 - c. C-23 and K-38 Camera (where available)
 - d. Gunnery set up as required
 - e. Configuration Kit where conv. bombs are required.
 - f. Special Weapons set-up when required.
 - g. Reflight requirements
 - h. Upon landing, air crew will be contacted by A&E representatives to discuss all malfunctions. Maintenance Control will be notified immediately by A & E representatives as to aircraft status.
 - i. Coordinate with munitions section, Base Ordnance, for desired bomb and ammunition loading times.
 2. Insure that all aircraft scheduled for Special Weapons Loading have the following items installed and operationally complete:
 - a. U-2 hook forward
 - b. Arming control, rear position
 - c. MD 40-60 Sway braces installed.

APPENDIX VII TO ANMEX "D"
OPERATIONS ORDER 265-54
Page 1 of 4 Pages

- d. U-2 hook operational check.
 - e. C-9 hoist operational check.
 - f. C-9 hoist, junction boxes and cables installed.
 - g. C-9 hoist "Y" type power cable aboard the aircraft.
 - h. Bomb bay door support cables aboard the aircraft.
 - i. CF (707 or 609) cable is installed as applicable.
 - j. T-127, T-21A and T-32 at aircraft when A & B post loading teams are scheduled for ground training.
 - k. 28 volts DC power source is at aircraft.
 - l. K-2 Slings aboard aircraft.
 - m. Security curtains are aboard the aircraft.
3. Insure that all aircraft scheduled for wing gunnery missions have the following items complete and operationally checked:
- a. The guns will be harmonized and borsighted in accordance with SAC Regulation 51-24 and 137-6.
 - b. The A-5 system and guns will be operational checked prior to loading of ammo.
 - c. The ammo will not be torqued in until air crew station time.
 - d. The aircraft guns will be cleared immediately upon landing. If aircraft ground aborts, ammo will be removed as soon as practical.
4. General Information:
- a. K-System maintenance on scheduled aircraft will be as follows:
 - 1 On receipt of Work Order Request through Job Control to repair K-Malfuction, mechanics will be dispatched.
 - 2 In accordance with 15AF Message DMCD, 22 Apr 54, K-Technicians will not be dispatched on postflight or preflight requests. These technicians will be dispatched only on specific malfunctions as requested.

3 Compass Swings will be accomplished on aircraft scheduled in Docks. This will be performed every second periodic. (All other compass swings will be the function of Flight Line).

b. Weapons and Release Systems: Mission requirements and direction of specialist dispatch will be furnished by Job Control to A & E at least 24 hours in advance of a scheduled take-off. It requires approximately four (4) dock hours per aircraft to set up and operationally check a conventional bombing system and in many cases, A & E has a requirement for several aircraft. The initiating organization will therefore furnish the Maintenance Control Unit necessary information to comply as set forth herein.

c. Gunnery System:

- 1 Gunnery requirements will be furnished in accordance with par 5.
- 2 Harmonization and boresighting will be accomplished on the A-5 systems by Dock personnel when aircraft is undergoing Periodic Inspection. Other harmonization requirements will be done by Flight Line personnel.

d. Auto Pilot (N-1 Compass)

- 1 Auto-pilot compass swing will be accomplished during Periodic Inspection in conjunction with item 4 c.
- 2 On replacement of major components, A & E flight line personnel will check master indicator against K-Directional Systems. If this is not within tolerance, the Flight Line personnel will compensate the N-1 system on the Compass Rose.

e. Camera System

- 1 C-15 magazines, type C-1A will be installed by flight line on blanket work order.

- 2 K-38 cameras will be installed as requested in accordance with par 5 a.
- 3 O-23 cameras are not operationally complete at this time, pending release of Tech Order 01-20ENB-246.

4. Tactical Squadrons:

- 1 Will request A & B Specialist support whenever required.
- 2 Will furnish below listed items for compass swing when scheduled by Maintenance Control.
 - a A-2 Driver and Tractor.
 - b Fifty (50) foot extension cord.
 - c Power Unit.
 - d Aircraft positioned on Compass Rose.
5. Organizations will order bombs and ammo as desired through Base Ordinance. Wing Reg 55-22, Supplement I through IV will be used for guidance.

BY ORDER OF THE COMMANDER:

Will Thompson
WILL THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (H)
March Air Force Base, California
26 July 1964

APPENDIX VIII TO ANNEX "D"

OPERATIONS ORDER 365-54

WASH RACK FACILITIES

- I. The wash rack area permits location of three (3) aircraft during a single period for washing. The area is located immediately aft of 22d Bombardment Wing (H) periodic maintenance docks and generally can be identified as follows:

SPOT
B-47

#2

EC-97

#1

B-47

#3

22D BOMB WING DOCK AREA

320TH BOMB WING DOCK AREA


- II. All squadron washing of aircraft will be scheduled by request through Maintenance Control Unit. Those aircraft entering docks for periodic inspection will be washed at time specified by Maintenance Control Unit and supervisors concerned will adhere strictly to time schedule furnished. Two (2) spots will be utilized for B-47 and one (1) spot for EC-97 aircraft during absence of 320th Bombardment Wing (H).

APPENDIX VIII TO ANNEX "D"
OPERATIONS ORDER 365-54
Page 1 of 2 Pages

III. KC-97s will use Spot #1 and B-47s will use Spot #2 and #3 of the Wash Rack.
No aircraft will be parked on the wash rack except for washing. Wheel marks
will be painted at each spot. After 1 Aug 54, no aircraft will be parked
other than on marked spots.

IV. Periodic Maintenance Squadron is responsible for availability of wash rack
facilities and will supervise and control actual washing of aircraft. Squadrons
will be responsible for policing area used; however, Periodic Maintenance will
be held responsible for entire area.

BY ORDER OF THE COMMANDER:


WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
March Air Force Base, California
26 July 1954

APPENDIX IX TO ANNEX "D"
OPERATIONS ORDER 265-54

BOMBING COMPETITION PACKAGE

I. GENERAL: This mission required TDY of aircraft and personnel for approximately seven (7) days to Barksdale AFB, Louisiana. The importance of the aircraft and their operating systems receiving utmost attention prior to departure, is all important. Crew performance on this mission cannot win this competition alone, maintenance must furnish aircraft as near perfection as possible.

II. REQUIREMENTS:

A. Maintenance Personnel: The allowance specified in "Official Rules 1954", published by Hq SAC, June 54, is 2 officers and 24 airman for B-47 Wings. This organization will deploy this authorization as follows:

1. Officers (2 ea)

<u>Organization</u>	<u>AFSC</u>	<u>Quantity</u>	
A & E Maint Sq	4344	1 ea	Acft Maint Off
Wg Hq	3234	1 ea	Armt Sys Off

2. Airmen (24 ea)

<u>Organization</u>	<u>AFSC</u>	<u>Quantity</u>	
A & E Maint Sq	30150	2 ea	Radio
A & E Maint Sq	32150E	4 ea	"K" System
A & E Maint Sq	32171E	1 ea	"K" System
A & E Maint Sq	40350	1 ea	Camera
A & E Maint Sq	40453	1 ea	Auto Pilot
A & E Maint Sq	46250	2 ea	Wpns & Releases

<u>Organization</u>	<u>AFSC</u>	<u>Quantity</u>	
Fld Maint Sq	43171J	1 ea	Fuel Cell Repair
Fld Maint Sq	42550	2 ea	Hydraulic
Fld Maint Sq	43154B	2 ea	Electrician
Fld Maint Sq	43156	1 ea	Instrument
*Bomb Sq	43171J	2 ea	Crew Chief
*Bcmb Sq	43151J or 43153	4 ea	_____

- * The squadron to fill these AFSC's is dependent upon the aircraft selected. The Master Weekly Flight Schedule of 16 August will specify the effected Squadron

B. Special Instructions:

1. Each aircraft deployed will meet exacting maintenance standards possible certain of which are:
 - a. All aircraft general systems will be inspected completely by the most qualified specialist prior to departure from March AFB.
 - b. All aircraft main, spare, and three phase inverters will be inspected by a team comprised of Field Maintenance Electricians and bomb nav systems personnel. Criteria for acceptance for serviceability will be a completely satisfactory operational check under load in addition to visual inspection of brushes, etc.
 - c. Alternators on each competing aircraft will be inspected for general condition and in each case slip rings will be cleaned.
 - d. Aircraft control cables will be checked for proper rigging, preferably during the cool portion of the day.
 - e. Maintenance records and bombing records will be reviewed by A & E maintenance Supervision Personnel for aircraft selected and necessary alignment procedure will be accomplished to effect maximum accuracy of the bombing system.

APPENDIX IX TO ANNEX "D"
OPERATIONS ORDER 265-54
Page 2 of 4 Pages

f. Three each 500 lbs bombs will be loaded in the bomb bay of each aircraft. Prior to loading these bombs they will be weighed and inspected to insure they meet the most exacting standards.

C. Materiel:

1. A special kit of spares designed to provide two (2) aircraft support for three missions each will be deployed to Barksdale AFB, Louisiana in support of the 22d Bomb Wing effort. This kit will be binned in one or more aircraft "263" box. All A & E and aircraft spares will be bench checked as required to insure servcability prior to binning. The 19th Bomb Squ Supply officer is the spare parts project officer. His responsibilities are: (1) To prepare requisitions for all spares from a pre printed list supplied by the Wing Logistics Officer (PH 5298). (2) Set aside one or two "263" Bins, with two locks, for storage of required spares. (3) Upon receipt of spares from Base Supply insure that applicable items are bench checked prior to binning. (4) Accounting for all items will be as specified in paragraph 82 SAC Manual 65-2. (5) When the bin or bins are complete notify the Wing Logistics Officer. The bin must be weighed and the weight stenciled on the outside of the Bin. On any problems relative to these directives contact the Wing Logistics Officer.

D. Maintenance Equipment and Tools:

1. Ground Power Section of Field Maint Squadron will supply 2 C-26 Power Unit. The 2d and 33rd Bomb Squadrons will supply 1 each adapter "K" Cart.
2. All maintenance personnel selected will carry a complete tool box for their assigned function.
3. Armament and Electronics Equipment, the weight of which is 338 lbs, will deploy in support of the mission.
4. All equipment will be prepared for air shipment in compliance with SOP # 3 of the 22d Bomb Wing Mobility Plan.

APPENDIX IX TO ANNEX "D"
OPERATIONS ORDER 265-54
Page 3 of 4 Pages

D. Aircraft Equipment:

1. Each aircraft selected will be equipped with radar scope cameras, hack watch (with settable sweep second hand) to be mounted on the data plate, a film magazine and appropriate film.
2. Each aircraft will carry spare personal equipment necessary for the umpire, to include "Y" type head set and microphone cord extension, a safety belt for a fourth position.
3. Each aircraft will deploy with required 263 equipment reference Page III-B-20 of the 22d Bomb Wing Mobility Plan.
4. Bomb bay configuration will be conventional configuration for 500 lbs bombs. Bomb loading equipment for 500 lbs bombs will be furnished by the 807th Supply Sq and will deploy on support aircraft.

III. LOADING PLAN:

A. B-47 aircraft Loading:

1. Personnel: Each B-47 aircraft will deploy with three combat crew members and the crew chief in the fourth position.
2. Materiel: As specified in Paragraph II.

B. Support Aircraft Loading:

1. Personnel: Airlift is required for personnel as follows:
 - a. Wing Operations, 5 Officers.
 - b. Maintenance Personnel, 2 officers and 21 airman.
 - c. Total airlift required for Personnel - 7 Officer and 21 Airman
2. Materiel: To be published at a later date.

BY ORDER OF THE COMMANDER:

APPENDIX IX TO ANNEX "D"
OPERATIONS ORDER 265-54
Page 4 of 4 Pages

Will Thompson
WEB THOMPSON
Major, USAF
Chief of Maintenance

22D BOMBARDMENT WING (M)
March Air Force Base, California
26 July 1954

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NO. 265-54

OFFICERS DUTY ROSTERS

22d Bombardment Wing (M)
Annex "E"
To Operations Order 265-54
26 July 1954

HEADQUARTERS
22D BOMBARDMENT WING (M) (SAC)
March Air Force Base, California

22ADJ

22 July 1954

SUBJECT: Officer Details

TO: See Distribution

1. The attached schedule of Officer Details is forwarded for your information and notification of officers concerned.
2. Schedules will be strictly adhered to except under the most exceptional circumstances, i.e., TDY, sick in hospital, emergency leave, required missions where another crew cannot be substituted, etc.
3. In all cases it will be the responsibility of the officer concerned to personally contact the Wing Adjutant or his authorized representative (Wing Sgt Maj) at least five (5) days prior to his duty date if he is unable to perform his assigned duty in consonance with paragraph 2 above. In the event an officer fails to notify the Wing Adjutant of his non-availability for duty, it will be his personal responsibility to furnish a qualified replacement. An officer may trade duties with a qualified replacement without prior approval, however, the officer originally scheduled will be responsible and credited for performing the duty. EXAMPLE: Lt Roe is scheduled for AO on 7 July 1954 and he trades with Lt Moe who is scheduled for AO on 30 July 1954. Lt Roe will receive credit for AO on 7 July and Lt Moe will receive credit for AO on 30 July 1954, as originally scheduled.
4. All units will notify the Wing Adjutant in writing when an officer is reassigned, newly assigned, or removed from the eligible list of the duty to be performed. In the event it comes to your attention that the name of an officer does not appear on the duty roster request that you so inform the Wing Adjutant of the name and date of assignment as soon as possible.
5. It is the responsibility of each unit commander to notify the officer concerned of their selection for duties, or when the officer is sick or TDY is anticipated, to notify the Wing Adjutant at least five (5) days prior to the date in question.

BY ORDER OF THE COMMANDER:

5 Incls

- 1-Roster, TO
- 2-Roster, AO
- 3-Roster, AAO
- 4-Roster, WDO
- 5-Roster, OD

John A MacIsaac
JOHN A MacISAAC
Lt Colonel, USAF
Adjutant

DISTRIBUTION:
"D" minus 22TH

TOWER OFFICER

August 1954

22 July 1954

1. MAJOR H.E. CONFER, 2d Bn Sq	- CAPT L. W. FANTINO, 2d Bn Sq
2. MAJOR A. D. LLOYD, 19th Bn Sq	- CAPT D. D. COLE, 19th Bn Sq
3. CAPT C. D. SCHWALLIER, 33d Bn Sq	- CAPT T. J. PEARCE, 33d Bn Sq
4. MAJOR J. B. HARRELSON, 2d Bn Sq	- CAPT C. O. DUDDING, 2d Bn Sq
5. CAPT P. E. COLEMAN, 19th Bn Sq	- CAPT R. GOSS, 19th Bn Sq
6. CAPT J. D. LUDLOW, 33d Bn Sq	- 1/LT E. A. SOIENSON, 33d Bn Sq
7. CAPT R. C. DRAPER, 2d Bn Sq	- CAPT E. L. ELLIS, 2d Bn Sq
8. CAPT K. W. HESS, 19th Bn Sq	- CAPT M.H.D. MYERS, 19th Bn Sq
9. MAJOR J. W. COTTON, 33d Bn Sq	- MAJOR J. E. WOODWARD, 33d Bn Sq
10. CAPT D. J. MANNER, 2d Bn Sq	- CAPT R. R. TRUESDALE, 2d Bn Sq
11. MAJOR J. M. BAILEY, 19th Bn Sq	- CAPT J. H. GRIFFIN, 19th Bn Sq
12. CAPT G. H. MYERS, 33d Bn Sq	- CAPT C. R. CLARK, 33d Bn Sq
13. CAPT E. W. BAKER, 2d Bn Sq	- CAPT R. W. HURDIS, 2d Bn Sq
14. MAJOR K. G. McGREW, 19th Bn Sq	- 1/LT R. W. MARDEN, 19th Bn Sq
15. CAPT W. P. REED, 33d Bn Sq	- CAPT M. R. ROGERS, 33d Bn Sq
16. MAJOR R. E. BLASCHKE, 2d Bn Sq	- 1/LT J. D. RADER, 2d Bn Sq
17. MAJOR E. S. STAHL, 19th Bn Sq	- CAPT J. A. AINSLIE, 19th Bn Sq
18. CAPT A. R. FERNLEY, 33d Bn Sq	- CAPT R. E. SPRINKEL, 33d Bn Sq
19. MAJOR R. A. SIEBERT, 2d Bn Sq	- 1/LT J. H. AMOS, 2d Bn Sq
20. MAJOR D. W. TUTTLE, 19th Bn Sq	- CAPT J. C. IRVING, 19th Bn Sq
21. CAPT K. D. BOWE, 33d Bn Sq	- CAPT H. O. HOPPE, 33d Bn Sq
22. CAPT R. BISHOP, 2d Bn Sq	- 1/LT T. J. FIDEN, 2d Bn Sq
23. MAJOR A. SIPES, 33d Bn Sq	- CAPT M. L. NORBERG, 33d Bn Sq
24. MAJOR F. R. WALSH, 19th Bn Sq	- CAPT E. O. YOUNG, 19th Bn Sq
25. CAPT L. L. BJORGEN, 2d Bn Sq	- CAPT D. W. WOLF, 2d Bn Sq
26. CAPT L. M. EPTON, 19th Bn Sq	- CAPT H. P. FOX, 19th Bn Sq
27. CAPT W. R. PARSLEY, 33d Bn Sq	- CAPT J. SCHRIEBER, 33d Bn Sq
28. CAPT R. R. HIRSCH, 2d Bn Sq	- CAPT R. H. HAMMAN, 2d Bn Sq
29. CAPT R. E. NYE, 19th Bn Sq	- MAJOR R. H. GRUBB, 19th Bn Sq
30. MAJOR V. P. SAXON, 33d Bn Sq	- MAJOR B. R. WISE, 33d Bn Sq
31. MAJOR K. E. SIMS, 2d Bn Sq	- CAPT W. H. HAMILTON, 2d Bn Sq

Incl #1

AIRDCOME OFFICER

August 1954

22 July 1954

1. MAJOR R. H. MORGAN, Hq 22d Bm Wg
2. CAPT E. L. DAVILA, 22d A&E
3. CAPT B. H. DOPKO, Hq 22d Bm Wg
4. MAJOR W. THOMPSON, Hq 22d Bm Wg
5. CAPT R. P. HALPENNY, 22d A&E
6. CAPT K. L. DAWSON, Hq 22d Bm Wg
7. MAJOR G. W. E. HARRIS, 19th Bm Sq
8. CAPT R. H. HOLLIS, 33d Bm Sq
9. MAJOR J. C. HEATH, 22d ARS
10. CAPT R. F. KANE, 22d ARS
11. CAPT R. C. SHURIG, 22d ARS
12. 1/LT A. L. NILES, 2d Bm Sq
13. CAPT L. S. MACHADO, 22d A&E
14. CAPT J. J. DEVLIN, 19th Bm Sq
15. MAJOR D. B. EASTHAM, 2d Bm Sq
16. MAJOR F. D. HARRIS, 33d Bm Sq
17. CAPT G. FERNANDEZ, 2d Bm Sq
18. CAPT E. A. FITZ, 22d ARS
19. MAJOR H. E. ARNOLD, Hq 22d Bm Wg
20. MAJOR J. H. KEENE, Hq 22d Bm Wg
21. MAJOR R. C. MORLEY, 22d ARS
22. CAPT C. J. ARMSTRONG, 22d ARS
23. CAPT W. B. KERNER, 19th Bm Sq
24. CAPT C. C. LEGG, Hq 22d Bm Wg
25. CAPT S. C. PEDERSEN, 22d A&E
26. CAPT E. M. DRIVER, 22d ARS
27. CAPT W. E. LONG, 19th Bm
28. CAPT O. R. KEMPF, 33d Bm Sq
29. CAPT C. R. MCKINNEY, 33d Bm Sq
30. CAPT D. A. O'DELL, 33d Bm Sq
31. CAPT E. A. BOCKHAM, 22d ARS

Incl #2

ASST AIRDRONE OFFICER

August 1954

22 July 1954

1. 1/LT J. A. BERLETTE, 22d ARS
2. 1/LT D. L. REESE, 22d ARS
3. 1/LT R. L. ROSE, 22d ARS
4. CAPT C. E. RIDENCUR, 22d ARS
5. CAPT C. W. YOUNGER, Hq 22d Bn Wg
6. 1/LT D. N. JEFFERY, 2d Bn Sq
7. 1/LT A. L. WHALERS, 22d ARS
8. 1/LT D. G. COCK, 2d Bn Sq
9. 1/LT E. R. CRUMP, 19th Bn Sq
10. 1/LT F. R. HUNTER, 22d ARS
11. 2/LT E. A. ELDRIDGE, 22d ARS
12. 1/LT L. F. HUOTHER, 22d ARS
13. 2/LT J. M. HARTER, 22d ARS
14. 2/LT R. B. BRUCE, 22d ARS
15. 1/LT D. E. SMITH, 22d ARS
16. 1/LT E. E. USSHELL, 22d ARS
17. 1/LT A. C. ROZSA, 22d ARS
18. 1/LT A. D. MILLER, 2d Bn Sq
19. 1/LT L. I. O'BLENNIS, Hq 22d Bn Wg
20. 1/LT J. P. McDONOUGH, 22d ARS
21. 1/LT R. E. OSBORN, 22d ARS
22. 1/LT E. N. PERSHING, 19th Bn Sq
23. 1/LT D. WHITTEVRONGEL, 22d ARS
24. 1/LT W. P. PODOSEK, 22d ARS
25. 1/LT P. S. WILSON, 22d ARS
26. CAPT G. D. MUNSON, 22d ARS
27. CAPT C. H. NEILL, 22d ARS
28. CAPT T. M. ROBINSON, 33d Bn Sq
29. CAPT T. C. CONNER, 22d ARS
30. 1/LT R. E. CASTLE, 22d ARS
31. 2/LT S. M. LILE, 22d ARS

Incl #3

WING DUTY OFFICER

August 1954

22 July 1954

1. CAPT L. W. BROWN, 2d Bn Sq (Day) - CAPT J. B. WALKER, 22d ARS (Night)
2. CAPT J. I. KOSOWSKY, 19th Bn Sq
3. CAPT H. P. AHLSTEDT, 33d Bn Sq
4. CAPT H. C. SVLEN, 2d Bn Sq
5. MAJOR R. SULLIVAN, 19th Bn Sq
6. CAPT G. F. RICE, 33d Bn Sq
7. CAPT T. J. MATTHEWS, 2d Bn Sq (Day) (Night)
8. 1/LT R. A. RINOLDI, 19th Bn Sq / - CAPT W. D. ABRAMS, 33d Bn Sq /
9. CAPT G. E. RIGDON, 33d Bn Sq
10. CAPT I. L. WILLIAMS, 2d Bn Sq
11. MAJOR N. M. GOEDE, 19th Bn Sq
12. MAJOR G. M. SUTHERLAND, 33d Bn Sq
13. CAPT R. L. KENNEDY, 19th Bn Sq
14. MAJOR D. M. CRIST, Hq 22d Bn Wg (Day)
15. CAPT J. M. RANTOS, Hq 22d Bn Wg / - CAPT J. T. KLINE, 22d ARS (Night)
16. CAPT O. W. SYNDER, 2d Bn Sq
17. CAPT R. R. MCANAN, 22d ARS
18. CAPT E. C. MURPHY, 22d ARS
19. 1/LT J. W. ST CIN, 22d ARS
20. 1/LT J. R. WILSON, 22d ARS
21. MAJOR L. ESPINOZO, 33d Bn Sq (Day)
22. CAPT F. L. BUTLER, 2d Bn Sq / - CAPT R. R. MCANAN, 22d ARS (Night)
23. CAPT M. SPRINGER, 2d Bn Sq
24. 1/LT J. M. CARDEN, 22d ARS
25. 1/LT G. E. BORDER, 22d ARS
26. 1/LT T. L. DELONEY, 22d ARS
27. 1/LT B. H. GRIGGS, 22d ARS
28. 1/LT A. F. JOCHUM, 22d ARS (Day) (Night)
29. 1/LT C. C. KUHLMAN, 22d ARS / - 1/LT R. C. V. DNALIS, 2d Bn Sq /
30. 1/LT W. R. LAUTERBACK, 19th Bn Sq
31. 1/LT T. H. MORGAN, 22d ARS

Incl #4

BASE OFFICER OF THE DAY

August 1954

22 July 1954

16. CAPT G. W. ROSLING, 22d A&E
17. 1/LT R. J. PLAUT, 33d Bn Sq
18. CWO R. E. SANDS, Hq 22d Bn Wg (M)
19. 1/LT A. N. DICHLARA, 33d Bn Sq
20. CAPT R. L. DAVISON, 22d Fld Maint Sq
21. 1/LT S. T. CARTER, Hq 22d Bn Wg
22. 2/LT T. M. MONULTY, 22d A&E
23. 1/LT J. R. PEERMAN, 22d A&E
24. CAPT W. G. HARDIN, 22d Fld Maint Sq
25. CWO J. A. MOORE, 22d Fld Maint Sq
26. 1/LT R. E. KINIFICK, 2d Bn Sq
27. CAPT H. A. MITCHELL, 22d Fld Maint Sq
28. CAPT R. L. CARSON, 22d A&E
29. CAPT J. E. PAINE, Hq 22d Bn Wg
30. 1/LT W. W. DICKERSON, 22d A&E Maint Sq
31. 1/LT R. G. ROSS, 19th Bn Sq

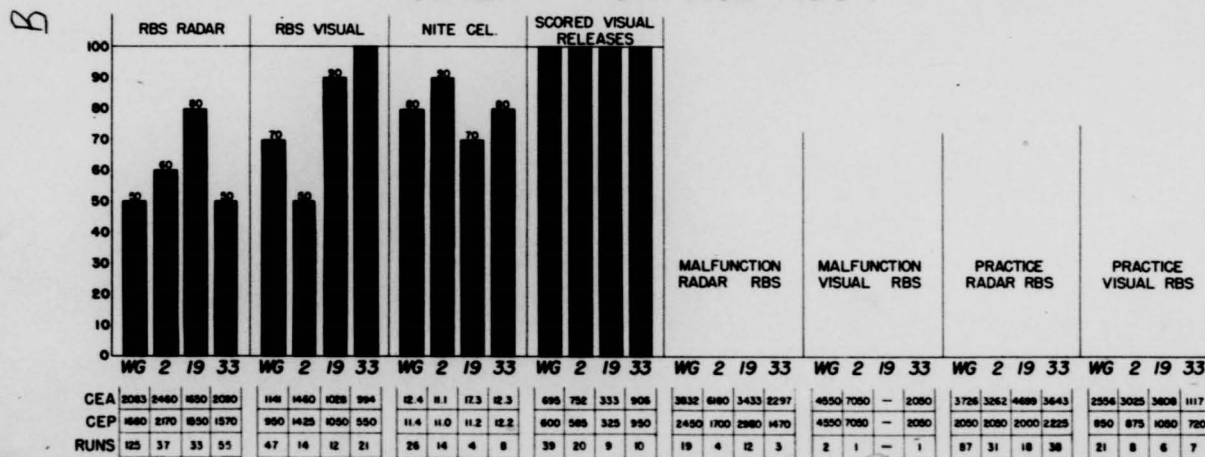
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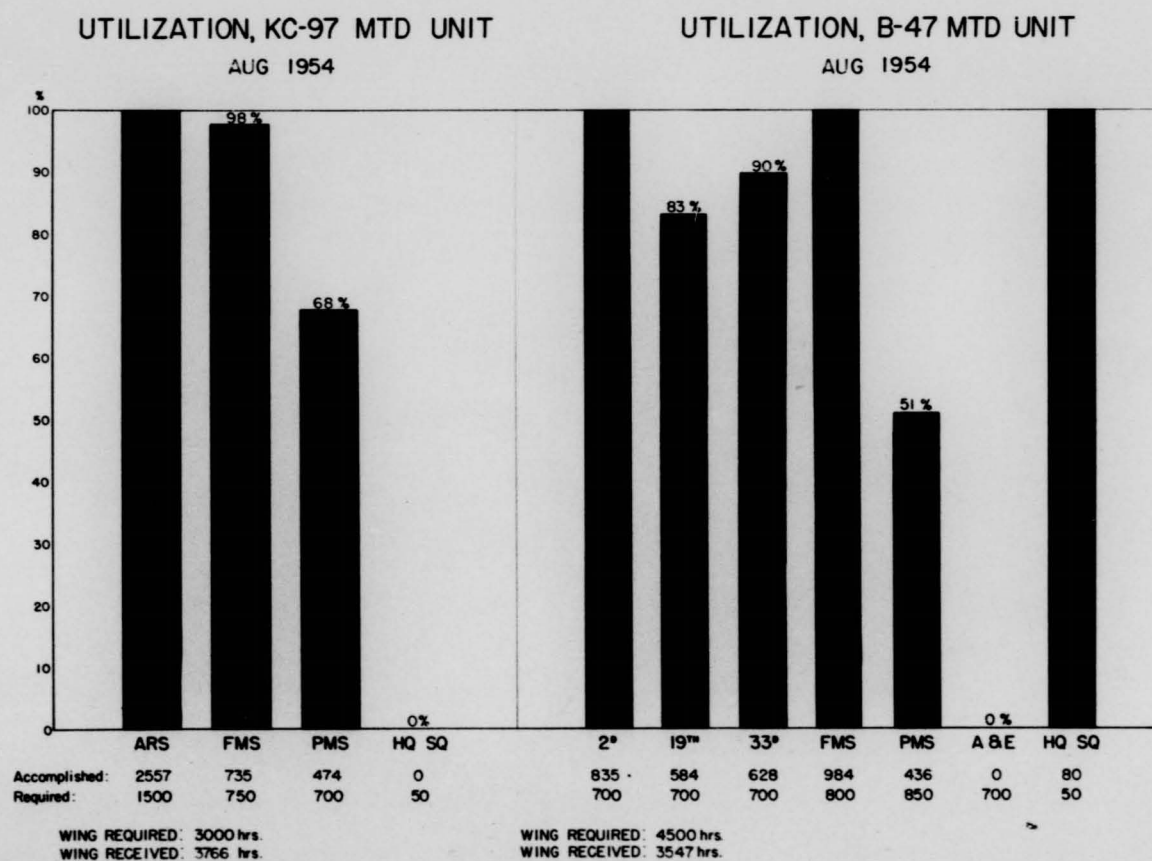
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QUANTITY ACCOMPLISHMENTS — AUG 1954

	TOTAL FLYING TIME	RECORD RBS RADAR	PRACTICE RBS RADAR	MALFUNCTION	RBS VISUAL	VISUAL CAMERA	RADAR CAMERA	SCORED VISUAL	NITE CEL	DAY CEL	GRID LEGS	LONG RANGE CRUS	WET-HOOKUPS	RADAR RDVU	GUNNERY MISSION	FORMATION	PILOT PROF	STD BD CHECKS	ATD TAKE-OFF
2d Bm Sq	375	37	31	4	14	1	0	20	14	6	2	4	27	12	3	35	0	2	0
19th Bm Sq	389	33	18	12	12	3	3	9	4	7	6	3	18	11	8	35	0	2	0
33rd Bm Sq	453	55	38	3	21	6	21	10	8	4	17	8	50	16	6	37	3	1	0
22d Bm Wg	1217	125	87	19	47	10	24	39	26	17	25	15	95	39	17	107	3	5	0

QUALITY FOR AUG 1954



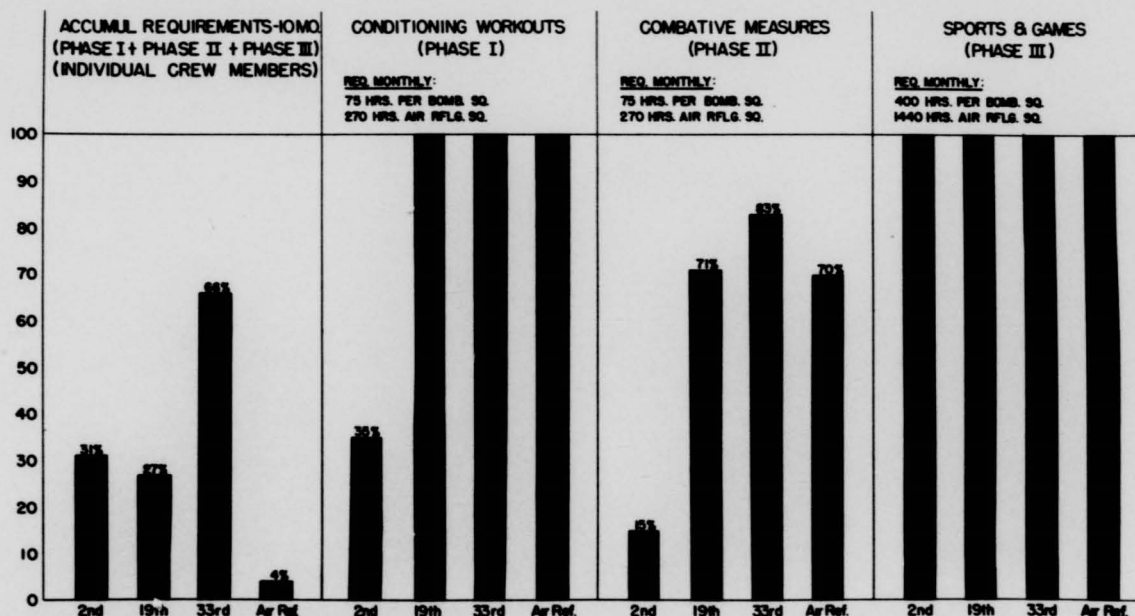


GROUND TRNG. UTILIZATION AUGUST 1954

	<u>SCHED. AVAIL. TIME</u>	<u>UTILIZED TIME</u>	<u>%</u>
LINK TRAINER			
WING STAFF	00	2:00	100
2 BOMB SQ	33:00	34:00	100
19 BOMB SQ	31:00	30:00	97
33 BOMB SQ	23:00	29:00	100
22 AIR RFLG SQ	53:30	48:30	91
T-2 ULTRASONIC TRAINER			
WING STAFF	00	15:00	100
2 BOMB SQ	24:00	6:00	25
19 BOMB SQ	28:00	12:30	44
33 BOMB SQ	24:00	20:00	83
T-1A GUNNERY			
2 BOMB SQ	17:00	9:00	53
19 BOMB SQ	24:00	23:00	96
33 BOMB SQ	31:00	22:00	71
LORAN TRAINER			
22 AIR RFLG SQ	22:00	12:00	55
KC-97 SIMULATOR			
WING STAFF			
22 AIR RFLG SQ			
B-47 SIMULATOR			
WING STAFF	9:00	6:00	67
2 BOMB SQ	44:00	33:00	73
19 BOMB SQ	59:00	39:00	66
33 BOMB SQ	53:00	38:00	72
	<u>SPACES ALLOTTED</u>	<u>SPACES FILLED</u>	<u>%</u>
BASIC SURVIVAL			
2 BOMB SQ			
19 BOMB SQ			
33 BOMB SQ			
22 AIR RFLG SQ	5	5	100
SEA SURVIVAL			
2 BOMB SQ	39	39	100
19 BOMB SQ	24	24	100
33 BOMB SQ	26	26	100
22 AIR RFLG SQ	22	22	100
SAC SURVIVAL			
2 BOMB SQ	1	0	0
19 BOMB SQ	1	0	0
33 BOMB SQ	1	2	100
22 AIR RFLG SQ	7	7	100
BOMB COMMANDER SCHOOL			
2 BOMB SQ	2	2	100
19 BOMB SQ	2	2	100
33 BOMB SQ	2	2	100
ALTITUDE INDOCTRINATION			
2 BOMB SQ	15	0	0
19 BOMB SQ	16	6	38
33 BOMB SQ	16	0	0
22 AIR RFLG SQ	15	5	33

PHYSICAL CONDITIONING PROGRAM

AUG 54



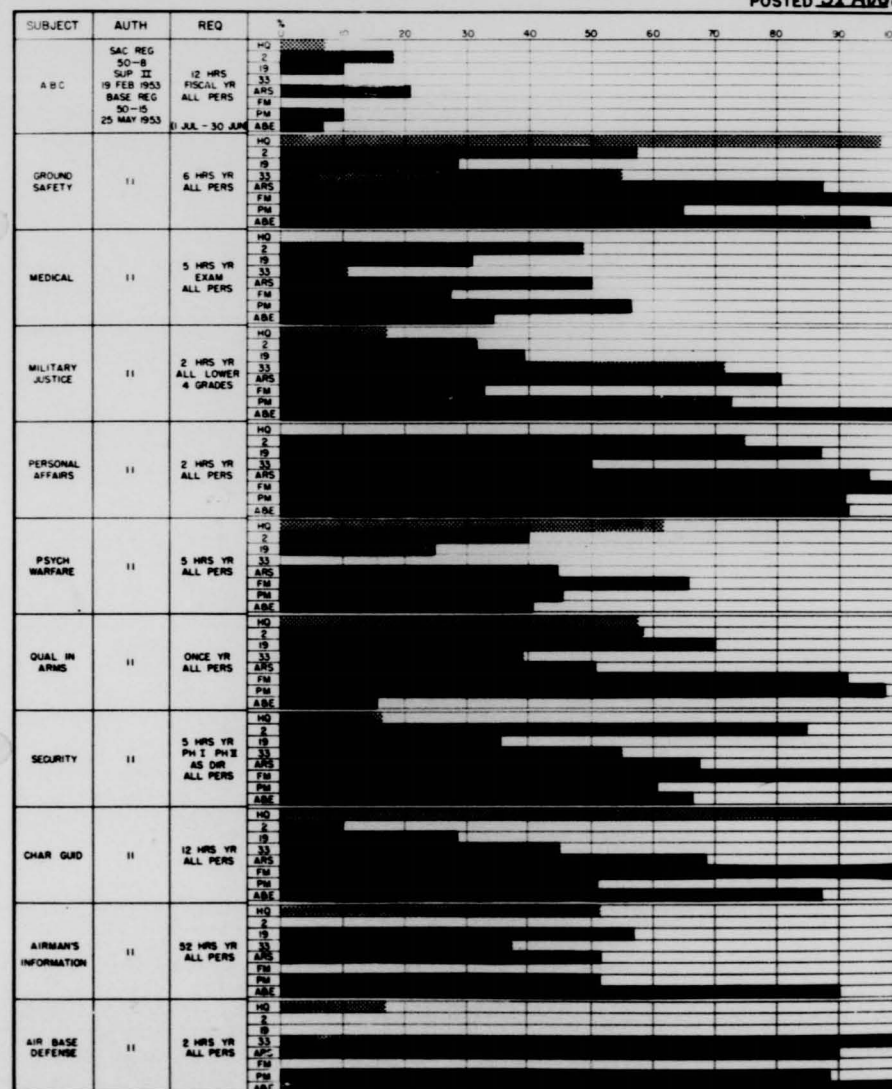
Total hrs. required per crew member since 1 Oct 53 122 HRS.

78 OF 388 Crews members received the required amount of hours for 20%

UNIT PERCENTAGE TRAINING CHART

22d BOMBARDMENT WING (M) JET

POSTED 31 AUG 54



C
HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

REGULATION)

25 August 1954

NO 9-2)

FORMS

Index to 22d Bombardment Wing (M) Forms

1. PURPOSE: To provide all 22d Bombardment Wing (M) activities with a list of all current 22BW Forms, and to indicate the source of supply for these forms.

2. GENERAL: Initiation of new forms and revisions or reprints of existing forms will be accomplished in accordance with Wing Reg 9-1.

3. CURRENT 22D BOMB WING FORMS:

<u>FORM NUMBER</u>	<u>DATE</u>	<u>TITLE OF FORM</u>
1	21 Jan 52	Test Flight Engineer's Log
4	15 Feb 52	Dock Status
5	27 Feb 52	Flight Test Briefing Certificate (Rev)
6	7 May 51	Inspection Form
7	19 Feb 52	Report of On-Hand Percentage of Fly- away Kit Unit Equipment and/or O-15 Cameras
8	17 Dec 51	Aircraft Status Report (Rev)
9	21 Jan 52	Flight Test Unit
17	7 Mar 52	Maintenance Quality Report
18	4 May 52	Clothing Showdown Inspection Form (Rev)
19	13 Mar 52	Reparable Engine Report
31	15 Jul 52	Request-Mimeograph Reproduction
32	15 Jul 52	Report of Wing Duty Officer (Rev)
34	15 Jul 52	Regulation Review Form (Rev)
36	25 Oct 52	Request for Orders (Rev)
41	15 Jul 52	22d Bomb Wing Classified Document Receipt

REG 9-2
Page 2
Page 2

<u>FORM NUMBER</u>	<u>DATE</u>	<u>TITLE OF FORM</u>
45	15 Jul 52	Blank Form Review Form
47	1 Aug 52	Recommendation for Promotion of Airmen
48	27 Jul 52	Certificate of Qualification in AFSC
50	17 Sep 52	Correct Strength Totals
55	1 Jul 52	Phase Deployment of Personnel
58	10 Oct 52	Phased Deployment of Materiel
76	7 Feb 52	Night Duty Report
77	15 Feb 52	Camera Installation Work Order Record
84	15 May 52	Inspection report on Rifles and Carbines
85	15 May 52	Inspection Report on Guns, Machine
86	15 May 52	Inspection Report on Guns, Sub-Machine
87	15 May 52	Inspection Report on Pistols and Revolvers
88	15 May 52	Inspection Report on Shot Guns
91	9 Sep 52	AOL Check List
130	24 Jul 51	Radar Scope Prediction Sheet
133	21 Jan 52	Compass Swing and Compensation Form
144	1 Aug 52	Confirmation of Crew Number or Crew Serial Number Change
148	12 Sep 52	Aircraft Requirements Records
171	13 Apr 53	Unit Percentage
172	13 Apr 53	Roster for Crew Percentage Training
188	24 Apr 52	Target Folder Receipt
199	15 Jul 52	Security Clearance and Training Record
200	15 Jul 52	Flight Pay Card
202	15 Jul 52	Acraft 263 Equip Status Change Report
207	5 Aug 52	Classification Document-Header of Confidential and/or Restricted Documents

REG 9-2
Page 3
Page 3

<u>FORM NUMBER</u>	<u>DATE</u>	<u>TITLE OF FORM</u>
208	21 Aug 52	Personnel Officers Card
216	29 Sep 52	Blindfold Cockpit Check Certificate (K-38)
227	22 Oct 52	Flight Test Form (KC-97)
231	19 Nov 52	B-47 Periodic Check List
235	5 Feb 53	Incident Report
236	5 Feb 53	Investigation of Incident Report
239	27 Feb 53	Pilot-Observer Bombing Check List
240	5 Feb 53	Take Off Data
242	6 Feb 53	Abort Status Report
247	12 Feb 53	T-33 Mission Accomplishment Form
248	12 Feb 53	Flight Test Report and Check List
249	16 Feb 53	B-47-KC-97 Pat Work Sheet
250	17 Feb 53	Maintenance Personnel Training Rec Form
253	25 Feb 53	Instructor Pilot's Grade Sheet
254	26 Feb 53	B-47 Pilot Check Out Sheet
255	3 Mar 53	T-33 Questionnaire
256	4 Mar 53	T-33 Pilots Field Check Out Certificate
257	6 Mar 53	K-38 Camera Log
260	16 Mar 53	Daily Manhour Utilization Report
261	23 Mar 53	Unsatisfactory Report Questionnaire
268	10 Apr 53	Technical Analysis Scoring Sheet
270	14 Apr 53	Routing Slip for OFRs
271	22 Apr 53	Mobile Control Log
272	6 May 53	Daily Acft AOCF Report
273	7 May 53	AOB B-47 Checkout
274	7 May 53	AOB B-47 Checkout Certificate

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Page 4

<u>FORM NUMBER</u>	<u>DATE</u>	<u>TITLE OF FORM</u>
278	21 May 53	B-47 Test Flt of Pilot-Static Calibration
279	21 May 53	Navigation Instrument Calibration Status
281	29 May 53	Bomb Ballistic Computation
282a	8 Jun 53	Individual Accomplishment (Observers)
282b	8 Jun 53	Individual Accomplishment (Pilots)
283	15 Jun 53	Specialist Recording Form
284a	16 Jun 53	Visual Bomb Check List (Pre IP)
284b	16 Jun 53	Visual Check List (IP)
285	8 Jul 53	AOB Accomplishment
286	31 Jul 53	Pressure Pattern Work Sheet
287	12 Aug 53	RBS Scores
290	9 Sep 53	Locator Card (Personal Equipment)
291	14 Sep 53	Req for Upgrading or Downgrading of Combat Crews
295	23 Oct 53	Operational Readiness Report
296	4 Jun 54	Report of Gross Bombing Error
298	13 Oct 53	Status Change
299	22 Oct 53	A&E Flight Line Job Analysis
301	23 Oct 53	Postflight Inspection Maintenance Record
308		Specific Personnel Loading List
310	23 Nov 53	Observers Preflight Procedures
311	25 Nov 53	Specialist Job Record
317	27 Apr 54	Certificate (WE AGO Form 66)
318	4 May 54	Flying Time, Fuel & Lube and IFR Data Sheet
319	26 Jun 54	Equipment List
321	8 Jul 54	Aircraft Scheduling Requirements

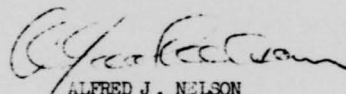
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Page 5
Page 5

<u>FORM NUMBER</u>	<u>DATE</u>	<u>TITLE OF FORM</u>
322	8 Jul 54	Weekly Aircraft Scheduling Report
• 323 (Temp)	10 Jul 54	Time Card Error Sheet

BY ORDER OF THE COMMANDER:

OFFICIAL:

ALFRED J. NELSON
Captain, USAF
Adjutant


ALFRED J. NELSON
Captain, USAF
Adjutant

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Historian

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HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

REGULATION)

NO. 205-2)

13 August 1954

SECURITY

Reporting Procedures Pertaining to Acts or Suspected Acts of Sabotage

1. PURPOSE: The purpose of this regulation is to establish a uniform procedure in the 22d Bombardment Wing (M) for reporting of acts, or suspected acts of sabotage, and subsequent action to be taken regarding the sabotage incident.

2. SCOPE: The procedure for reporting acts, or suspected acts of sabotage applies to all Military and Civilian personnel in the 22d Bombardment Wing (M).

3. PROCEDURE: In the event an act of sabotage is discovered on March Air Force Base, the following action will be initiated immediately:

a. If the incident is discovered within the flight line restricted area, a report of the incident will be made by personally contacting or telephoning the Wing Control Room (telephone 2-2220 or 5125) and the Wing Security Officer (telephone 4181), whereupon the Wing Control will notify all squadrons to that effect.

b. In the event the incident is discovered within the limits of March Air Force Base, but outside the flight line restricted area, a report will be made to the Wing Security Officer (telephone 4181).

c. Additionally, paragraphs 3a and 3b, Base Regulation 205-19, dated 1 June 1953, will be complied with.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Alfred J. Nelson

ALFRED J. NELSON
Captain, USAF
Adjutant

ALFRED J. NELSON
Captain, USAF
Adjutant

DISTRIBUTION: "D"

D

F
HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

REGULATION)

26 August 1954

NO. 205-1A)

SECURITY

Safeguarding Military Information

Wing Regulation 205-1, 26 July 1954, is changed as follows:

* * *

7a(3). Designation of Responsible and Authorized Persons. Delete and add the following:

- (3) 15AF Form 14 will be completed on all personnel authorized to receipt for classified material. Before turning the form into the Classified Document Control Branch, it will be hand carried to the Base Provost Marshal for verification of clearance. Where 15AF Form 14 is prepared for a responsible person, notation to this effect will be made in the upper right hand corner of the form.
- (4) All officers responsible for accounts who have designated certain other officers and airmen as personnel authorized to receipt for classified material will assure that the Classified Document Control Branch is notified immediately upon reassignment of an individual who has a current 15AF Form 14 on file in the Wing Adjutant's office.

* * *

9a(1). DESTRUCTION OF CLASSIFIED MATERIAL (EXCEPT TOP SECRET): Delete and add the following:

- (1) SECRET and CONFIDENTIAL material to be destroyed will be listed on 15AF Form 41, "Certification for Destruction of Material". Documents listed will be arranged numerically by the Base Control Number with the Wing Control Number shown in a separate column. In cases where there is no Base Control Number, documents will be listed numerically by the Wing Control Number. In all cases where 15AF Form 41's are prepared, both the Wing and Base Control Numbers will be shown. In addition, the headquarters of origin, date of the document, subject and number of copies will be included for each document destroyed. Separate certificates of destruction will be prepared for each category of classification, TOP SECRET, SECRET,

REF: 205-A
2 Pages
Page 2

and CONFIDENTIAL. Certificates of Destruction will be submitted to the Wing Classified Document Control Branch in triplicate for audit and numbering. Upon completion they will be returned to the originator for signature and destruction of the material. After the material has been destroyed and the certificate properly signed, two (2) copies (the original and one carbon) will be forwarded to the Wing Classified Document Control Branch. The originator will retain one carbon copy of the certificate for file and future reference. At any time that material is destroyed and 15AF Form 41 is prepared, appropriate notation will be made in the log showing the "CD" number on which the document was destroyed.

* * *

BY ORDER OF THE COMMANDER:

OFFICIAL:

ALFRED J. NELSON
Captain, USAF
Adjutant

[Signature]

ALFRED J. NELSON
Captain, USAF
Adjutant

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HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

REGULATION)

26 August 1954

NO. 66-11)

MAINTENANCE-ENGINEERING

Aircraft Weight And Balance

1. PURPOSE: To establish a comprehensive aircraft weight and balance program within the 22d Bombardment Wing (M).

2. SCOPE: This regulation is applicable to all tactical squadrons and the Maintenance Control Unit of this command.

3. RESPONSIBILITY: Tactical squadron commanders, and the Chief of Maintenance are responsible for accomplishment of the provisions of this regulation.

4. PROCEDURE:

a. The 22d Bombardment Wing (M) Maintenance Quality Control Officer is designated Wing Aircraft Weight and Balance Officer in accordance with Section VI, SAC Manual 66-12. The Wing Aircraft Weight and Balance Officer is responsible for:

- (1) Periodically inspecting Wing Aircraft Weight & Balance Forms for condition and accuracy.
- (2) Monitoring the Weight & Balance Program and resolving all Weight & Balance difficulties.
- (3) Insuring compliance with the provisions of Technical Orders 1-1B-40, 1-1B-50, 1-1B-51, 1-1B-52, and SAC Manual 66-12.

b. One officer from each tactical squadron will be designated on 22d Bombardment Wing Special Orders as Squadron Aircraft Weight & Balance Officer. The Squadron Aircraft Weight & Balance Officer is responsible for:

- (1) Insuring that all aircraft modification, technical order compliance, and component change data, where it affects aircraft weight or index, is properly recorded in AF Forms 365.
- (2) Maintaining a current master listing of squadron aircraft weight and balance information. This listing will include

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2 Pages
Page 2

aircraft serial number, date of last weight test, basic aircraft weight and aircraft index,

- (3) Preparing unit aircraft for special or annual weight +
- c. B-47 and KC-97, Type (Class 2) aircraft must be weighed:
- (1) When major modifications or repairs are made.
 - (2) When pilot reports indicate unsatisfactory flight characteristics (nose or tail heaviness).
 - (3) When the basic weight data contained in Forms 365 are suspected to be in error.
 - (4) At least once each twelve (12) months.


d. Section III of Technical Order 1-1B-40 requires that aircraft be weighed in a closed hanger and under controlled conditions. Hanger space and scales are not available on March Air Force Base. When aircraft of this command become eligible for a weight test, the Chief of Maintenance will request aid from higher headquarters in establishing a weighing place, date, time, and aircraft configuration. Upon obtaining this information the Wing Weight & Balance Officer will establish an aircraft weighing schedule and publish instructions for preparing aircraft for weight test. During all weighing operations involving 22d Bombardment Wing (M) aircraft, the aircraft crew chief and the Wing (or Squadron) Weight & Balance Officer will be present.

5. REFERENCE: Technical Orders 1-1B-40, 1-1B-43, 1-1B-50, 1-1B-51, 1-1B-52, and SAC Manual 66-12.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ALFRED J. NELSON
Captain, USAF
Adjutant


ALFRED J. NELSON
Captain, USAF
Adjutant

DISTRIBUTION "D"

MAINT. TIPS

MAINTENANCE INFORMATION BULLETIN - NO #3-54 22 B.W. MAFB CALIF
AUG. 54

TAKE BEFORE YOU CHOOSE THAT WRENCH



HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

MAINTENANCE INFORMATION BULLETIN)
NUMBER - - - - - 4-54)

AUGUST 1954

The Maintenance Information Bulletin is a Publication Non-Directive in nature and pertains to suggestions, hints, ect., on maintenance items of general interest to maintenance personnel and is authenticated by the Chief of Maintenance.

1. "IT SHOULDN'T HAPPEN BUT IT DOES"

a. Several aborts have been contributed to the installation of a wrong part, or a required part not being installed on the J-47 Engine. The part in question is the required type seal that is installed between the upper and lower housing of the Hi-Pressure fuel filters. There are two different makes of Hi-Pressure fuel filters, the Aero Maze and the Hydra Air. The seals for these two filters are different in dimensions.

b. The part number of the seal that is installed in the Aero Maze Hi-Pressure fuel filter is Pt. No. A15306-15. The Hydra Air is Pt. No. is H5230D14. Check the make of filter before installing the seal.

2. "PARTS ARE NOW AVAILABLE"

a. A reminder to crew chiefs and other maintenance personnel that the parts required to put a D-1 and D-2 Type oxygen regulator in an operative condition, whenever the blinker light becomes inoperative, are now available. This part is relay, CI 16-R, P/N 3360-073935000.

b. Malfunction of the Fuel Control Valve (J-47 Engines) is often caused by a faulty diaphragm. This diaphragm is now available for Fuel Control Valves 4832-021098-030, 01, 02, or 03. Diaphragm P/N is 4832-102-638-01.

3. "PRIMING FUEL REGULATORS (J-47)"

a. When pressure priming the fuel regulator, a recommend method is spinning the turbine wheel, working the throttle clevis and disconnect the VCO line. When turning the shaft make sure that the CCO pump gears are not restricting the flow of pressurized oil into the main servo piston. This allows oil to flow out of the VCO line which eliminates air from the servo and VCO system. The VCO line should be reconnected before the priming is completed. Engine Build-up personnel could apply shop air to the GDP line of the regulator while priming. The pressure should be slowly fluctuated from 0 to approximately 60 PSI. Compliance of the above works the servo pistons and should eliminate engine surging caused by air or lack of prime of the fuel regulator.

MAINTENANCE INFORMATION BULLETIN)
NUMBER - - - - - 4-54)

AUGUST 1954

4. "FLAT SPOTS ON TIRES"

a. The Nylon cord incorporated in the B-47 tires have a tendency to "Set" when subjected to long periods of standing without periodically changing the place of contact with the ground. A recent abort was caused by this condition. At a critical takeoff speed the aircraft was subjected to severe vibration, and if an abort at this time had not been accomplished, the pilot could have lost control of the aircraft.

b. T.O. 1B-47E-514 states, that tires will be rotated every three (3) days by moving the aircraft, if it is impossible to move the aircraft, jack up the strut and rotate the tires.

5. "IMPROPER USE OF TOOLS"

a. Investigation has revealed numerous instances that maintenance personnel are using the wrong tool for a specific job. It is obvious that a good technician can be detected by his application of the right tool for the right job, so make sure that the tool or tools you are using for a job are the right ones.

6. "SAC MANUAL 66-15"

a. This is a reminder that SAC Manual 66-15, (Aircraft Periodic Inspection and Maintenance) is now in effect and operating here in the 22D Bomb Wing. Supervisory personnel be sure SAC Manual 66-15 is available for your personnel to read and become familiar with its contents.

7. "FAILURE OF FORWARD MAIN GEAR TO RETRACT DUE TO IMPROPERLY POSITIONED GEAR CENTERING SWITCH AND MOUNTING BRACKET"

a. Due to an increased number of main landing gear malfunctions, an investigation was conducted to determine which of the gear retracting sub-assemblies were causing the gear to malfunction. One of the most frequently reported malfunctions is that of the forward main gear. Immediately after take-off the gear would retract approximately halfway and then fall back to the extended position.

b. One particular aircraft was plagued with repeated malfunctions of this type. In an effort to correct the condition the maintenance crew had replaced the retraction motors and performed a static retraction test, at which time the gear was observed to be operating normally. The aircraft was released for test flight and when retraction was attempted in flight, the identical malfunction reoccurred.

c. The landing gear malfunctions have been by a cycle of events; executing sharp left turns while taxiing the aircraft, and the application of brakes in the turn, inducing strut movement which allows the tire to come into contact with the gear centering micro switch mounting bracket. All B-47 model aircrafts are susceptible to this type of malfunction in varying degrees.

d. Until a suitable fix is devised to prevent the tire from contacting the mounting bracket and electrical conduit, the pilots should refrain from performing a braking action check while executing a sharp left turn.

MAINTENANCE INFORMATION BULLETIN)
 NUMBER - - - - - 4-54)

AUGUST 1954

e. Whenever possible, sharp turns should be made to the right only until this unsatisfactory condition is eliminated. All activities possessing B-47 Type aircraft should inspect the forward main gear centering switch bracket for proper mounting and security. If rubbing conditions are evident, a U.R. should be submitted even though no malfunction of the gear has been reported.

Courtesy of O.E.S. Macdill A.F.B.

8. Listed below are Directives published and recinded after 14 April 54 to assist activities maintaining a current file.

a. MAINTENANCE INSTRUCTION LETTERS

No.	Date	Subject
1A	1 June 54	AF Form I, Part IV Entries
4	12 April 54	Ground Movement of Aircraft
5	16 April 54	Operation of Maintenance Control Vehicles
8	21 April 54	B-47 ATO Installation
9	28 May 54	Use of Pre-Flight, Post-Flight and Periodic Insp Work Books
12	14 June 54	Engine Conditioning, J-47-23-25 Engines
13	23 June 54	Pre-Flight, Post-Flight, Bomb Nav System
16	17 June 54	Followup Procedures- Request for A/C Parts
19	8 July 54	Aircraft and Auto Pilot Cable Rigging
25	21 June 54	Procedure Office Machine Repair Shop
27	16 July 54	Publication Familiarization
30	22 July 54	Demarcation of Aircraft Electrical Systems
31	16 April 54	Normal Special Weapons
32	12 August 54	Ramp Washing and Cleaning
33	14 August 54	Safety Inspection of Observers Ejection Seat
37	29 July 54	Unsatisfactory Reports

b. MAINTENANCE TECHNICAL INSTRUCTIONS

D-2	9 August 54	Inspection and Testing of Drop Tank Blast Cap KC-97
J-8	14 August 54	Record of Overtemperature Operation
E-9	10 August 54	Lubrication of Forward Main Gear Steering Swivel

c. RECINDED DIRECTIVES

MIL No. 1, and 22 MTI No. D-9


 WEBB THOMPSON
 Major, USAF
 Chief of Maintenance

HEADQUARTERS 225 BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA


MAINTENANCE INSTRUCTION (MILITARY)
NUMBER - - - - - 41

26 August 1954

INSTALLATION OF TAIL TURRET AND GUN COVERS B-47 AIRCRAFT

1. PURPOSE: It is the intent of this directive to outline the procedures to be taken to protect the A-5 Turret and guns from the elements by installation of tail turret and gun covers.
2. SCOPE: This directive is applicable to all Maintenance personnel concerned with Maintenance on B-47 Aircrafts.
3. RESPONSIBILITY: Commanders are responsible for insuring compliance with this directive.
4. PROCEDURE:
 - a. All Tail Turret Covers will be installed by the Crew Chief or his Assistant after termination of Non-Gunnery Mission.
 - b. B-47 Tail Turret and Gun Covers will be reinstalled upon completion of Inspection and or Maintenance on all aircrafts.
 - c. Armament & Electronics Personnel will be responsible to replace Tail Turret and Gun Covers removed by them upon completion of inspection and or maintenance.
 - d. Gun Covers will be installed at all times, unless the aircraft is loaded and scheduled for a gunnery mission.
 - f. Crew Chiefs will insure availability of Turret and Gun Covers after their aircraft have landed.

BY ORDER OF THE COMMANDER


HERB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

20 August 1954

MAINTENANCE INSTRUCTION LETTER)
NUMBER ----- 35)

USE OF CANOPY OPEN LOCKS B-47 AIRCRAFTS

1. PURPOSE: To insure the use of "Canopy Open" Locks.
2. SCOPE: The provisions of this directive are applicable to all Operating and Maintenance personnel assigned to B-47 aircrafts.
3. RESPONSIBILITY: The Commanders of each Tactical and Maintenance Squadron will insure that the provisions of this directive are complied with.
4. GENERAL: It has been observed that personnel are not installing the "Canopy Open" Locks when the canopy is open. Inadvertent operation of the canopy without the installation of the "Canopy Open" Locks could result in serious injury to personnel.
5. PROCEDURE:
 - a. Effective immediately the "Canopy Open" Locks will be installed at all times when the canopy is in the open position.
 - b. The "Canopy Open" Locks will be installed in accordance with Fig. 3-107, Page 108B T.O. 1B-47B-2.
 - c. Personnel will avoid as much as possible, placing themselves in position where inadvertent closing of the canopy is likely to injure them.

BY ORDER OF THE COMMANDER

W. H. Thompson
WESLEY THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

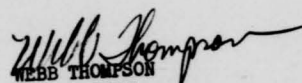
20 August 1954

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 34)

REMOVAL OF PILOTS AND CO-PILOTS SEAT CUSHION (B-47)

1. PURPOSE: To eliminate a possible fire hazard inside the B-47 type aircraft while on the ground.
2. SCOPE: The provisions of this directive are applicable to all Maintenance Personnel assigned to B-47 aircrafts.
3. RESPONSIBILITY: The Commanders of each Tactical Squadron will insure that the provisions of this directive are complied with.
4. GENERAL: Numerous Unsatisfactory Reports submitted, have stated that the Pilots and Co-pilots seat cushions were set afire inside the aircraft due to the heat generated by the concentration of the suns rays thru the canopy.
5. PROCEDURE: At all times while the aircrafts (B-47) are on the ground the aircraft Crew Chiefs will assure that the Pilots and Co-pilots seat cushions are removed from the seats and stored in the crawlway.

BY ORDER OF THE COMMANDER


WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (B)
MARCH AIR FORCE BASE
CALIFORNIA

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 38)

23 August 1954

UTILIZATION OF SPECIALIST DISPATCH VEHICLES

1. PURPOSE: It is the intent of this directive to establish procedures in the maximum utilization of the specialist dispatch vehicles.

2. SCOPE: This directive is applicable to all Maintenance Personnel of the Tactical and Maintenance Squadrons.

3. RESPONSIBILITY: It will be the responsibility of the Commanders of the Maintenance Squadrons to insure that the intent of the procedures outlined are complied with.

4. GENERAL: In complying with these procedures a more expedient means of routing parts and transporting specialist to and from aircrafts will be made available to all personnel. This will also help in meeting the Periodic Inspection and Maintenance Schedule set up by SAC Manual 66-15.

5. PROCEDURE: a. When an item is found to be malfunctioning or otherwise unserviceable by a mechanic or specialist, the unit or item will be removed if practicable and sent to the applicable shop for bench check or repair.

b. Mechanics or specialist will utilize radio trucks, telephone or intercom to call for a specialist dispatch vehicle, from the Maintenance Squadron concerned, to transport the item to the respective shop. A hand receipt from the vehicle driver will cover the item while it is in the repair channel.

c. The shop will upon completion of repair or bench check, or in event the item cannot be repaired, call their respective dispatch for return of the item to the aircraft or dock as applicable.

d. Compliance with the Bench Check procedure as outlined in SAC Manual 65-2 Page 76, Par 86 will be strictly complied with.

e. The specialist dispatch vehicle must permit the immediate and rapid transmission of specialist and material between shops and aircrafts. In the establishment of this system the Maintenance Squadrons must also establish procedures for the effective usage of the system. The system once established, must be constantly reviewed to insure that maximum service is being realized from these vehicles.

f. In the establishment of this specialist vehicle dispatch the following suggestions are given.

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 38)

23 August 1954

(a.) A central pool be established in the Maintenance Squadrons where all the vehicles are located.

(b.) A dispatcher be assigned to receive calls for vehicles, assign priority in accordance with the flying schedule and dispatch drivers out.

(c.) Have sufficient drivers available at all times to man the assigned vehicles.

(d.) Instruct drivers in the importance of making their trips without delay in their return to the dispatch section.

(e.) Utilize vehicles for line duty only, calling for additional transportation from the 22D Sub-Motor Pool when required.

BY ORDER OF THE COMMANDER

Willb Thompson
WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 38)

23 August 1954

UTILIZATION OF SPECIALIST DISPATCH VEHICLES

1. PURPOSE: It is the intent of this directive to establish procedures in the maximum utilization of the specialist dispatch vehicles.

2. SCOPE: This directive is applicable to all Maintenance Personnel of the Tactical and Maintenance Squadrons.

3. RESPONSIBILITY: It will be the responsibility of the Commanders of the Maintenance Squadrons to insure that the intent of the procedures outlined are complied with.

4. GENERAL: In complying with these procedures a more expedient means of routing parts and transporting specialist to and from aircrafts will be made available to all personnel. This will also help in meeting the Periodic Inspection and Maintenance Schedule set up by SAC Manual 66-15.

5. PROCEDURE: a. When an item is found to be malfunctioning or otherwise unserviceable by a mechanic or specialist, the unit or item will be removed if practicable and sent to the applicable shop for bench check or repair.

b. Mechanics or specialist will utilize radio trucks, telephone or intercom to call for a specialist dispatch vehicle, from the Maintenance Squadron concerned, to transport the item to the respective shop. A hand receipt from the vehicle driver will cover the item while it is in the repair channel.

c. The shop will upon completion of repair or bench check, or in event the item cannot be repaired, call their respective dispatch for return of the item to the aircraft or dock as applicable.

d. Compliance with the Bench Check procedure as outlined in SAC Manual 65-2 Page 76, Par 86 will be strictly complied with.

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MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 38)

23 August 1954

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(d.) Instruct drivers in the importance of making their trips without delay in their return to the dispatch section.

(e.) Utilize vehicles for line duty only, calling for additional transportation from the 22D Sub-Motor Pool when required.

BY ORDER OF THE COMMANDER

Webb Thompson
WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

22DMST

12 August 1954

MAINTENANCE INFORMATION LETTER)
NUMBER -----32)

RAMP WASHING AND CLEANING

1. PURPOSE: It is the intent of this directive to eliminate the malpractice of unauthorized use of fire fighting equipment and personnel in performing washdowns on the flight line.

2. SCOPE: This directive is applicable to the maintenance personnel of the 22nd Bomb Wing.

3. RESPONSIBILITY: Commanders are responsible for the compliance with this directive.

4. GENERAL: a. Fire equipment and personnel will be required to perform washdowns ONLY in event of major spillage of fuel.

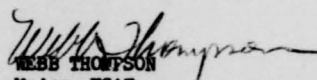
(1) Major spillage is construed to mean spilling onto the ramps or other areas of a sufficient quantity of inflammable fuels or liquids with resultant dissipation of vapors into the air and creation of an active fire hazard.

b. The Base Director of Material will secure and make available to the Motor Vehicle Officer one 1000 gallon water distribution vehicle, to be placed and operated from the 22nd Motor Sub-Pool for all other washdowns, for clean-up of accumulated oil and grease, and for minor spillage.

5. PROCEDURE: a. Requesting organizations will send a duly qualified vehicle operator to the Sub Motor Pool when this vehical is desired.

b. Appropriate instructions on the care, use, and maintenance will be posted in the vehicle and will be complied with by operators at all times.

BY ORDER OF THE COMMANDER:


WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

22DMST

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 8)

16 August 1954

B-47 ATO INSTALLATION

This M.I.L. replaces M.I.L. #8 dated 21 April 1954

1. PURPOSE: To establish procedures for the installation, testing of ATO equipment and procurement of ATO Units.
 2. SCOPE: This directive is applicable to personnel of the Bombardment Squadrons and the 22D A & E Maintenance Squadron.
 3. RESPONSIBILITY: Commanders are responsible for compliance with this directive.
 4. PROCEDURE: a. ATO Racks will be installed at all times with the exception of special missions that may not require this installation.
b. When an ATO Mission is scheduled, a Work Order will be submitted at least 24 hours before ground crew station time. This will allow the A & E Maint. Squadron sufficient time to accomplish an electrical check of the ATO System.
c. Procedures for obtaining delivery of ATO Units will be the same as that of procuring a normal bomb load.
 5. SAFETY PRECAUTIONS: a. The ATO Safety Link will be given to the Crew Chief upon completion of ATO electrical system check out. Cannon plugs on the ATO Service Shield will be taped to prevent moisture from entering the system.
b. At the end of the runway, after a visual signal from the Aircraft Commander that the parking brakes have been set, the Crew Chief will approach the nose of the aircraft, proceed along the under side of the aircraft to the aft wheel well and establish interphone contact with the Aircraft Commander.
c. After interphone contact with the Aircraft Commander, who has observed that the ATO "ARM" and ATO "FIRE" switches are "OFF" and noting that the "ARM" light on the ATO Service Shield is out; the Crew Chief will install the Safety Link and check out on interphone with the Aircraft Commander. Leaving the aircraft by the same route and giving an "CK" signal when clear of aircraft.
- NOTE: The above safety features do not require the safetying of the ATO "FIRE" switch cover.
- d. The Crew Chief will remove the Safety Link immediately after the aircraft has landed, in the event all ATO bottles have not fired.

BY ORDER OF THE COMMANDER:

Webb Thompson
WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

22DMST

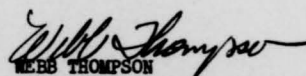
14 August 1954

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 33)

SAFETY INSPECTION OF OBSERVERS EJECTION SEAT

1. PURPOSE: It is the intent of this directive to outline the proper safety inspection procedures of the Observers Ejection Seat.
 2. SCOPE: This directive is applicable to all Maintenance Personnel performing maintenance on B-47 Aircraft.
 3. RESPONSIBILITY: Commanders are responsible for compliance with the provisions of this directive.
 4. GENERAL: Compliance with this directive will minimize the possibility of injury to personnel and damage to aircraft.
 5. PROCEDURE:
 - a. Check to see that Special Tool F-66192 (the ring with red streamer and 2 cables containing the safty pins) are properly installed in the initiators. (One on each side of the bucket seat).
 - b. Check the Square Torque Rod under the seat to ascertain that the RED side is facing forward.
 - c. Check the Cable under the seat for security of attachment to the door and the proper positioning of the safety pin attached to the other end of the cable in the catapult initiator.
 - d. Check the Leg Brace Support for proper positioning. Both down and at the side of the seat.
 - e. Check the "D" Ring for proper stowage, Down and Locked.
 - f. During the inspection of this seat assembly, it is imperative that the Torque Tube and Safety Pins in the Initiators be checked for their presence and correct installation.
- CAUTION: DO NOT REMOVE OR ADJUST CABLES, PINS OR TORQUE ROD.
- g. In the event a condition exists that is not concurrent with the above safety check, notify the Crew Chief immediately so that a Work Order may be submitted for a Specialist from the Hydraulic Shop to correct the discrepancy.

BY ORDER OF THE COMMANDER


WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

14 AUGUST 1954

22DMST

MAINTENANCE TECHNICAL INSTRUCTION)
NUMBER - - - - -D-8)

RECORD OF OVERTEMPERATURE OPERATION - J-47 ENGINES

This M.T.I. Replaces M.T.I. #D-8, Dated 21 Nov 53

1. PURPOSE: To insure continued safe operational capability of J-47 Engines exposed to overtemperature condition.
2. SCOPE: The provisions of this directive are applicable to all Maintenance and Flying Personnel operating J-47 Engines.
3. RESPONSIBILITY: Commanders are responsible for compliance with this directive.
4. GENERAL: This M.T.I. is published in order to simplify Technical Order 2J-J47-358, dated 7 June 1954.
5. PROCEDURE: a. The following conditions are defined as overtemperature conditions and an entry is required in Form I Part II and Form 60B.
 - (1) Temperature of 715°C (1320°F) or above for over twenty (20) seconds or 870°C (1600°F) or above momentarily.
 - (2) Temperature of 720°C (1328°F) or above at steady state conditions, or if after exhaust gas thermocouple recalibration indicates the engine was subject to these conditions.

NOTE: Steady state temperature is defined as temperature which is indicated after engine operation stabilizes at a given setting.

 - (3) When the engine has been subjected to a temperature of 1000°C (1832°F) or above for any period of time.
- b. Overtemperature Inspection requirements:
 - (1) A combination of any five (5) starts or accelerations of the conditions outlined in par. 5. a. (1) above will require an Overtemperature Inspection as specified in T.O. 2J-J47-358, par. 2. c.
 - (2) A combination of any ten (10) starts or accelerations of the conditions stated in par. 5. a. (1) or one (1) such instance as outlined in par. 5. a. (2) or (3) will require an Overtemperature Inspection and the Turbine Rotor Assembly will be removed and replaced with a like serviceable item.

BY ORDER OF THE COMMANDER

W. B. Thompson
WEBB THOMPSON
Major, USAF
Chief of Maintenance

*Technical Sergeant John S. Loh, 11587
2nd Bombardment Wing (M) - Long Beach*

FIELD OFFICERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

REGULATION)

9 August 1955

NO. 65-1)

MAINTENANCE DIRECTIVE & SUPPLY

Pre-Issue and Bench Check Procedures

(This regulation replaces Wing Reg 65-1 dtd 19 April 54)

1. **PURPOSE:** To establish procedures for drawing and issuing expendable recoverable aircraft spare parts under the pre-issue concept of SAC Manual 65-2, and bench checking malfunctioning or inoperative parts removed from aircraft.

2. **SCOPE:** This directive is applicable to all organizations maintaining and supporting aircraft maintenance of the 22d Bombardment Wing (M).

3. **DEFINITIONS:**

a. **Pre-Issue.** Pre-Issue is a spare parts level of recoverable items issued to the MM and PM shops in advance of actual requirement.

b. **Bench Check.** Bench Check is the removal of an aircraft accessory that appears to be malfunctioning or inoperative and transported to the F or MM shop having the capability to perform calibration, minor adjustment, or repair of the item.

4. **RESPONSIBILITY:** The Squadron Commanders, Chief of Maintenance, Flight Line and Periodic Maintenance Officers, and Field Maintenance and Armament-Electronics Maintenance Supervisors will be responsible for compliance with this directive.

5. **GENERAL:**

a. The following items will normally be maintained in the pre-issue stocks:

- (1) When a consumption rate of at least five (5) or more per week is indicated.
- (2) Items required for build-up, calibration, inspection, bench check, or other technical action prior to installation on an aircraft.

RM 5-1
7 Lines
Page 2

- (3) Bulky and slow moving items requiring timely handling, uncrating, etc., control surfaces, canopies, IMA booms.

6. PROCEDURE:

a. Preparation and publication of initial pre-issue lists.

- (1) Each shop of the FM and MA squadrons will prepare and submit to their maintenance supervisor an initial list of items to be included in the pre-issue stocks, for inclusion in a master list.
- (2) The proposed lists will be reviewed by the Chief of Maintenance, Maintenance Control Supply Officer, and appropriate maintenance supervisor.
- (3) After approval by the Chief of Maintenance, the lists will be forwarded to the Base Supply Officer for screening against consumption data and approval of the requested levels. When base supply consumption data does not substantiate inclusion of certain items, justification will be required for retention of such items on the approved list.
 - (a) When justification is required for inclusion of an item on pre-issue lists the justification will be made by the maintenance supervisor concerned, in writing, and submitted to the Maintenance Control Supply Officer.
- (4) After approval by the Base Supply Officer, the lists will be returned to the Chief of Maintenance who will publish a master list and make distribution to all activities concerned.

b. Review and revision of master lists.

- (1) At least once each ninety (90) days the pre-issue master lists will be reviewed by the Maintenance Control Supply Officer, and the Service Unit Officer, to insure adequacy of line items and quantities.
 - (a) Normally it will not be necessary for new lists to be submitted each ninety (90) days by the maintenance supervisors. The consumption data

DA Form 239
7 Issues
Para 3

reflected on DA Form 239 which are maintained by the Maintenance Control Supply Unit, and the Pre-Issue listing as outlined in Par 6b(1)(b), below, will reflect any necessary deletions and/or additions to revised master lists.

- (b) The Field Maintenance and AID Supervisors will submit to the Maintenance Control Supply Unit a weekly listing of items contained in Pre-Issue levels which were exchanged for repairables removed from aircraft and upon which the repairables were later repaired in the shop and replaced in Pre-Issue levels. This list will be submitted each Monday for the previous week and will show date submitted, stock number, nomenclature and quantity repaired.

- (2) After coordination with the Chief of Maintenance, appropriate Maintenance Supervisor, and the Base Supply Officer, the new master lists will be published.

c. Initial requisitions and replenishment of Pre-Issue stock.

- (1) Initial requisitions for pre-issue items will be submitted on AF Form 446, in accordance with Section 11, Volume 11, FM 37-1, by the Material Control sections of the F and A squadrons. A statement will be placed in the "Basis of Authority" block indicating i.e. "Accountability Terminated" in accordance with provisions of paragraph 21, MAC Manual 65-2.
- (2) As repairable items are received in the shops in exchange for serviceable items and determined not repairable, they will be turned in to Supply with a repairable tag marked "Not Repairable This Station", and replacement items will be requested from the Supply Controller.
- (3) The Supply Controller will not accept requests for items contained on the master pre-issue lists from any activity other than the shop responsible for maintaining the pre-issue level except as noted below. The Supply Controller will cause the delivery of the requested items to the appropriate Material Control, and Material Control will deliver to the shops.
 - (a) Pre-Issue items will be requested by Periodic Maintenance when the item requires pre-inspection. The pre-inspection, pre-issue, item will then be exchanged by the Periodic Maintenance personnel with a serviceable Pre-Issue item from the appropriate shop.

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Page 4

d. Bench Check Procedure.

- (1) When a mechanic or specialist discovers an accessory which appears to be malfunctioning or otherwise unserviceable, and the item can be bench checked, the item will be removed and transported to the Field Maintenance or Instrument and Electronics Shop having the capability to perform bench check, calibration, minor adjustment or repair of the item. This action, except as listed in paragraph 6d(1)(a) and (b) below, will be accomplished prior to requesting a serviceable replacement from Supply Controller on pre-issue level. Normally, the specialist vehicles will be utilized for transporting of items to and from shops for bench check.
 - (a) When it is determined by the Flight Line Maintenance Officer, or the Line Chief of the squadron concerned, that compliance with the procedure outlined in the above paragraph will delay the scheduled take-off of an aircraft and the information to be gained from a bench check is not required, the Flight Line Maintenance Control Supply Officer or Line Chief will personally contact the Maintenance Control Supply Officer who will authorize the shop concerned, or the Supply Controller, to release the item immediately.
 - (b) After normal duty hours, when personnel are not readily available to perform bench check or minor repair, pre-issue items may be issued on an exchange basis and the bench check performed the following day.
- (2) The clock-hour expenditure for bench checking of any one item on blanket work order is limited to one (1) clock-hour for Field Maintenance and two (2) clock-hours for Instrument and Electronics. Whenever it is possible to return the item to service by making minor adjustment, calibration, or repair within the clock-hour limitation just cited, the item will be returned to service and installed on the same aircraft. The only exception to this procedure is listed in paragraph 6d(1)(a) and (b) above. In the event bench check reveals that clock-hour requirements for repair of the component will exceed this maximum, one of the following actions will transpire.

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7 Pages
Page 5

- (a) When like or substitute serviceable items are contained in pre-issue levels, the repairable will be exchanged for a serviceable from pre-issue and the serviceable installed on the aircraft. Subsequent action will be taken by shop foreman to advise Field Maintenance supervisor of the estimated manhour requirement to repair the removed item and a separate work order will be written. Upon completion of repair, the item will be returned to pre-issue level.
- (b) When like or substitute items are not contained in pre-issue levels, the item will be returned to the aircraft from which removed. A replacement will then be requested from the Aircraft Service Unit. In the event the requested item is not in stock, the repairable part will not be held until a replacement is received. Instead, it will be turned in for credit hand receipt, which will be exchanged for the serviceable item when it is received.
- (3) Normally, the issue of pre-issue items will be on an exchange basis; however, there may be exceptions to this as cited above where credit hand receipts are given to the crew chiefs. There may also be exceptions where for expediency, as in paragraph 6c(1)(a) above, it is necessary to draw an item from pre-issue before the item being replaced is available for turn-in. In these cases, the items will be issued on credit hand receipts.

e. Repair Procedure

- (1) When the required parts are available within the shop to repair a pre-issue item, the item will be repaired as quickly as possible and returned to the serviceable pre-issue level. When the required parts are not available a work stoppage request will be submitted to Supply Controller for the part. If the parts are not in stock, the pre-issue item will be turned in to Base Supply for a replacement. The AF Form 50-D, Repairable or Work Tag, will be stamped "Repairable This Station" and completed in accordance with paragraph 6b(20), SAC Manual 65-2. After the item has

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Page 6

been turned in, Base Supply will route it back to the shop on work order for repair and return when the parts are received.

- (2) Normally, pre-issue items on work order will not be held in the shop in a repairable status longer than thirty (30) days. An exception to this is when supply action indicates that the required parts will be available in a reasonable period of time. The items will then be held until the required parts arrive. If the supply action indicates that the parts will not be available, the item will be turned in to Base Supply for shipment off base.

f. Control Procedures:

- (1) AF Form 90, "Plant Account Form" will be established for each line item of pre-issue and maintained up to date at all times. This form will be used to record all transactions showing dates, quantities of all issues and/or turn-ins. Entries on this form will include the following data:
 - (a) Stock number
 - (b) Nomenclature
 - (c) Quantity at ordered pre-issue level
 - (d) Quantity on hand
 - (e) Quantity requested by control number
- (2) The Field Maintenance and Armament and Electronics Maintenance Officers are responsible for establishing necessary control procedures and adjusting any discrepancies that may arise, by turning in any excesses, initiating reports of survey, etc. A completed inventory will be made at least every ninety (90) days and a report submitted to the Maintenance Control Supply Officer. This will normally be made in conjunction with the inventory required by Base Supply for stock balance and consumption reports.

HC 65-1
7 Pages
Page 7

g. Pre-Issue and Bench Check Item Turn-In.

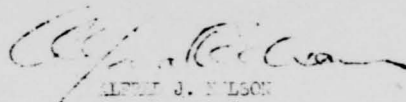
- (1) All Pre-Issue and/or bench check items which are turned in to supply channels as repairable will have stamped on the back of the AF Form 50-B either "Repairable This Station" or "Not Repairable This Station" and signed by the inspector of the appropriate shop prior to turn-in.

7. REFERENCES: SAC Manual 65-2, AF Manual 67-1, and AFR 67-10.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ALFRED J. WILSON
Captain, USAF
Adjutant



ALFRED J. WILSON
Captain, USAF
Adjutant

TEST INSTRUCTIONS "D"

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

22DMST

3 September 1954

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 48)

OPERATING PROCEDURE FOR AN/ARC-3 (VHF) RADIO

1. PURPOSE: To augment existing operating instructions contained in T.O. 16-30ARC3-2, and to decrease failures of Radio Set AN/ARC-3.
2. SCOPE: This directive is applicable to all personnel operating Radio Set AN/ARC-3.
3. RESPONSIBILITY: Commanders are responsible for compliance with this directive.
4. GENERAL:
 - a. The practice of applying power to the aircraft while Radio Set AN/ARC-3 is "ON" is a frequent cause of J-68/ARC-3 (Power Junction Box) failure.
 - b. Keying of the "Mike" before warm-up is complete, is a contributing factor to the failure of Transmitter T-67/ARC-3.
5. PROCEDURE:
 - a. Radio Set AN/ARC-3 (VHF) will be in the "OFF" position prior to applying power-on, or disconnecting power from the aircraft.
 - b. When turning Radio Set AN/ARC-3 "ON" listen for tuning tone in the headset. This tone signifies that set is tuning and the tone will last for approximately fifteen (15) seconds. Do not key set until the tuning tone has been heard and has completed its cycle.

BY ORDER OF THE COMMANDER:

Webb Thompson
WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

22DMST

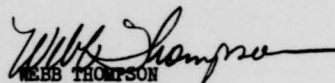
3 September 1954

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 47)

OPERATING PROCEDURE FOR AN/ARC-27 (UHF) RADIO

1. PURPOSE: To augment existing operating instructions contained in T.O. 16-30ARC27-2, and to decrease failures of Radio Set AN/ARC-27.
2. SCOPE: This directive is applicable to all personnel operating the Radio Set AN/ARC-27.
3. RESPONSIBILITY: Commanders are responsible for compliance with this directive.
4. GENERAL: A study of AN/ARC-27 failures discloses that keying MIKE or TONE switch on AN/ARC-27 before sufficient warm-up time, is a contributing factor to transmitter failure.
5. PROCEDURE:
 - a. Make certain "ON-OFF" switch is in the "OFF" position before applying power to the aircraft.
 - b. After Radio Set AN/ARC-27 is turned "ON" allow at least three minutes for warm-up period before keying.
 - c. Turn set (AN/ARC-27) "OFF" before cutting source of power being used.

BY ORDER OF THE COMMANDER:


WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

MAINTENANCE TECHNICAL INSTRUCTION)
NUMBER - - - - - D-4)

1 September 1954

INTERCHANGEABILITY OF J-47-25 AND 25A ENGINES

1. PURPOSE: It is the intent of this directive to outline the difference between parts installed on the J-47-25 and 25A Engines installed in the B-47 aircrafts.

2. SCOPE: This directive is applicable to all Tactical and Periodic Maintenance Squadrons.

3. GENERAL: The J-47-25 and 25A Engines are interchangeable. However the -25A Engine must be equipped with parts having different P/N than those mentioned in Par. 5 below and these parts are not interchangeable. The 23 and 25A Engines would not be intermixed on a single aircraft due to the difference in thrust ratings. Also there are sufficient serviceable -23 Engines in the supply system to satisfy replacement requirements. The shroud ring and exhaust cone used on the -25A Engines are not interchangeable with similar items used on the -23 or 25 Engines.

4. RESPONSIBILITY: Commanders are responsible to bring this directive to the attention of all Maintenance Personnel.

5. PROCEDURE: a. The following parts are not interchangeable between the -25 and 25A Engines.

J-47-25	Nomenclature	J-47-25A
0259-124D103	Shroud Ring	0259-124D466
0259-507E246	Nozzle Assy.	0259-508E362
0259-7021E45	Exhaust Cone	0259-7024R53
0259-9482600	Casing Assy.	0259-508E361
or		and
0259-8481636		0259-508E577
Not Required	Shim	0259-127C544

b. In the event an exhaust cone is removed from a J-47-25A Engine be sure that the Shim P/N 0259-127C544 are not lost, and are replaced when the exhaust cone P/N 0259-7024R53 is reinstalled.

BY ORDER OF THE COMMANDER

Webb Thompson
WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 42)

1 September 1954

RESPONSIBILITY OF OBTAINING GROUND POWER EQUIPMENT
AFTER NORMAL DUTY HOURS

1. PURPOSE: It is the intent of this directive to outline the responsibilities of the 2nd, 19th, 33rd, Periodic Maint. and the 22D AFS Squadrons, pertaining to Ground Power Equipment when specialists are required to work after normal duty hours.

2. SCOPE: This directive is applicable to the Supervisory Personnel of the squadrons cited in Par. 1 and the specialists performing work on aircraft.

3. RESPONSIBILITY: Commanders are responsible for compliance with this directive.

4. GENERAL: Compliance with this directive will insure that specialists when working after normal duty hours, will have the necessary ground power support, such as power, lights, compressors, ect., available when reporting to the aircraft for duty.

5. PROCEDURE: a. The Engineering Officer of the Squadrons, cited in Par. 1, will insure that a NCO in a supervisory capacity is on duty in the Engineering Office; in the event the crew chief is not available after normal duty hours, when specialists are to work on the aircraft. It will be the responsibility of this supervisor to obtain the necessary equipment such as lights, power, ect., provided arrangements have not already been negotiated by the crew chief. Since K-Carts are only used by the A&E Specialists, they will be responsible to bring out K-Carts to the aircraft when needed.

b. The supervisor should assure himself that all switches in the aircraft are in the "OFF" position prior to power being applied by the specialist. The supervisor should keep in frequent contact with the specialist for any additional equipment which may be needed.

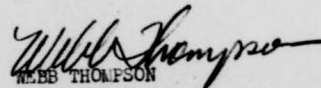
c. When specialists are required to work after normal duty hours, they will obtain the code word assigned to the aircraft during that period they are performing their work. It is not necessary that specialists act as guards, as there are perimeter guards, but they should challenge unknown personnel that they see approaching the aircraft.

d. Upon completion of the specialist work on the aircraft, the specialist will contact the supervisor in the Squadron Engineering Office and inform him that the work order has been completed.

e. The supervisor will check the aircraft for switches that may have been left "ON" and take charge of all equipment that was furnished the specialist for his job.

BY ORDER OF THE COMMANDER

NOTE: MIL No 40 dated 31 Aug 54
is rescinded.


WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

22DMST

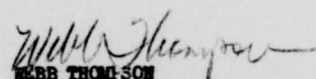
9 August 1954

MAINTENANCE TECHNICAL INSTRUCTION }
NUMBER - - - - - B-2 }

INSPECTION AND TESTING OF DROP TANK BLAST CAPS
KC-97 AIRCRAFT

1. PURPOSE: To establish safe procedures for the inspection and testing of Drop Tank Blast Caps (Explosive Squibs) on KC-97 Aircraft.
2. SCOPE: This directive is applicable to Maintenance Personnel of the 22D Air Refueling Squadron, Weapons Release Personnel of the 22D A & E Maintenance Squadron and Personnel of the Periodic Maintenance Squadron.
3. RESPONSIBILITY: Commanders are responsible for compliance with this directive.
4. GENERAL: Careless handling of Drop Tank Blast Caps by unqualified persons may result in injury to personnel and/or major damage to aircraft.
5. PROCEDURE:
 - a. Drop Tank Blast Caps will be inspected at each aircraft Periodic Inspection in accordance with T.O. 39B-1-19 and 39B-1-19A.
 - b. Drop Tank Blast Caps (Explosive Squibs) will be removed from and installed on aircraft by qualified Weapons Release personnel ONLY.
 - c. When Drop Tank Blast Caps are removed from an aircraft for inspection or storage, the Ammunition Section, Base Supply (Phone 3267 or 5112) will be notified in order to expedite pick-up of these units.
 - d. The Ammunition Section, Base Supply, will accomplish all inspections of Drop Tank Blast Caps and return them to the A & E Periodic Dock Section within 24 hours from time of pickup. The applicable Weapons Release Section will notify the Ammunition Section for return of Drop Tank Blast Caps for return of Caps that are in storage.
 - e. The Weapons and Release Supervisor will make appropriate entries in the Periodic Inspection Work Book and AF Form I upon completion of a Periodic Inspection of these items. Flight Line Weapons and Release personnel will make appropriate entries in AF Form I after removal or replacement of Drop Tank Blast Caps.

BY ORDER OF THE COMMANDER:


WEBB THOMSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

22DMST

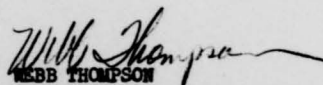
10 August 1954

MAINTENANCE TECHNICAL INSTRUCTION)
NUMBER - - - - - E-9)

LUBRICATION OF FORWARD MAIN GEAR STEERING SWIVEL
B-47 AIRCRAFT

1. PURPOSE: It is the intent of this directive to outline the proper procedure and frequency of lubricating the Forward Main Gear Steering Swivel.
2. SCOPE: This directive is applicable to maintenance personnel of the Bombardment Squadrons, Periodic Maintenance Squadron and the Aero Repair Section of the Field Maintenance Squadron.
3. RESPONSIBILITY: Commanders of applicable Squadrons are responsible for compliance with this directive.
4. GENERAL: In complying with this directive there will be a saving in man-hours and minimize the possibility of having to resurface the gear steering swivel or replace the forward main gear.
5. PROCEDURE: a. The following lubrication procedure will be accomplished every time the forward gear is jacked for any reason on the flight line, at the 100 hour Post-Flight and the 200 hour Periodic Inspection.
 - (1) With the weight taken off the steering swivel, lubricate simultaneously while moving the gear through its full degree of travel with the steering mechanism.
 - (2) Lubricate through the two zerk fittings, using MIL-G-7118 (ANQ-10) Low Temperature, Extreme Pressure (E.P.) Grease.b. If steering or towing difficulty is experienced after the above procedure is accomplished notify Maintenance Control in order to dispatch Specialists from the Hydraulic Shop to diagnose the trouble.

BY ORDER OF THE COMMANDER:


WEBB THOMPSON
Major, USAF
Chief of Maintenance

MAINTENANCE INSTRUCTION
LETTER NUMBER - - - 52

HEADQUARTERS 22D BOMBARDMENT WING M
March Air Force Base
California
8 September 1954

PROCESSING OF FLIGHT-LINE AIRCRAFT
ARMAMENT & ELECTRONICS EQUIPMENT

1. PURPOSE - To establish uniform procedures for the processing of aircraft armament and electronics equipment.
2. SCOPE - The provisions of this directive are applicable to all maintenance activities within this wing responsible for the handling and processing of aircraft A&E equipment.
3. GENERAL - a. Provisions of this directive are in accordance with SAC Manual 65-2, and are intended to clarify procedures therein, in order to eliminate confusion.

b. Reference paragraph 4e(2) SAC Manual 66-14, on holding AWP items in suspended file for a maximum of 30 days. The practice of allowing an item from pre-issue to remain in an AWP status while still a part of the pre-issue levels should not be condoned due to the lowering of availability of such items for issue to flight-line maintenance. When an item is classified AWP (required part not on base), A&E Materiel Control should initiate immediate action to exchange from reparable warehouse on a "paper work only" basis. The item received in exchange becomes a part of pre-issue and the AWP item can then remain in the shop on work order for an indefinite period, consistent with sound maintenance procedures.

c. Reference paragraph 4e(5) SAC Manual 66-14 on utilization of AF Form 48, Work Order. Utilization of AF Form 345, Parts Routing Tag, is more appropriate than AF Form 48, as it is defined in AF Manual 66-11 as the form to be used in routing items for repair to shops other than one to which basic work order is assigned. Basic work codes or orders are assigned to flight-line aircraft and any subsequent work can be properly accomplished on a routing tag.
4. PROCEDURES - See Flow Chart (Attachment #1). NOTE: All armament and electronics items installed in aircraft requiring "In Shop" action are considered to be Pre-Issue items. The following procedures will apply:
 - a. Priority 1/1A aircraft
 - (1) An A&E Specialist is dispatched to an aircraft which has a reported malfunction.
 - (2) He trouble-shoots and decides that a serviceable replacement item is required.

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- (3) A&E Specialist signals flight-line radio vehicle. On arrival of the vehicle at the aircraft, he requests item, returns to the aircraft, and removes unservicable item.
- (4) Radio vehicle calls Job Control requesting a servicable item be delivered to the aircraft and Job Control in turn relays this information to A&E Materiel Control.
- (5) If item is available in Pre-Issue, the following will be accomplished:
 - (a) A&E Materiel Control will request the A&E Dispatch Section to dispatch a vehicle to deliver required item.
 - (b) Vehicle driver will pick-up item and sign a hand receipt.
 - (c) Vehicle driver delivers the servicable item to the aircraft and effects exchange for unservicable item. Prior to the departure of the driver, Materiel Control will detach the tab from the AF Forms 345 given the driver and will file in a suspense file until the unservicable item is received in Materiel Control.
 - (d) The driver returns the unservicable item to A&E Materiel Control and clears his hand receipt.
- (6) If item is not available in Pre-Issue, the following will be accomplished:
 - (a) A&E Materiel Control will contact the shop for the availability of a like item currently undergoing repair and if the item is not available, will contact the Aircraft Service Unit for availability.
 - (b) Upon receipt of information from the shop and the Aircraft Service Unit, A&E Materiel Control will notify Job Control that the item is not available and the estimated time (if applicable) when a servicable item will be available.
 - (c) The Maintenance Controller will decide on the course of action, i.e., cannibalization, await, shop repair, or lower priority of the aircraft.
 - (d) The Flight-line radio vehicle will be notified of the decision by Job Control.

MAINTENANCE INSTRUCTION
LETTER NUMBER - - - - 52

8 September 1954

- (e) Radio vehicle will notify A&E Specialist and crew chief at the aircraft of the decision. Cannibalization, if directed, will be accomplished in accordance with applicable directives.
- (f) Unservicable item will be removed whether cannibalization is performed or not, appropriate entry will be made in Part II of AF Form 1 by the A&E Specialist.
- (g) A&E Materiel Control will dispatch a vehicle to the A&E Specialist at the aircraft to pick-up the removed, unservicable item to return it to the shops for repair. The driver of the vehicle will deliver to the A&E Specialist the required number of AF Forms 345 with the tab of the form 345 pre-initialed by personnel of Materiel Control when a hand receipt is required. The A&E Specialist will accomplish the AF Form 345, enter the abbreviated nomenclature on the reverse side of the tab portion of the Form 345 and attach a form 345 on each item. The driver of the vehicle will detach the tab and give it to the A&E Specialist to indicate that a like item is due-out to him.

b. Servicable items received in A&E Materiel Control from the shops will be placed in pre-issue or be made available for immediate installation. Continuous review of the due-outs as issued above on file in Materiel Control will enable this unit to determine if servicable items as received are required for installation in an aircraft. If required, the following will be accomplished:

- (1) A&E Materiel Control will notify Job Control that a servicable item is now available for an aircraft and request re-scheduling of the A&E Specialist.
- (2) Job Control will arrange re-scheduling and call work order to the A&E Dispatch Section.
- (3) Flight-line Section Supervisor concerned will, on receipt of the new SJR, dispatch the specialist with the due-out from A&E Materiel Control.
- (4) The A&E Specialist will pick-up the servicable item at A&E Materiel Control in exchange for the tab of the AF Form 345 and proceed to the aircraft.

MAINTENANCE INSTRUCTION
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c. A work order will be originated for each unserviceable item received in A&E Materiel Control, utilizing AF Form 345 (Parts Routing Tag) and will be delivered to the shop. Work order codes and/or numbers listed on the back of the green tags will be entered in the appropriate space of AF Form 345. (Procedures outlined in Attachment #2 will be followed)

- (1) Items will be bench checked, repaired if possible, and returned to A&E Materiel Control.
- (2) If, during bench check, the item is determined as beyond the technical capability of the shop to repair, it will be tagged NRTS and returned to A&E Materiel Control.
- (3) A&E Materiel Control will close out the work order and the following will be accomplished:
 - (a) A&E Materiel Control will call the Aircraft Service Unit requesting delivery of serviceable item.
 - (b) If the item is available, it will be delivered to A&E Materiel Control on AF Form 446 and exchanged for a NRTS item which is shipped off-base. The serviceable item is then delivered to the shop on AF Form 345 (Work Order number used will be from a block of numbers received from Maintenance Control), bench checked and returned to A&E Materiel Control.
 - (c) If the item is not available, Aircraft Service Unit will call the Maintenance Control Supply Officer who will research maintenance resources including the second wing on a multiple wing station.
 - (d) If the item is available within maintenance resource, Maintenance Control Supply Officer will notify the Aircraft Service Unit who will arrange to pick-up item and deliver same to A&E Materiel Control in exchange for a NRTS item. The serviceable item will be bench checked prior to issue.
 - (e) If item is not available within maintenance resources, the Maintenance Control Supply Officer will so notify the Aircraft Service Unit and verify the priority. The item will be requisitioned by the Priorities Unit on the established priority.

MAINTENANCE INSTRUCTION
LETTER NUMBER - - - 52

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- (f) In addition, the Aircraft Service Unit will advise Repairable Processing to pick-up the NRTS item at A&E Materiel Control in exchange for a Credit Hand Receipt which will serve as a due out until a serviceable item is received from Base Supply.
- (g) A serviceable item received from the Depot will be delivered to A&E Materiel Control on AF Form 446 in exchange for the Credit Hand Receipt. The item is sent to the shop for bench check and returned to A&E Materiel Control.
- (4) If repair can be accomplished in the shop, however, parts are not available, the shop will notify A&E Materiel Control of the parts required then the following will be accomplished:
 - (a) A&E Materiel Control will call the Aircraft Service Unit for the required parts.
 - (b) If parts are available, the Aircraft Service Unit will make delivery to A&E Materiel Control on AF Form 446.
 - (c) Parts are then delivered to the shop by A&E Materiel Control, the item is repaired and returned. If repair is not possible, item will be classified NRTS and returned to A&E Materiel Control.
 - (d) If parts are not available in the Aircraft Service Unit, this unit will notify the Maintenance Control Supply Officer who will research maintenance resources including local manufacture and the second wing on a multiple wing station.
 - (e) If parts are available within maintenance resources, the Maintenance Control Supply Officer will cancel the obligation at the Aircraft Service Unit and then inform A&E Materiel Control where and when the pick-up the parts. A&E Materiel Control will deliver parts to the shop, the item is repaired and returned to the A&E Materiel Control.
 - (f) If parts are not available within maintenance resources, the Maintenance Control Supply Officer will so notify the Aircraft Service Unit and varify

MAINTENANCE INSTRUCTION
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(g) Parts on receipt will be delivered to A&E Materiel Control on AF Form 446 by Aircraft Service Unit. Parts are sent to shop, item is repaired and returned to A&E Materiel Control.

d. When a specific item is required, of which the entire pre-issue level is in reparable status, the following action will be accomplished:

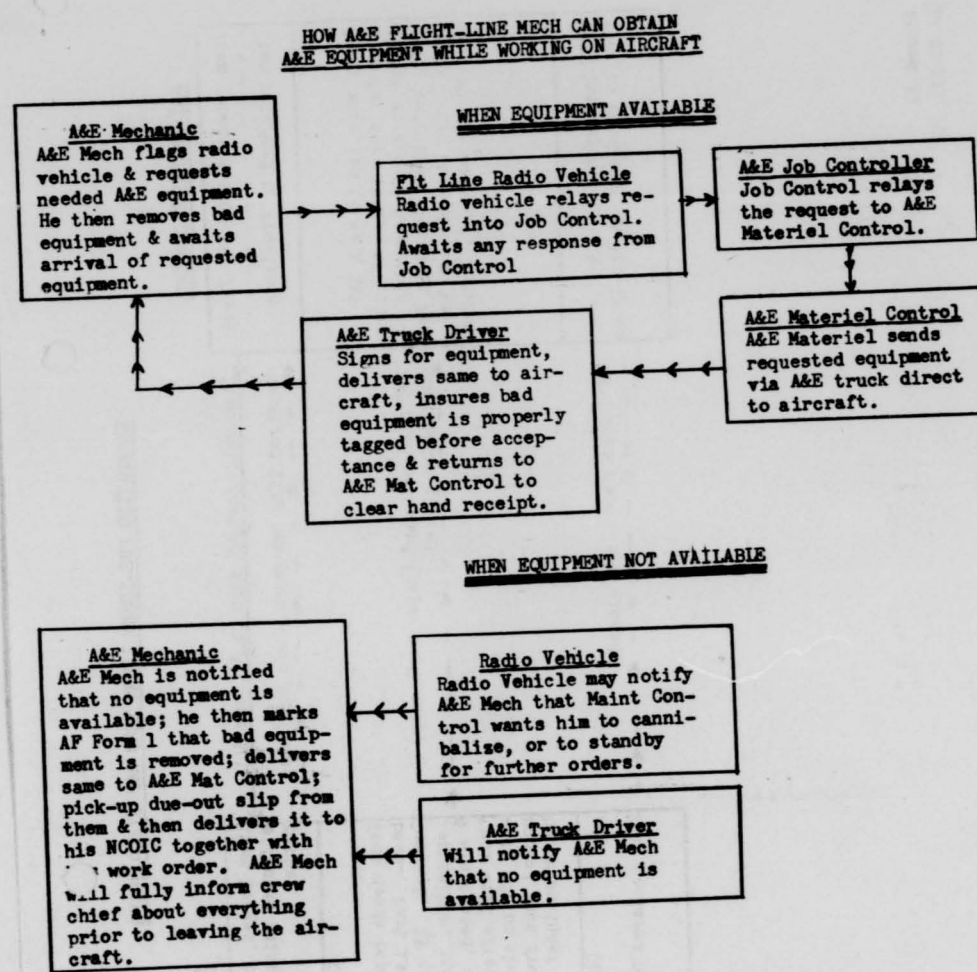
- (1) The A&E Materiel Control will call the Aircraft Service Unit requesting delivery of a like serviceable item in exchange for a signed Debit Hand Receipt.
- (2) On return of serviceable items from the shop, action will be taken by A&E Materiel Control to clear the Debit Hand Receipt by turning in the serviceable item to the Aircraft Service Unit.

BY ORDER OF THE COMMANDER:

- 2 Atchmts
1. Flow Chart
2. Diagram (Ex Pre-Issue
Items thru A&E Shops)

Webb Thompson
WEBB THOMPSON
Major, USAF
Chief of Maintenance

EXPLANATION - - - 52
MAINTENANCE INSTRUCTION



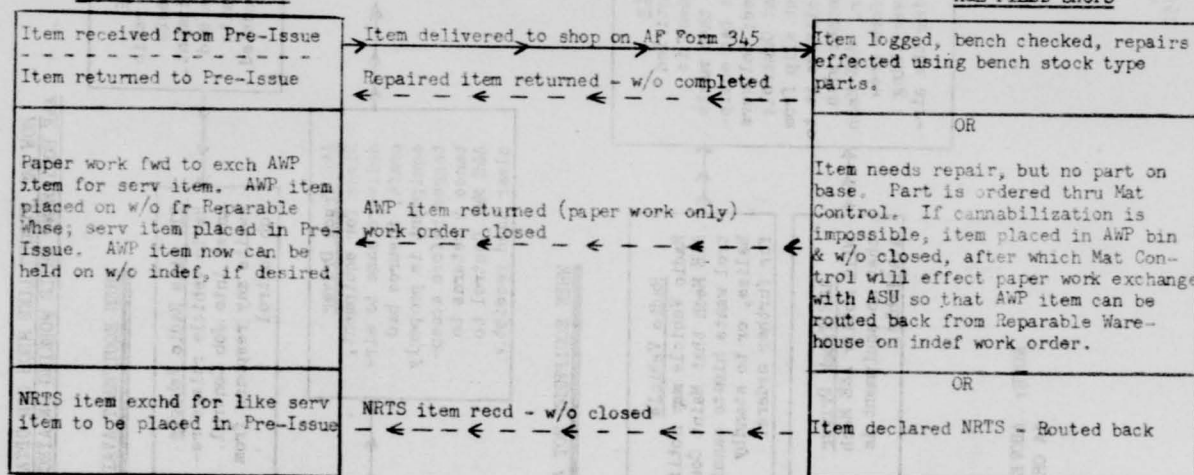
NOTE: ABOVE APPLIES TO PRIORITY
1A OR 1 AIRCRAFT ONLY.

Flow Chart
Atchmt #1
22 BW MIL #52

EXPEDITING PRE-ISSUE ITEMS THRU A&E FIELD SHOPS

A&E MATERIEL CONTROL

A&E FIELD SHOPS



Atchmt #2
22 BW MIL #52

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

REGULATION)

26 August 1954

NO. 65-1A)

MAINTENANCE-ENGINEERING & SUPPLY
PRE-ISSUE AND BEICH CHECK PROCEDURES

Wing Regulation 65-1, 9 August 1954, is changed as follows:

* * *

6f(1). PROCEDURES: Control Procedures: Delete and add the following:

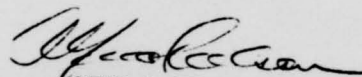
(1) Adequate control and accounting will be established for each line item of pre-issue and maintained up-to-date at all times. A suitable form will be used to record all transactions showing dates, quantities of all issues and/or turn-ins. Entries on this form will include the following data:

- (a) Stock number.
- (b) Nomenclature.
- (c) Quantity authorized pre-issue level.
- (d) Quantity on hand.
- (e) Quantity due in (include control numbers).

* * *

BY ORDER OF THE COMMANDER:

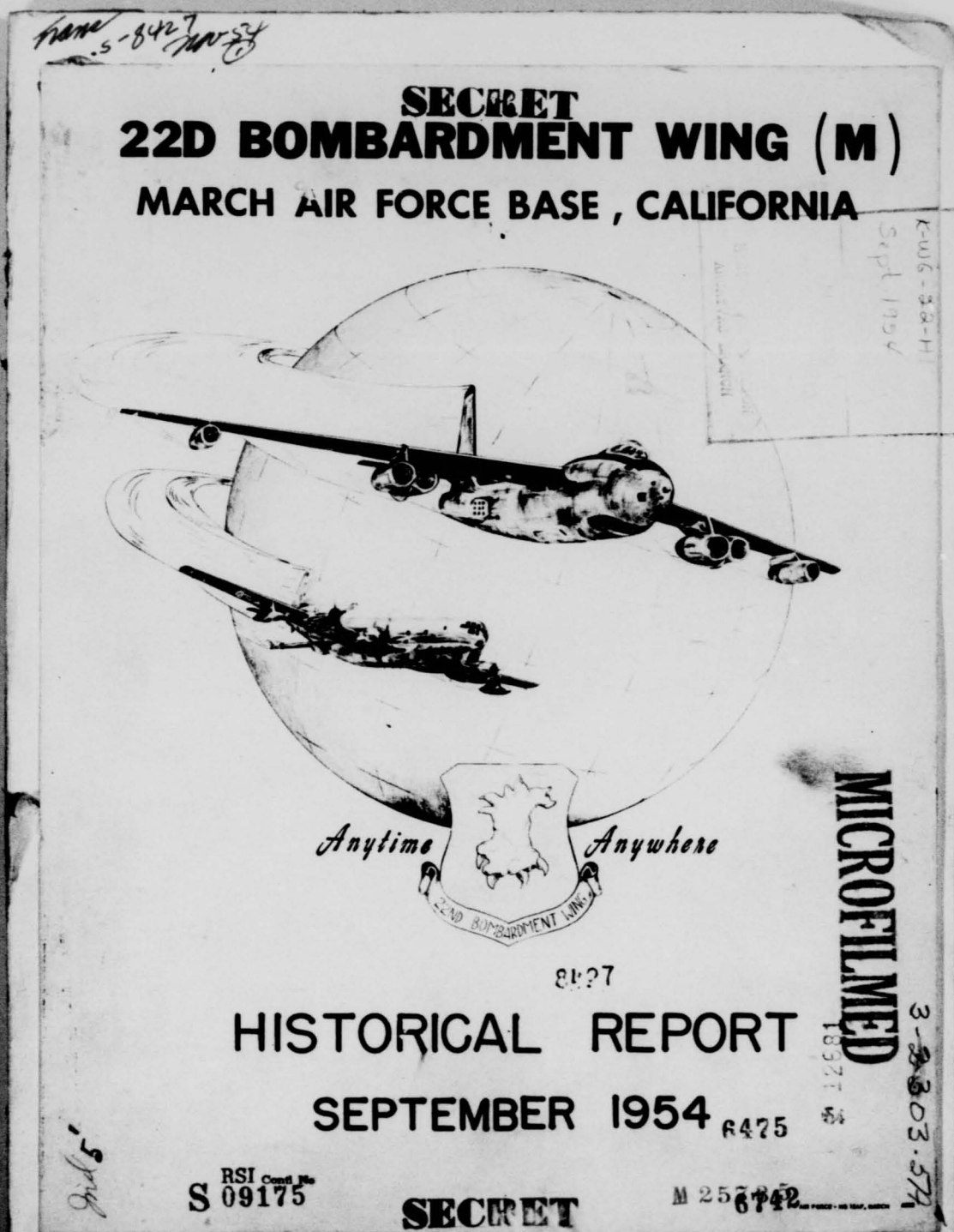
OFFICIAL:



ALFRED J. NELSON
Captain, USAF
Adjutant

ALFRED J. NELSON
Captain, USAF
Adjutant

DISTRIBUTION "D"



SECRET

Class	Secret
Auth	Comdr 2208
Date	4 May 57
By	H. H. H.

HISTORICAL DATA REPORT

of the

22D BOMBARDMENT WING (M)

for

September 1954

Compiled by Technical Sergeant Jehn S. Rush, Wing Historical Technician under the supervision of Captain Alfred J Nelson, Wing Historian.

Approved by:

L. H. Dalton, Jr.
LLOYD H. DALTON, JR.
Colonel, USAF
Commander

12th Air Division
Fifteenth Air Force
Strategic Air Command
United States Air Force

RSI Contd No
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APPENDIX

Exhibit A - Hq 22d BW Ltr to 12ADIV "Work Week Progress", 23 Sep 54.
Exhibit B - 22BW Ops Order #267-54, Training for Sept 54", 14 Aug 54.
Exhibit C - Operations & Training Charts for Sept 54, as of 30 Sept.
Exhibit D - Maintenance Gen Ords & Publications for Sept 54.
Exhibit E - Ltr Appreciation, sgd Gen. Charles B. Westover, 1 Oct 54
and Photo of 15AF "CREW OF THE MONTH".

MISSION

The mission of the 22d Bombardment Wing (M) is to be prepared to conduct strategic bombing operations on short notice in any portion of the world and under any conditions of climate, terrain or weather. In order to maintain this condition of readiness, the wing performs a training program encompassing ground and air training which is designed to insure that combat crews will be capable of efficiently performing this function and that ground personnel will be able to plan and conduct operations and maintain equipment in a high state of efficiency.

SECRET

CHAPTER I
ORGANIZATION & ADMINISTRATION

SECRET

- 1 -

The Big Picture: ^{1/} During the month of September, 1954, the Wing flew a total of 1,532:50 hours, or 1.1 % in excess of the quarterly allocation. The entire schedule for the month of September was planned around the "maximum effort" type mission. The object of this planning was to complete approximately 50% of the quarterly 50-8 requirements in order to be ahead of the minimum schedule in the event of adverse weather during the remaining two months, and to accomplish most of the hard-to-get items at the start of the quarter. The results of these efforts compare very favorably with the established goal, 48% of the total quarterly requirements having been completed. The 2% remaining unaccomplished was primarily due to the fact that all unconfirmed Long Range Cruise Control, Night Celestial, and Day Celestial Missions are not computed in the 48%.

The "maximum effort" type mission has produced very good results in accomplishing those items which involve several aircraft such as formation and night cell missions. During September, this type of scheduling produced 96% of the quarterly requirements and 55% of the quarterly night cell requirements.

Four missions were planned to include 190,000 pound fuel transfer, and 86% of the quarterly requirement of this particular item was filled in these missions.

Two missions were planned to include night mass refueling. This is the first time that this type maneuver has been flown by this wing.

1 - From Dir of Ops Hist Rpt for Sept 1954, sgd, Col Welch

Of the total number of hours flown during September, 265:20 hours were devoted to the accomplishment of missions ordered by higher headquarters. These missions included the following:

Operation Quickrise (6:40 hours) This Operation was designed to test WADF facilities and procedures in establishing an ETA of receiving aircraft for designated refueling rendezvous point, and forwarding this ETA via land lines to the 22d Bomb Wing. Upon receipt of this ETA, the 22d Control Room was to dispatch Tanker Aircraft to the refueling point. Due to the fact that WADF personnel were not familiar with the mission requirements, the ETA for receiver aircraft was not received by the 22d Bomb Wing.

This mission has been rescheduled for the month of October, and will consist of ten sorties.

A Liaison Officer, from the Wing, has been designated, and will brief WADF personnel on mission requirements for the forthcoming mission during October in order to familiarize them with requirements of the mission.

3908th SES Evaluation (63:25 hours) This mission called for the dispatching of B-47 crews to the 3908th SES, Davis-Monthan AFB, for the purpose of evaluation.

Special Weapons Loading, Travis AFB (5:25 hours) This mission called for dispatching of B-47 aircraft to Travis AFB, for the purpose of training Special Weapons Loading Crews. It was successfully completed.

Weight & Balance Check, McClelland AFB (130:55 hrs) This mission was for the purpose of accomplishing the annual weight and balance test on B-47 aircraft in accordance with T.O. 1-1B-52.

Radar Performance Test (15AF) (16:30 hrs) In addition, a total of 38:40 hours were flown for transition training of the Deputy Commander, SAC (0:40 hrs) and Colonel Putman (37:55 hours).

A total of 18:45 hours flying time was lost during the month due to weather and local conditions. This included 10:45 hours lost due to excessively high runway temperatures, and 8:00 hours lost when aircraft landed away from home station due to local weather conditions.

In addition to the above there were six aborts during the month caused by landing gear failing to retract or failing to lock in up-position. These failures were traced to damaged centering switches and improperly adjusted latching systems.

No fighter versus bomber missions were flown during the month. Ten missions involving 155 sorties were scheduled through the Great Falls area, and although the 29th Air Division was advised of this schedule, no fighter attacks were launched against these missions. Verbal communications via SOCS line between the 22d Bomb Wing Control Room and the 29th Air Division Control Room indicated that this was the result of maintenance difficulties, weather, and a near-stand-down in preparation for annual rocketry training.

Bombing Accomplishments: Visual releases (500 lb training

bomb) four. These were made by one combat crew operator for a CEA of 726 feet. Shortage of 500 lb practice bombs, the supply of which was exhausted at this base, prevented our meeting the SAC minimum training requirements in this respect. Shortage of these bombs was reported to higher headquarters in the Wing Commander's Remarks Section of the SAC T-12 Report for May 1954. However, the shortage continued, with the last bombs being received in June of this year.

Visual RBS Runs: Forty-four RBS Runs (Visual) were accomplished. These were made by 23 combat crew operators for a CEA of 1,306 feet.

Radar RBS Runs: 171 Radar RBS Runs were accomplished. These were made by 35 combat crew members for a CEA of 1,936 feet.

Malfunction RBS Runs: 75 Malfunction RBS Runs were accomplished. These were made by 27 combat crew operators for a CEA of 4,648 feet.

Camera Runs Radar: 79 Camera Runs Radar were accomplished.

Operations & Training Charts and Ops Orders for September:

Included in the Appendix are Operations Order #267-54^{2/} and Operations and Training Charts for September 1954.^{3/}

- 2 - Exhibit B: 22BW Ops Order # 267-54, Trng for Sept, 14 Aug 54
- 3 - Exhibit C: Operations & Training Charts for Sept 54.

Work Week Progress: ^{4/}

The work week has definitely been improved. The overtime hours have been reduced substantially (from 16,990 in July to 6,240 in August). Conversely our compensatory time and passes have been increased to much more than overtime hours worked. (Ref I of Exhibit 4). As previously stated, complete elimination of overtime cannot be attained when there is a dire shortage of critical specialists and supervisors.

The decrease in higher headquarters ordered missions (from 1,236 flying hours in July to 580 in August) coupled with a smoother running program (Operations Orders, copies previously included in this history) were major factors in the decreased overtime. The programming of flying schedules up to 2 months in advance has had a most favorable effect on both the combat and maintenance crews as well as upon the supporting activities personnel.

Unfortunately, overtime in certain categories is increasing now due to discharges of personnel in critical specialties without qualified replacements. The K System technicians, AFSC 32170/71, is an excellent example, e.g. 36 authorized and only 14 assigned with 2 TDY in a section which has a great backlog of difficult work. Some of these technicians have worked up to 60 hours without a break in preparation for Maximum Effort Missions. Improvement is hardly eminent due to the great amount of experience necessary to qualify a technician, and few remain after becoming qualified.

4 - Exhibit A: 22BW Work Week Rpt to Comm 12ADIV by Comptroller.

"We are keeping close watch on September's results", stated the Comptroller, Major Lion. "We expect to accomplish a goodly portion of our 50-8 and 60-2 requirements, but anticipate considerable overtime."

ADMINISTRATIVE NOTES FROM THE UNITS

22d A & E Maintenance Squadron: ^{5/} The squadron underwent a major organizational change during the month. The major change was brought about by the 15th Air Force Standardization Team and was programmed to operate in accordance with SAC Program 22-54. Continued implementation of this program is in effect.

22d Periodic Maintenance Squadron: ^{6/} In the month of September the Squadron Commander, Lt Col Mabon A. Cornwell, wore a path between his office and the Wing Personnel Section, spending many hours consulting with the Director of Personnel regarding current and forecast transfers of personnel to and from this organization. This path wearing did not result in the necessity for the Colonel to purchase new shoes, but it did give the Orderly Room and Deck Maintenance personnel some aspirin requirements. Closing out of airman records, processing personnel in and out of the squadron, keeping the organization's records up to date, setting up a schedule for transfer and cross-training of airplane general mechanics to take over engine mechanics' jobs involved extra hours of work and generated new forehead wrinkles. By the end of the

-
- 5 - From Hist Rpt of 22d A & E Maint Sq, sgd, Lt Col Johnson, Comm
 - 6 - From Hist Rpt of 22d Per Maint Sq, sgd Lt Col Cornwell, Comm

month, the plan whereby this organization was to transfer its engine mechanics in favor of general mechanics began to take shape. Nine engine mechanics were alerted for reassignment early in October.

During the second week of September, a Fifteenth Air Force administrative inspection team visited the 22d Bomb Wing. After inspecting three Squadron orderly rooms, the members of the team decided that the system in effect, of administrative personnel performing duty in their individual squadron orderly rooms, resulted in a lack of efficiency. They recommend that a plan which was being followed at Fairchild and other Air Force Bases, and which they considered worthy of emulation, be installed throughout the 22d Bomb Wing. This system called for the establishment of a consolidated administrative section in Wing Personnel to which all Squadron Records Clerks, Morning Report Clerks, and Finance Clerks would report daily for the performance of their respective duties. The First Sergeant and one clerk-typist would remain in the Squadron Orderly Room to handle all other administrative duties. Although this proposed plan did not appeal to the clerks who would be affected by it, Wing approval of it was indicated late in September and its implementation was due to become a reality by the beginning of October.

22d Air Refueling Squadron: Although there will be further

7 - From Hist Rpt of 22d ARS, sgd, Lt Col Hatch, Comm.

discharges of personnel within this section, it is anticipated that the strain thereby imposed will be somewhat relieved by the proposed consolidation of personnel sections at Wing level. This system should be effected within the next month and should prove beneficial to all concerned.

33d Bombardment Squadron: ^{8/} Captain Alva Smith was assigned as Squadron Adjutant, replacing Captain Charles M. Stewart, who joined a combat crew.

2d Bombardment Squadron: ^{2/} An administrative inspection was performed during the month by personnel from 15th Air Force Headquarters.

Reorganization of the entire structure of administration is necessary for long range planning but it also has its limitations. Supervision of personnel must be increased to a point short of performing the work itself. Qualification of personnel to enable them to perform their work load efficiently is necessary. Reassignment of unit personnel has been exceedingly heavy and should be reduced or eliminated. This would permit presently assigned personnel to be trained in a specialty and at the same time raise the quality of unit records.

Discrepancies as noted by the inspectors are being corrected. If stabilization of presently assigned personnel is maintained, the next semi-annual inspection should show a great deal of improvement.

8 - From Hist Rpt of 33d Bomb Sq, sgdt, Lt Col Francis, Comm
9 - From Hist Rpt of 2d Bomb Sq, sgdt, Lt Col Graybeal, Comm

22d Field Maintenance Squadron: ^{10/} Squadron improvement was predominate during the month. The branches received a major face lifting, consisting of painting the interior, color schemes are very adequate tending to increase the available lighting.

Major John C. Mey was transferred to the 2d Bomb Squadron and Major Ray E. Boyer, assumed the position of Field Maintenance Supervisor, coming to the squadron from the 22d Air Refueling Squadron.

10- From Hist Rpt of 22d Fld Maint Sq,sgd, Lt Col Gallup, Comm.

CHAPTER II
PERSONNEL

Director Of Personnel: ^{1/}

The office of the Director of Personnel has lost two airmen during the month. Airmen were discharged under provisions of AFR 39-13 and AFR 39114. There were two airmen gained and both are working in the Classification Section of the Director of Personnel Office.

There was a net loss of 29 airmen during the month of September. The Wing is authorized 1610, as of 30 September 1810 were assigned. The MIRS is 86.2 % as of 30 September, which is a decrease of about 1 % under last months report.

During the month 23 airmen entered into formal school training conducted by the Air Training Command.

During the month 104 airmen were upgraded in PAFSC within the Wing, and 144 were placed on OJT for award of the next higher skill level.

Applications for promotion were submitted to this office to fill quotas to be allotted in October 1954. It is anticipated that the promotion board will be convened within the first two weeks of October. It is also anticipated that the Wing will receive additional quotas to the grades of S/Sgts and A/2C.

A total of 60 airmen discharges occurred during the month. Of this number 53 were eligibl for reenlistment, with 7 not

1 - From Dir of Personnel Hist Rpt, sgd, CWO Neal, Asst Dir of Personnel

eligible for reenlistment. Of the 53 there were 11 reenlistments, also two airmen reenlisted for civilian life.

There were 45 airmen nominated to Headquarters 12th Air Division during the month of which 30 were for possible ZI reassignments and 15 for overseas assignments. Of the 45 nominated 11 were selected for ZI assignments and 6 were selected for overseas assignments.

A projected manning problems are fast becoming a reality in the 30,40,70 career fields as the Wing has many airmen in subject career field due for separation within the next four months. Input into these fields have been practically nil in the past 4 or 5 months, and there is very little indication of any projected gains. It is expected that discharges, and reassignments will greatly exceed input into these fields. This is based upon the current and past ratio of gains and losses.

Officers Section: During the month the Officers Section was primarily concerned with the preparation of photostatic copies of the WDAGO Form 66 and the auditing of the promotion roster of Captains eligible for Major during the Fiscal Year 1955 promotion cycle. Entailed in this project was the preparation of Comprehensive Evaluations for some of the eligible officers. Also each item of information on the roster was double checked by personnel of this section to insure complete accuracy of the rosters prior to their transmittal to higher headquarters.

Of secondary importance during the month was the photostating of WDAGO Form 66's for all First Lieutenants and Captains to comply with the provisions of Air Force Regulation 36-23. Completion of this project has delayed for a few days when the photo-lab ran out of paper due to the unexpected increased work-load which necessitated preparation of the remainder of the forms by manual methods.

The flow of effectiveness reports decreased during the month with a total of 33 processed and forwarded.

The authorized, assigned, effective manning and body manning strength of the officers for the Wing as of 30 September is as follows:

<u>AUTH</u>	<u>ASGD</u>	<u>EFF MANNING</u>	<u>BODY MANNING</u>
429	405	81.50%	94.40%

PERSONNEL NOTES FROM THE UNITS

22d Field Maintenance Squadron: ^{2/} The personnel strength as of 1 September was eight officers and 400 airmen. The strength as of 30 September was eight officers and 412 airmen.

During the month 36 airmen were on leave from this organization. This number on leave represented 9% of the average assigned personnel strength as compared with the 15% authorized.

2d Bomb Squadron: ^{2/} All Form 66's and 20's are being reaccomplished. The number of errors revealed by the inspection led to the conclusion that the best way to correct these errors was to interview the personnel concerned to insure correctness of all entries and then reaccomplish the records completely.

The new system of logging incoming and outgoing correspondence and also establish a suspense date has definitely increased the control of all correspondence. Suspense dates are kept to an absolute minimum to meet deadline dates promptly.

Lt. Billy M. Alexander departed PCS for school at Chanute AFB. He was replaced by Major John C. Ney, who recently arrived. Lt. John H. Weed is also a new arrival who assumed the duty of Squadron Supply Officer.

33d Bombardment Squadron: ^{4/} The strength report as of 1st and 30th of September:

- 2 - From Hist Rpt of 22d Fld Maint Sq, sgd, Lt Col Gallup, Comm
- 3 - From Hist Rpt of 2d Bomb Sq, sgd, Lt Col Graybeal
- 4 - From Hist Rpt of 33d Bomb Sq, sgd, Lt Col Francis, Comm

1 September 1954

Auth	Asgd	Pres for Dy
165	191	184

30 September 1954

Auth	Asgd	Pres for Dy
163	192	167

The authorized assigned differences is a result of the extended B-47 Training Program. Cadre will take our overages.

The VD rate is negative.

22d Perio dic Maintenance Squadron: 5/

The following is a breakdown of the squadron personnel strength as of the first and 30th of September:

	(1 Sep 54)			(30 Sep 54)		
	Auth	Asgd	Pres for Dy	Auth	Asgd	Pres for Dy
Offs	5	5	5	5	4	4
Ann	158	178	156	158	177	158

The release from active duty of 1st Lt John T Flynn on 20 September 1954 left the squadron without the services of an adjutant. In an attempt to maintain personnel assignments in accordance with the existing T/O&E, Lt Col Cernwell, Squadron Commander, requested that the Wing Director of Personnel assign an adjutant to the unit. Wing was unable to furnish an officer to fill this authorized vacancy at the end of the reporting period but promised to do so when one became available. No T/O&E personnel allowances discrepancies were reported in September.

The Squadron classification program brought gratifying results, as evidenced by the upgrading of eight airmen who had completed CJT

5 - From 22d Per Maint Sq Hist Rpt, sgd, Lt Col Cernwell, Comm

to the next higher level in their respective specialties. In addition, 23 airmen entered OJT with the objective of ultimately being awarded a higher skill level in their AFSC's. One airman completed formal schooling in the 7 level maintenance career field, while another proceeded on TBI for 100 days to attend a seven level personnel administrative specialist school.

Neither of the two airmen who were discharged by the squadron in September reenlisted in the Air Force. One airman was demoted from Airman First Class for disorderly conduct. Overall, however, the morale of the squadron was rated high, proof of which was shown by the manner in which the personnel performed in the Wing parade which served as a rehearsal for the Division review to be held in October. The 22d Periodic Maintenance Squadron captured second place in the Wing parade and hoped to do as well in the Division review.

22d A & E Maintenance Squadron: ^{6/} The month shows above average change of personnel. A total of 41 left, four officers and 37 airmen. Sixteen were gained - two officers and 14 airmen. The loss of personnel are as follows: One officer reassigned to FEAF. Two officers reassigned on the base. One officer reassigned to Mountain Home AFB, Idaho. Sixteen airmen discharged under the provisions of Air Force Regulation 39-14, early release. Eight airmen were reassigned after completion of their enlistment.

6 - From Hist Rpt of 22d A & E Maint Sq, sgd, Lt Col Johnson, Comm

Fifteen airmen were reassigned. One airman to this station and 14 to other ZI bases.

The following is the status of this Squadron as of 1 Sept 54:

	<u>Auth</u>	<u>Asgd</u>	<u>PPD</u>	<u>Leave</u>	<u>Hospital</u>	<u>TDY</u>
OFFICERS	14	20	15	4	0	1
AIRMAN	350	371	316	18	4	36

As of 30 September 1954:

OFFICERS	14	19	16	1	0	2
AIRMAN	350	342	302	16	2	24

Twenty-four were upgraded in AFSC this month. Two airmen were placed on OJT.

Lt Col Kenneth L. Johnson has assumed command of the 22d A & E Squadron replacing Lt Col Charles E. Telhurst.

Major Oliver C. Buschow has assumed the duty of Maintenance Supervisor replacing Major Albert K. Harvin who is now TDY at Davis Monthan AFB, Tucson with the 3908 Strategic Evaluation Squadron. Captain Glenn R. Dody replaced Lt. James R. Pearaman as Adjutant and M/Sgt Victor L. Townsend is the new First Sergeant.

CHAPTER III
OPERATIONS & TRAINING

For Operations "Big Picture" turn to Chapter I, page 2 of this history.

Intelligence: ^{1/} This Section was paid an informal visit by two officers from the Wing Intelligence Section, 98th Bomb Wing, Lincoln, Nebraska: Captain MCINTYRE and 1/Lt ROBERT J. ABBOTT. The purpose of the visit was to procure information relative to Intelligence training for combat crews and to observe the overall function and operation of the Intelligence Section. The visiting officers stated that their trip proved to be very informative and worthwhile.

In the very near future it is planned that personnel from this Section be placed on temporary duty to pay short visits to other 15AF Bomb Wing Intelligence Sections for the purpose of accomplishing an exchange of ideas. It is hoped that these visits will prove to be of mutual benefit as has proved true in the past.

Captain EUGENE V. PIERCE, an M Day assignee from Los Angeles, spent two weeks on active duty with this section during September. During the latter half of October, Captain MILTON C. POWELL, also an M Day assignee, will be assigned to this Section for two weeks active duty. Two additional Officers have been assigned to this Office as M Day assignees: Lt Col CHARLES F. PLUMMER and 1/Lt ALFRED L. RINALDA, both from Ventura, California.

Lt ANDREW L. WALLACE who was recently confined to the Base Hospital for treatment has been transferred to patient status at Parks AFB Hospital.

1 - From Dir of Ops Hist Rpt.

A physical transfer of the EWF Combat Crew folders was made from Operations Plans Section to Intelligence. These are the planning and work folders the crews use during their periodic target study and mission planning sessions. The folders are now being maintained by M/Sgt Roy J. Maggard, who is in charge of the Target Materials vault.

A project of restoring the projection screen in the Wing briefing room was completed. Intelligence personnel procured a gallon of white paint and gave the screen two coats. While the paint was still wet, glass beads were blown on the screen and a vacuum cleaner attachment. The finished screen improves the quality of picture display for both movie projections and H-1 projections. (The H-1 Projector is used as a briefing aid during all combat crew mission briefings.)

Two hours of ground school were conducted for combat crews in Intelligence subjects during the month. Lt McNulty, 22ARS Intelligence Officer, presented one hour of Aircraft Recognition and Lt Col S.M. Arnold, Commander 466th AA Battalion, presented his organizational functions, how his organization is integrated with Air Defense Command and capabilities and limitations of the 75mm Sky-sweeper with which the 466th is equipped.

During October a total of four hours of training in Intelligence subjects will be conducted for Combat Crews at Wing level. These subjects include Flak and IEDA, two hours each.

Captain Robert J. Fowler, assistant Wing Intelligence Officer, completed the preparation of a revised cover picture which will be used on all future Operations Orders, Operations Plans, Mobility Plans, special folders etc. The picture is a free hand drawing of the B-47 and KC-97 showing the two aircraft shortly after an aerial refueling in a globe circling position. Coordination was affected with Hqs 15AF for the production of a sensitized plate of the original picture and for the production of 1,000 copies of finished picture covers. This initial supply of covers is estimated to be about a one year supply for the Wing. Whenever additional supplies of the covers are needed the sensitized plate will be used for the production of our requirements. Previously, all such covers were produced by the Base Photo Lab. Through the use of the sensitized plate the covers can be produced much faster and cheaper than through the use of Photo Lab facilities plus relieving the Photo Lab of the tremendous production work load. (See inclosure #1 for 22d Bomb Wing cover picture - front cover of history).

Photo Interpretation: The following projects were completed.

- 146 rolls of G-15 film reviewed.
- 155 form X's scored (compliance with SAC Reg 51-11)
- 39 photo's of camera targets (non RBS sites) scored.
- 12 malfunctions of camera or radar equipment noted by film review.

Operational Plans: BWP Mission Planning and Target Study continued behind schedule this month due to time lost in August and the heavy flying schedule for this month. Fifty-two crew studies were conducted for a total of 461 hours. The T-2 Trainer was out of commission because of parts the entire month.

Changes in tactics were studied and crews briefed on the new plan. Amendment #4 to 8th Air Force Operations Plan 50-54 was received and work started immediately on the changes.

EMP crew folders were transferred to the Intelligence Section for administration and control and to facilitate compliance with current directives and regulations.

An examination on SAC Tactical Doctrine was written at the request of the Director of Operations. This exam is to be administered to B-47 crews to determine the feasibility of eliminating the tactics portion of general briefings, classification Top Secret.

The SAC Jet Chart Evaluation program was implemented by distribution of charts and briefing crews on the requirements. This program should result in a greatly improved format for navigation charts.

Current Plans Section: The month of September was undoubtedly the most active month that the Current Plans Section has experienced.

In the month of September the Current Plans Section was faced with the heaviest workload since its organization. The following missions were planned and briefed:

- a. Bomber Stream type on the 8th, 17th, and 28th of September for a total of 60 sorties.
- b. Maximum Weight refueling and Bomber Stream type on the 10th, 21st, 23d, and 30th of September for a total of 40 B-47s and 60 KC-97 sorties.
- c. Tactics and Formation on the 2d, 14th and 28th of September for 72 B-47 sorties and 54 KC-97 sorties.
- d. In addition to the missions outlined above a classified

mission, nickname "Quick Rise" was planned and briefed. Major General TERRILL was the aircraft commander on this mission.

This section was snowed under with late changes in flight planned routes, preparing flimsys and briefings. As many as three Wing Briefings were held in one week.

Enlisted personnel in the section displayed unusual devotion to duty by putting in many hours of overtime and contributed greatly to the Current Plans mission for the month.

Much experience was gained by all personnel assigned to the section, in mission planning, preparing of crew flimsies and briefing techniques.

Major White was relieved of the duty assignment of Assistant Current Plans Officer and designated Wing Observer. Major Walsh replaced Major White as Assistant Current Plans Officer.

Airman Hunt was a new addition to the section in the latter part of the month and it is felt that with the work load such as it is, he is a welcome addition.

Communications: The month of September was devoted primarily to the preparation of operations orders and flimsies, necessary to meet the various requirements of the Wing during that period.

Accomunications training program for B-47 aircrews was implemented and the first two hours of instruction were given during the month of September. HF air/ground communications has been one of the weak points of B-47 communications. The first two hours of lecture were devoted to the improvement of this media by indoctrinating aircrews in

correct procedures and frequency selection.

This office assisted the Wing Inspector in the Semi-Annual inspection of the 2d and 19th Bomb Squadrons. It was noted that a great improvement had been made in the squadron communications sections in the maintenance of communications files and Radio Aids to Navigation Publications.

Gunnery: During the month the Wing flew a total of 30 gunnery missions. There were a total of 20,7000 rounds loaded and 16,757 rounds fired, for a total of 81% fire out.

The major malfunctions remain Bolt under round and Brass link jams.

Low feeder torque results in the Bolt under round jams. Co-pilots are instructed to actuate the firing button for approximately one second after each time the Held-back release switch is used.

A new proposed Base regulation was submitted by the 22d Bombardment Wing to allow clearing of the guns in the parking area. The regulation is in coordination with the Base at the present time .

The 22d Bombardment Wing received a new B-47 gun laying Operators Check List. The major change is "the guns will be positioned at a 45 degree up elevation after firing".

Five Co-Pilots were given pre-evaluation training during the period of 27 September to 1 October 1954. This training consisted of Pre-Flight, Post-Flight and In-Flight procedures.

Radiological-Bacteriological & Chemical: During the month the Wing RBC Section conducted classes on Tactical Radiological

and Chemical Countermeasures. This increased the total percentage of qualified air crews in TR&CC training from 44% to 67% completed.

During September this Section received a letter from SAC requesting copies of the ABC Defense Manual which was written and published in its entirety by this section. Some of the copies will be reviewed at SAC and the others are to be forwarded to Hq ARDC, ATC at Lowry AFB, and Hq USAF. This Manual has been recognized throughout the Air Force and request for extra copies are received frequently.

Future plans indicate rewriting and publishing a new version of the manual, incorporating more photographs and charts. Requests for copies of the proposed manual are being received at present. It is expected that the manual should be prepared by January 1955.

The RBC Section has submitted plans and the idea for a special storage tray for DT-60 dosimeters. This plan is expected to be quite valuable in the proper storage and handling of these instruments. Letters are being prepared to forward the plans to Hq SAC suggesting adaptation of the idea for all SAC units with possible Air Force standardization.

Ground Training: During the month of September 1954, the following activities and training were conducted by the Wing Ground Training Section:

A total of 2105 periods were attended by personnel in the Physical Conditioning Unit.

A total of 4324.5 hours of Synthetic Trainer time was accomplished by combat crew personnel of this wing.

A total of 3180 man-hours were spent in the KC-97 MTD

A total of 3163 man-hours in the B-47 MTD.

Five B-47 crews attended 3908th SAC Evaluation School during the month.

Seven officers and airmen were placed on TDY orders for SAC Survival School, class starting date 7 September 1954, and three officers were placed on TDY orders for SAC Survival Course, class starting date 21 Sept 54.

During the month a total of six personnel completed 240 hours of Basic Survival Training.

Twenty-nine personnel attended Phase III ABC for a total of 232 hours during the month.

TDY orders were published placing fifteen B-47 crews in the Base B-47 Flight Simulator Section and one (1) KC-97 crew to the Base KC-97 Simulator Section during the month of September.

All records and charts were posted to date in the Ground Training Section.

Standardization Board: Crew 307A, AC Lt Col McGrew; Co-Pilot, Capt. R.W. Marden; AOB Major R.D. Dowdy; were appointed 22d Bomb Wing (M) B-47 Standboard crew effective 1 September 1954.

Five crews received credit for standboard check during the month, four through completion of 3908th SES evaluation and one check administered by 2d Bomb Squadron Standboard.

The 22d Bombardment Wing Standboard has administered emergency checks to crews that have successfully completed evaluation by the 3908th SES during the month.

Fifty-one percent of assigned combat crews have successfully completed their standardization checks at this half-way point in the current half of the fiscal year. Additional checks which were

programmed for the month were not flown due to the month's flying being devoted mainly to wing max effort type missions unsuitable for standardization check flights.

Requirments for submission of standardization check write-ups have been revised to eliminate unnecessary copies of paper work and to authorize submission of standboard re-check write-ups within thirty days following completion of the original standardization check rather than 15 days subsequent to initial check.

Major Dowdy completed preparation of a new Observer's emergency procedures examination and is in the precess of administering this examination to all Staff and combat crew observers in the Wing.

Captain Marden has been in the Base Hospital since 9 September with a broken leg. His estimated date for return to duty is uncertain.

Special Weapons: Special Weapons training for the month of September 1954 was very good. The Wing completed 51 percent of the total 50-8 requirements. This is to be compared with 37 percent which is a mean completion percentage for a month under the training quarter.

The refresher given this month consisted of a series of "operational missions" given on a mock-up. This was considered to be excellent training by most of the combat crews attending. One draw-back to this type of training is the limitation of the number of crews which may be trained at a sitting.

Quite a bit of training is duplicated for crews attending

OPERATIONS & TRAINING NOTES
FROM THE UNITS

19th Bombardment Squadron: ^{2/} During the month three maximum effort missions were scheduled designed to accomplish one third of 50-8 requirements and an additional amount to compensate for the the loss anticipated during the October commitments.

The first of the scheduled maximum effort missions was a tactics and formation mission involving nine of this squadrons aircraft. The accomplishments for the mission were formation refueling, cell tactics, night celestial leg, K-grid leg and a long range cruise. The nine aircraft were airborne on time and all accomplished the briefed requirements with the exception of Captain Howard and crew. The drop out aircraft aborted the refueling portion of the mission due to Tanker Abort. Some difficulty was experienced during the refueling portion of the mission by nearly all of the B-47's. Over running the tankers was the major discrepancy.

The second of the scheduled missions was a Bomber Stream Mission in which eight of this squadron's aircraft participated. The accomplishments for the mission were Radar Navigation Leg, Day Celestial and four RBS runs. Weather during the early hours of the morning made it impossible for all the aircraft to make good their take off times. As the weather cleared the remaining aircraft were able to depart for the mission. Radar malfunctions were the major cause

2 - From 19th Bmb Sq Hist Rpt, sgd, Lt Perez, Sq Hist O.

for abort on the designated targets. Captain Devlin and crew were unable to complete the brief route and decided to land at Castle AFB due to low fuel load.

The third and last of the maximum effort missions was a Maximum Weight and Bomber Stream Mission. The crews were briefed to accomplish maximum weight refueling, night celestial, day celestial pressure pattern, gunnery, celestial grid leg and four RBS runs. Communications and air refueling were confronted with minor difficulty. The major difficulty on this mission was attributed to fuel leaks and radar malfunction. This major fault resulted in aborting four out of five aircraft during one day of the mission.

2d Bombardment Squadron:^{3/} Operations was very active this month since it was the start of a new 50-8 rating quarter. Of course, lead crew requirements had to be considered also, along with standboard checks, crews to the Strategic Evaluation Squadron, upgrading of personnel, ground training and other miscellaneous, second priority items.

The general wing-wide plan during this rating quarter was to accelerate all training during September and October so that a good holiday can be taken during Thanksgiving in November and Christmas in December. Naturally, this meets with the hearty approval of all concerned, but it does increase the pace during the first two months as witnessed by the activity during

3 - From Hist Rpt of 2d Bmb Sq, sgd, Lt Col Graybeal, Comm.

September.

Mission planning was relatively simple since the wing operations order for September included the flight plans for two max-effort missions each week. These flight plans were divided into a Tactics and Formation mission, a Bomber Stream mission and a Max Weight mission. They were briefed by the wing staff, so the only responsibility that the squadron incurred was to furnish the crews and fly the missions successfully.

Furnishing crews was not an easy task this month since crew availability was quite low. However, by diligent and close control of crews present for duty, enough crews were available to support the missions. It is anticipated that this problem will be alleviated when some of the new crews are trained and upgraded to a ready status.

The max-effort missions were critiqued by wing personnel with the wing commander in attendance. A number of fine suggestions and corrections were made during the sessions in an attempt to smooth and professionalize all phases of such missions, including briefing, the filmsies used, tactics, communications and debriefing. All concerned were well pleased with the results and the results of the next wing-wide mission should reflect the use of many of these suggestions.

The squadron did plan a number of its own missions to accomplish some particular requirements needed by various crews. Lead crew proficiency and standboard flights are examples. There were also a number of flights to McClellan AFB to perform the

annual weight and balance check on the aircraft. A mission was briefed both to that station and return, so that the time spent on the trip was not wasted.

Two standardization checks were given by Captain Draper's standboard crew. These were given and passed successfully by Major Eastham's and unsuccessfully by Captain Wilkes' crews. Captain Bjorgen's crew successfully completed the two week course at the Strategic Evaluation School at Tucson and that is considered a standboard check also. Colonel Claude E. Putnam Jr., Deputy Director of Plans SAC, was assigned to the squadron for the purpose of his checkout in the B-47E. Capt. Mannen was assigned as his instructor and in 14 days and 38 hours of flying time, Col Putnam qualified as A/C on the B-47 according to SAC Reg 51-19, with the exception of air refueling. Also included were several days of ground school at MTD.

Some of the accomplishments of the past month are listed below:

	#	(Number)	CEA
Record radar RBS	71		1890
Record visual RBS	14		1546
Malfunction radar RBS	20		5041
Practice radar RBS	3		4833
Malfunction visual RBS	5		2266
Day Celestial Legs	10		
Grid legs	20		

No actual releases were made this month since Supply has been unable to obtain 500lb practice bombs. This situation should be corrected shortly and a large number of them dropped next month.

Due to a crew change, Captain Gudowski is now assistant ground training officer. Since the year for Judo and physical training expires 1 October 1954, a real effort was made to complete as

many officers as possible in this phase. The final results were that 41 out of 61 completed, which is better than the average figure. Also, 87% of all personnel in the operations sections qualified in small arms, thirty of them as experts. The remaining 13% didn't qualify because they did not fire and this item will be corrected next month. This was the first time that the new .38 calibre side arm was used and it met with very favorable comment. It is very light and with practice, as accurate as the old .45 calibre.

The yearly sea survival course was given during the month and 93.8% of Operations personnel completed this item. This is something that is always favorably received, the only complaint being the temperature of the water.

Operations and training, both in the air and on the ground, got off to a good start this month. Next month should be very busy also, with the flying requirement well over 500 hours. The SAC spot-promotion board is meeting also, so perhaps a few promotions for the lead crews can be reported next month. If the good work and fortune continue, then the vision of a long holiday should be realized. This is a very special item, since the wing spent last Christmas in England.

22d Air Refueling Squadron: ^{4/} The month of September was heavily studded with Wing missions. In all, there were seven

4 - From 22d ARS Hist Rpt, sgd, Lt Col Hatch, Comm

Wing directed maximum efforts consisting of both formation and single ship refueling. Fifteen crews took part in missions flown on the second, tenth and 23d of September. Fourteen crews participated in the mission of the 14th, and the remaining missions were flown on the 21st, 28th and the 30th of the month using a total of 95 crews.

A point of pride for all members of the Squadron is that only one aircraft aborted on the ground. Ninety-four out of ninety-five aircraft "off on the hack" is a testimony to the diligence of everyone in the slightest way concerned with the mission.

A total of 719:20 hrs were flown during the month. This total is the result of 144 sorties and five test hops. Included in this total are the sorties flown while participating in the various Wing Missions.

From the Tanker standpoint, the operations of the month were 100 % successful. Much was learned, and it is felt that the experience gained by the crews will show itself in future operations of the squadron.

Colonel Coleman appeared at the critique for the last Wing mission and verbally commended the entire squadron for a fine month's work. The coming months will be busy ones trying to live up the squadron's record.

The Squadron is now composed of 26 flying crews. Although Combat Ready crews still number 20, six new training crews are listed at various stages of their M-Crew Training. The new

Aircraft Commanders are: Major Padelford, Captain Thompson and Ridenour, and Lieutenants Osborn, McGregor and Pedesek.

The Ground Training Section found they easily met the proposed schedule sent down from Wing. Areas receiving concentration were the Physical Conditioning Unit, Judo, Link and Loran trainers. Over 1500 hours were logged in Judo and the Physical Conditioning Unit alone.

Navigation Section

The first month in the new 50-8 quarter found the section busy trying to sandwich in as many requirements as many requirements as possible on the many Wing directed missions. Whenever the fuel load would allow, night celestial, day celestial, grid or radar legs were tacked on the end of Wing Missions. Captain Murphy, the Squadron Navigator, and his assistant worked many extra hours in order that planning and retraining could be accomplished.

The extra work of mission planning and replanning and the desire of the crews to complete their training requirements allowed the Navigation Section to cover more than one third of the squares on the 50-8 training Board. Fifty-nine percent of the day and night celestial, radar and grid legs required for the three month period were filled, as well as, forty percent of the radar low approaches. Because the greater number of Wing Missions were formation rendezvous, in which only the lead ship may score a 50-8 rendezvous, in which only the lead ship may score a 50-8 rendezvous, only 30% of the board was filled in this area. However, the higher percentages

in the other areas will allow the mission planners to concentrate on rendezvous in the coming month.

Lieutenant Forbes, Spencer and Scanlon have finished their SAC 51-19 training requirement and have only their crew standardization board ride to pass before becoming combat ready.

Lt. Gigler, a new member of the squadron, has started his 51-19 training and will soon be assigned to a training crew.

The new APN-70 Loran set, which is found in the "G" model Aircraft was the ground training project for Navigators this month. A set was removed from one of the airplanes, and installed in the Loran trainer. Captain Walker, acting as instructor, checked out all the combat ready navigators on the new piece of equipment. The navigators are enthused about the advanced set which cuts down the time necessary for taking a fix on the APN 9 and eliminates the personal error in reading the time difference.

Flight Engineers Section

The Flight Engineers Section played a very important role in the Squadron's record of 94 out of 95 aircraft off on hack on eight Wing Missions. The high degree of cooperation and coordination observed by members of this section and the maintenance section made the wonderful record possible.

Although most of the missions flown this month were short five and six hour flights, nine flight engineers scored eight hour supervised long range cruises and three unsupervised missions.

The flight engineers section lost one engineer who was transferred to the position of Wing Standboard Engineer. However, five new men were transferred into the section. One of the new engineers

has been previously checked out in KC-97 aircraft and is expected to add strength and experience to the section. The other four men are on student status and will receive a great deal of intensified training before being checked out.

Refueling Section

The high degree of professional technique employed by the Boom Operators of the Squadron paid off in this month of Wing directed missions. During the month three million, one hundred and nine thousand, ninety pounds of fuel were transferred in 289 wet contacts. Also listed were seventy-three dry hook-ups which brings the hook-up total for the month to 362. Of these, 279 were made in radio silence. All these hook-ups were made in a total of 61 hours and 30 minutes of actual Boom Operations.

Load Master classes were stressed in the section's ground work. Instruction covered the "Form-F" and interpretation of the center of gravity chart. Classes worked out "Form-F" problems covering both cargo and passenger aircraft and actual experience in the operation of the cargo hoist was given to each Boom Operator.

Future squadron mobility was greatly assisted by the completion of precomputation for all aircraft. Upon being assigned to an aircraft, the Crew Load Master will quickly see what his load consists of and in advance where to put it.

Communications Section

Technical Sergeant Bausell was assigned to the position of NCOIC of the Communications Section during the month. He replaces T/Sgt Cummings who will take over as NCOIC of Ground Training for the Section.

A major project was a complete inventory of Pilot's Handbooks.

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A great number were found to be incomplete and in need of revision. They have all been brought up to current status and in the Radio Operators are striving to keep them in that condition.

Another project was the Radio Operator Status Board which was placed on the wall of the Communications Section. Communications personnel can now compare their degree of training and accomplishments with that of other personnel at a glance. It is felt that the board will help hold the moral of the personnel at its high level.

Intelligence Section

During the month of September briefings alone kept the Intelligence Section busy. A great deal of time was spent assisting the Navigation Section in drawing up and preparing slides for the briefings and keeping the tote board on the briefing room current. All mission flimseys, AFSAL's, Color Codes and critiques were handled through the section.

Although very little Intelligence training was accomplished this month the Section is proud that 80% of the yearly requirements are already complete.

The Squadron Alert Plan was revised and new lists of personnel were prepared for all Crew Commanders. Also one more mobility box was completed and will be kept in the Intelligence Room for immediate use.

Survival Training & Equipment Section

The many missions flown in September kept the section busy

issuing equipment and assisting in transporting crews to and from the Aircraft.

Shortly after the first of September equipment began coming in quantity to supplement the D-1 Artic Kit and the Tropics Kit. By the end of the month the kits were 70% complete.

263 Section

Two aircraft were made available to the Squadron in September. A new aircraft, 53-117 was received from the factory in Seattle and the Squadron now has 11 "G" and 11 "F" Models. A real surprise was the new equipment found on aircraft 288 when it returned from "Iran" at Tinker Air Force Base, Oklahoma. The astrodome had been removed and the new periscopic sextant mount was installed. Other new equipment consist of dual flap indicators and the A-1 jet type fuel pumps.

The project for the month for the 263 Section was the stenciling of the Aircraft numbers on all loose equipment. It is hoped that this will allow easier inventory and avert losses.

33d Bombardment Squadron: ^{5/} The 33d Bomb Squadron Intelligence

Section has suffered a downward trend in intelligence training accomplished this month. Due to one airman assigned, normally two, the work load has been doubled. The necessary correspondence, log book work on classified documents, sifting of files for certificate of destruction material, actual C/D of material, revisions and amendments to Operations Plans, daily issue and receipt of classified material to personnel assigned, and other necessary functions, have given the section cause to slight the proper training of the one intelligence specialist assigned and, more serious, the training of combat crew members as required by SAC Reg 50-7. A/1C Billy D. Carroll has performed an exemplary job in enabling the section to perform as well as 15th AF Form 73 (Combat Crew Intelligence Training), indicates for the preceding quarter. This is true when considering the staggering workload involved in non-intelligence matters; ie; duties that any two "competent" clerks could perform.

Some relief may be forthcoming in that A/3C W. R. L. Hewitt, 33d Personnel Section, has expressed a desire and eagerness to learn and do in the intelligence specialty. Such desire in any field of endeavor, especially intelligence, is perhaps the basic requirement for successful performance.

The section materially aided in the Squadron Dependent's Day, 25 September 1954. The neck briefing routes and related postings were accomplished on the charts and boards; a brief on survival

5 - From 33d Bomb Sq Hist Rpt, sgd, Lt Col Francis, Comm

was presented, and operation of the veleptican and movie projector was included in the section's duties. The combat crew lounge, adjacent to intelligence has given the section an oppertunity to interest the crew member in the various pamphlets on survival, air intelligence, and operational suitability tests on classified equipment. This month, voluntary reading has been the section's major means of training combat crew personnel as required by regulations.

CHAPTER IV
MATERIEL

Directorate Of Materiel: ^{1/} Headquarters, 15th Air Force
 requested in a letter, DM4P, 13 August 1954, Subject: Functional
 Manning for Wing Specialized Aircraft Maintenance Organizations,
 recommended assignment of maintenance personnel of the Wing. The
 need for this was based upon rescinded SAC letter 24-1 which assigned
 these maintenance personnel authorized in to the TO's to specific
 slots. In addition to recommending specific assignments in
 accordance with authorized Technical Orders, recommendations were
 also submitted for additions and deletions of personnel to better
 accomplish the mission of the wing together with supporting reasons
 for recommended changes. Definitive assignment, if and when
 published, should prove of great benefit to the overall maintenance
 administrative picture.

In addition to recommended additions in the maintenance section,
 the Wing Supply Section is processing a request for change to TO
 1-1047P in recommending authorization of two 64173 personnel in
 rank of Master Sergeant and Technical Sergeant in lieu of the present
 authorized 64173, Master Sergeant and 64151, Staff Sergeant. Basis
 of this request lies in the fact that a 64151 does not carry sufficient
 rank or prestige to act as a Wing Inspector.

The Wing Logistics Section is also preparing a recommendation
 for the authorization of a 73250 for that section. Request is based
 on the unduly large amount of personnel work necessarily handled by

1 - From Dir Of Materiel Hist Rpt, sgd, Lt Col Lamm, Comm.

this section which could be accomplished much more efficiently by a personnel specialist.

Implementation of that portion of SAC Manual 66-12 as pertains to the Base Operations Squadron is currently being given the highest priority. The Flight Test coverage portion is being studied for the best way to handle the situation. Base Flight possess approximately 40 aircraft of various types. The location, scheduling and briefing of bonafide test pilots and crews must present many problems. The inspection portion of the manual also present many problems prior to adequate implementation. To properly give inspection coverage for Base Flight will require one 43170, Aircraft Maintenance Supervisor, four 43171, Aircraft Maintenance Technicians and two 30171, Aircraft Navigation Equipment Maintenance Technicians and two 30171, Aircraft Navigation Equipment Maintenance Technicians. To alleviate this situation Base Flight has assigned three 43170's for duty with the managerial Wing. It should be especially noted that although these inspectors are assigned on Special duty with the 22d Bomb Wing they are still controlled from the Operations Squadron and continue to inspect their own organization's aircraft.

Personnel: Captain Edwin C. Berg, recently returned from an overseas tour in Saudi Arabia, reported to the Directorate of Materiel on 1 Sep 54. Captain Berg was assigned the duty of Assistant Quality Control Officer to help Major Morgan, Quality Control Officer, who has been handling Flight Test, Weight and Balance and Quality Control unassisted by any other officer.

The Directorate was severely hurt by the loss of personnel in the Administrative field due to discharges and reassignment. Six clerks were lost during the past month. One in the Supply Section, one in the Work Order Section and one in Reports and Analysis due to discharge. One clerk in Quality Control, one clerk in Reports and Analysis and one clerk in TOC and Records were lost through reassignments. The latter three clerks all took "short" discharges and re-enlisted for overseas assignments.

Lt Col Crane attended the Fifteenth Air Force Material Conference at Fairchild AFB, Washington for seven days. Upon his return he promptly departed for 18 days to attend the Staff and Commanders Training Course at Chanute AFB, Ill.

Three airmen are TDY at the present time. T/Sgt Eustacio Vilpando is TDY at Lowry AFB, Colorado attending a course in K-Systems.

Supply & Equipment: Inspection of all Unit Supply Sections within the Wing has been temporarily suspended pending completion of the implementation of the new supply accounting procedure which will utilize the new AF Form 1120 cards.

Several projects have occupied the Wing Supply Section during the past month:

Assistance was given the 22d Air Refueling Squadron in planning requirements for additional storage space for Field Equipment, Arctic Clothing and Survival Equipment. Approximately 2000 feet of floor space will be required to comply with Base Fire Regulations and

and provide sufficient aisle space and fire lanes. Requirements have been submitted to AIO for approval.

Due to a change of Supply Officers in the 2d Bomb Squadron, or rather the assignment of a qualified Supply Officer after the Squadron had been without one since May 1954, it was necessary to run a special inventory in order to adjust the account to the satisfaction of Lt. Wood, the newly assigned Supply Officer. This was accomplished and a formal report was submitted to the Wing Commander on 23 Sep 54. Both the Plant account and the UPREA account were transferred and receipted for on 27 Sep 54. A request has been submitted to the Base Commander to appoint an impartial board to act in lieu of a Report of Survey to relieve this organization of their existing shortages.

Continuous follow-up action on ATO bottles indicates that the Base now possesses 1040 bottles with an additional 1620 bottles due in for the 22d Bomb Wing.

In accordance with the instructions received from Fifteenth Air Force in message EM3D 8607, 21 Sep 54, the Liaison Section has commenced reducing Bench Stock levels in the Squadrons to a fifteen day level and established a seven day level as the re-order point.

A total of nine cannibalizations were made during the past month. This is a decided improvement over the previous month during which it was necessary to effect 22 cannibalizations.

Maintenance:

Maintenance Supply Unit: E-47 KC-97

Average Number of Aircraft
ACCP per day: 1.2 .1

	B-47	KC-97
Percent of Aircraft AOCF per day	2.4%	.5%
Percent of Acft ANFE each day -	28.9%	44.3%

Aircraft Distribution: Three aircraft, which were assigned to the 320th Bomb Wing, but were possessed by the 22d Bomb Wing during the 320th's TDY to the UK were returned to them during the first part of the month. The aircraft were as follows: KC-97F #51-303, C-47D's #43-48717 and #43-48909.

Status of Technical Order Compliance:

	B-47	KC-97
Number of TOC's received	193	129
Number of SAC Form 85's issued	216	147
Number of Manhours required for above	746	1529
Number of completed SAC Forms 85 returned	415	50

Maintenance Job Control:

	B-47	KC-97
Total Flying Time	1532:30	719:10
Total Number of Test Hops	15	5
Total Number of Sorties	211	138
Average In-Comm Mission Rate	75.1%	89.9%
Total number of Engine Changes	15	1 (Time) 2 (Failure)
Total number of Fuel Leaks	18	1
Total Aircraft for Periodic Inspections	8	2

In addition to the regular accomplishments indicated above in par 4 the Maintenance Quality Control Unit completed a 90 day activity and the Wing semi-annual I.G. Inspection on the 2d Bomb Squadron and the 19th Bomb Squadron.

Maintenance Standardization Team: Ninety-five % of all maintenance personnel have completed WEMP, "Written Evaluation Mechanical Proficiency" tests and it is anticipated that the remaining five percent will complete these tests during the month of October.

Each activity has been supplied charts indicating the comparative standing of the personnel of their organization.

Each activity has received the "Mechanic's Competent Record" for each airman that has completed the test. These records indicate in which each mechanic is strong and in which areas he requires additional training, and are therefore an invaluable aid in scheduling personnel for additional MTD or OJT training.

Several malfunctions in the seat ejection system occurred during the month, fortunately with no casualties or damage to aircraft. These malfunctions brought to a head the problem of obtaining properly trained personnel to service this system. At the present time no one mechanic or mechanical field has the complete training. As a result the Maintenance Standardization Team has initiated the necessary request for 12 airmen to attend a ten day course on "Seat Ejection" at Amarillo, Texas. Information from the Director of Personnel indicates that request has been forwarded from the Wing.

The following listed Publications were prepared and distributed by this section:

- (1) September Maintenance Information Bulletin.
- (2) Maintenance Technical Instruction D-4, Interchangeability of J-47-25 and J-47-25A engines.
- (3) Eight Maintenance Instruction Letters listed as follows:
 - (a) MIL #47, Operating Procedure for AM/ARC-27 (UHF) radios.
 - (b) MIL #48, Operating Procedures for AM/ARC (VFF) radios.
 - (c) MIL #54, Local Manufacture Procedure.
 - (d) MIL #56, Safety Measures while working on Wing Hydraulic System.
 - (e) MIL #57, Ground Equipment Operator's School

2 - Maintenance Regs and Publications for September 1954.

- (f) MIL #59, Compliance with TO 00-20A-1
- (g) MIL 362, Inspection and Maintenance of Trailer Hitches.
- (h) MIL 363, Processing of Aircraft A&E Equipment.

IBM Section: It was anticipated that the IBM machines would be moved to base facilities during the latter part of September, however, due to a change in plans emanating from higher Headquarters it was decided to return the machines presently in use during October and that other types of machines, having more counters, and therefore of more use in the larger Base set-up would be installed at Base, larger machines will be a decided advantage, the larger machines supply more counters, thereby facilitating more columns for the daily, weekly and monthly summaries. A new key punch machine will also be set up in the mark-sense room of this section that will print as it punches, thereby making the use of the interpreter unnecessary.

Logistics: Due to the fact that the Wing Logistics section was assigned the task of preparing GSTF Operations Plan 41-54 during August, the schedule for September was crowded by the necessity of preparing Change III to the Wing Mobility Plan, as well as the routine package of Personnel and Materiel for the SES Project scheduled 5-19 October 1954.

The mission of the Wing Logistics Section has become so enlarged that an increase in the assigned strength has become a must. In spite of the fact that Captain Reeling from the 22d A & E Squadron, M/Sgt Daggett from 22d Field Maintenance Squadron and M/Sgt LaVau from Headquarters Squadron have been on loan to this section for the past month, a total of over 230 hours of overtime have had to be put in, without compensatory time off. In spite of this additional personnel, plus over 100 hours

of additional typing time furnished by the Directorate of Materiel and the Wing IG Office, the above mentioned Change III is still incomplete. The huge amount of detailed research, cross checking, typing, etc., can well utilize an additional 43170, Maintenance Supervisor, as well as an additional extremely well qualified 73250.

The Maintenance Summary, four copies attached, published by this section has become an established publication for this wing and is being recognized throughout the command as a good source of information.

MATERIEL NOTES FROM THE UNITS

22d A & E Maintenance Squadron: ^{3/} The month of September was a month of considerable changes for the Supply Section. On 3 September control of the Tool Crib and Test Equipment Section was transferred from the Maintenance Supervisor to the Supply Officer. On 15 September the Unit Supply Officer was directed to move his office to the materiel Control Section in order to effect better coordination between pre-issue, bench stock, and Materiel Control. This move was made in compliance with SAC Plan 22-54 as being implemented by the Fifteenth Air Force Maintenance Standardization Team.

For the first time in approximately seven or eight months two authorized 64173 Organizational Supply Supervisors were assigned to the Squadron. This assignment should alleviate some of the supply problems created due to lack of supervisory airmen
B - From 22d A & E Maint Sq, sgd, Lt Col Johnson, Comm.

personnel; although Sgt Wells has done a commendable job acting as supervisor during this period.

The pre-issue section was physically moved from the Flight Line area to the Material Control area for better coordination and issue control between all sections and Field Shops. M/Sgt Caganex has been assigned additional duty of setting up pre-issue in accordance with Air Force Manual 67-1 and SAC Manual 65-2. This move has made it possible to have more test equipment available for use, especially since approximately 30 new line items of new authorized equipment has been received during the month of September.

The arrival of more arctic protective clothing has made it possible to have supply outfit the majority of airlift personnel completely in the event of a TDY requiring this type of clothing.

The changeover to the new accounting system of AF Form 1120 has progressed very satisfactorily although a great deal of overtime has been necessary in order to accomplish this transaction. Approximately 300 man-hours of overtime has been consumed on this project. It is believed that this changeover will be accomplished by 15 October 1954 which has been established as the projected deadline to complete the conversion.

Maintenance

Aircraft Weapons Branch: This Section was formerly named the Weapons and Release Section, but in accordance with SAC Manual 54-22 and recommendations by the 1 5th Air Force Maintenance Standardization Team, it is now reorganized and called the Aircraft Weapons Branch. CWO Wictor was assigned to the Section as Officer-

in-Charge with eight 46270's assigned as supervisory personnel. This Section operates under the flight system and has an NCOIC, AFSC 46270, assigned to each flight. There are three flights and each flight takes care of maintenance on a specified squadron's aircraft.

The night shift was reduced to two airmen due to decline in the number of bomb loadings occurring at night. The NCO's are utilized to supervise the personnel in their flights and assign them to maintenance duties with the aid of Specialist Job Dispatch Section and to help with any maintenance difficulties which may arise.

There is a shortage of trained airmen for handling Special Weapons and a training program is presently being conducted to get more airmen qualified, but the training is progressing slowly due to a shortage of instructors and the amount of maintenance to be performed, especially since this section has assumed part of the duties of the Bomb-Navigation Section.

The only new equipment the section has received during this period are new ATO Basks which were ordered for the two new aircraft assigned to the Wing. There has been no change in supply action or procedure and all items are being received after being ordered. T.O. 1B-47-241, removal of H-1, equipment has been completed on one aircraft.

Twenty-five percent of the personnel assigned to this section attend Character Guidance Lectures once a week as in the past and two airmen are currently attending the Base Command School.

Auto-Pilot Flight Line

The supply situation has greatly improved with the exception of pre-issue which is still short on several hard to get items.

Morale in the section has improved somewhat due to less TDY's to support which is causing a decrease in the work load and overtime requirements.

Camera Flight Line

This section is very short of personnel making the accomplishing of the assigned mission very difficult and necessitating a great deal of overtime in turn creates quite a morale factor.

There is camera equipment in 263 storage waiting to be installed on aircraft but due to the shortage of personnel and number of max efforts during the month the section was unable to accomplish this task.

All O-15 Systems in commission on aircraft. 22 P-8 Frequency Control Boards and 12 C-1 Recording Cameras were removed from aircraft on trouble shooting work orders.

Fare Central Flight Line

Due to the shortage of personnel in this section we had to abolish the system of operating from three flights and also discontinue the night shift. At the present time the section is operating with only 16 airmen assigned when there are 37 authorized.

During this period 4 (6) airmen in the section attended schools with courses on the AFG-32, adjustments and trouble shooting, and on the A-5 System Firing Circuit.

The entire Section performs outstandingly in the Maximum

Efforts of 21 and 23 September. For the first mission 14 aircraft were prepared for gunnery and 12 aircraft for the second mission. As the same ships flew both missions the section had to remove, clean, and reinstall the guns in one day in addition to the regular pre-flight and clearing necessities. This meant long hours, late and early, to accomplish the job, but was completed with fine results. Both efforts had high firing percentages.

The one black mark against the section was a personnel error. One of the airman forgot to connect the firing leads on an aircraft while torquing in ammunition. The Section feels the mistake was understandable in view of the amount of work turned out by a small number of men.

Because of such instances mentioned above, the morale of the section is un-necessarily low. The section cannot operate as efficiently as it is supposed to because of the shortage of personnel.

The section has only one aircraft out of commission and that is due to an ANFE for which the section is not responsible.

TOC 1B-47B-214 was completed on one aircraft and begun on a third. FCM-23 was completed on all required aircraft. The Section is now in the process of changing dessicators of compressor panels on all aircraft.

Radar Flight Line

The Radar Section has five 30151s and one 30131 assigned. This means a shortage of personnel so that it is difficult to accomplish all the work required to completely support the aircraft in the Wing mission. The airman are working long hours with very little time off causing the morale to drop lower than in previous months.

Consequently, because of the shortage of personnel, the quality and efficiency of the maintenance in Radio and Radar has fallen off and cannot be restored until more personnel are assigned or the heavy work schedule is lowered.

Bomb-Navigation Flight Line

The primary mission of this section is to isolate malfunctions and trouble shoot and perform maintenance on K-Systems in B-47 type aircraft in support of the Wing's mission.

Operations and procedures remained the same during this period with the section broken down into three flights with one flight assigned to each squadron in the Wing. There is a coordinator assigned to each flight to coordinate all A & E maintenance with the Tactical Squadrons. This results in better utilization of manpower, and the work orders to be accomplished in a more expeditious manner.

Due to a shortage of experienced personnel this section is having difficulty performing quality maintenance. This results in a great deal of overtime which has a tendency to lower the morale of the airmen assigned to the section. Another large factor is the lack of certain pre-issue items causing a backlog of units being repaired in the third shop, resulting in more time required to complete maintenance on aircraft scheduled for missions. There are times when maintenance is at a standstill except for cannibalization of parts which is very undesirable. There is also a shortage of test equipment which is a big hinderance in completing the assigned mission and for which one aircraft had to abort during this period.

In the case of major malfunctions the section is now dispatching and experienced airmen to check into the malfunction to determine the cause. In each case an inexperienced airman is sent along on the work order to gain the necessary experience for trouble shooting malfunctions and their causes. After any maintenance is performed it is requested that the operator and mechanic standby to accept the set. This results in a better set and better accomplishment of missions which is our goal.

All training accomplished in the section during this period was OJT conducted on the flight line by Technical Representatives.

Shop Sections
Small Arms Shop

In the Small Arms Shop work benches, desks, and bench stock cabinets were rearranged in the shop according to recommendations by the 15th Air Force Maintenance Standardization Team. This new arrangement provided a more adequate working condition and full utilization of space. Bench stock items were also re-arranged with the benches and cabinets and resulted in a more suitable system.

Due to the fact that Squadron duties and details have been decreased, personnel are more readily available to the section with more spare time to devote to Technical Orders and Cross Training in the section. This has increased the technical knowledge of the airmen and has made them more efficient in their all around duties.

Camera Repair Shop

Operations and procedures remained the same as in past months for this section. M/Sgt Ronson, the section head, built the first test mock-up to be used by this section. It can be used to bench check the K-38 Camera, A-8B Magazine, O-15 Camera, C-1 Camera and the C-1A Magazine.

The section is still in need of the installation of compressed air and it is hoped that it will be installed soon along with a 28 volt power line which is also needed.

The Camera Shop is now operating according to SAC Manuals, 65-2, 66-12 and 66-14. The section is operating in a normal manner and is handling the extra work load efficiently.

General Radar Shop

During the month of September the standardization team was in the shop and explained 66-12 to key personnel. The shop is now operating under 66-12.

Check list for each mock-up was revised and request for additional bench stock was submitted to base supply for approval.

The work load has increased due to shortage in personnel.

One airman has been cross training on APS-42. The reason for concentration on another man is due to shortage of trained personnel on this set.

The shop is now operating with five men and one Tech Rept and two of these men are E.C.M. specialists.

Fire Control Shop

The primary mission of this section is to supply Field

Shop Maintenance for the B-47 aircraft of the 22d Bombardment Wing.

The morale of the airmen assigned to the section is lower than past months due to the many changes and mixups caused by the reorganization as a model squadron and the methods of operation put into effect by the 15th Air Force Maintenance Standardization Team. It is hoped that when personnel become accustomed to the new methods, things will settle down to the normal routine and work schedules. This section has had several inspections during the period of this report.

Training continues as in the past and during the period of this month, classes have been conducted by the Technical Representative assigned. There has been a class on Computers, Trouble Shooting, testing, and adjustments. At present the section is short an RF-51 Head to put on the second neck-up of the APG-32 Radar before it becomes operational. The item is on back order and is expected shortly.

Auto-File t Shop

The 15th Air Force Standardization Team recommended a new location of Shop equipment to comply with IM 6A. Under the relocation of equipment the efficiency of operation has been increased due to the fact that several steps are saved in performing the work. Also more control in supervision is possible.

A new bench stock system has been installed which in time should prove very efficient. A new type check sheet is being used which affords the supervisor a more detailed description of the work being accomplished.

Two men assigned to the Shop are being trained in the operation fundamentals of the A-12D Auto-Pilot.

The auto-pilot shop is still in the progress of building an A-12D auto-pilot and M-1 Compass mock-up. At this time they are awaiting supplies to complete these mock-ups. With the cooperation of the Sperry Tech Rep they have designed a test fixture for processing vertical Gyros and one for B-9 amplifier in respect to glide path and auto approach checks. These were designed to relieve the working stress on their present A-12D mock-up. The parts are now on order for these fixtures.

Bomb Navigation Shop

During the month of September 225 work orders were processed through the shop. 125 URs were written and approximately 45 work orders are awaiting parts/.

Requests for changes in Bench Stock and Pre-Issue levels were sent to the Material Control Section. Existing authorized levels have never been complete due to supply difficulties. Bench Stock and awaiting parts bins have been arranged in accordance with the desires of the 15th Standardization Team.

Periodic Maintenance Section

During the month of September several changes in periodic maintenance procedures were incorporated. One of these changes was the introduction of Inspection Work Cards (SAC Form 261) in place of the familiar work booklet which was being used. In addition to the work cards, several other new forms have been implemented, all

of which are used to support the system of sequencing maintenance through the periodic docks as outlined in SAC Manual 66-15. While this system is almost too new to make an accurate comparison with the old, there are some areas in which definite improvement can be noted. The inspection work books were limited in many respects since they could not be divided so that each worker had a personal guide, also the work was not properly sequenced nor was information in sufficient detail for the unskilled mechanic. As a result of the changes mentioned above, it has become evident that changes in personnel manning is necessary. Plans are now underway to make such changes in personnel as requirements develop.

Twelve B-47's and two KC-97's entered the docks during the month of September. Of this total of 14 aircraft, 11 were completed and returned to their respective squadrons. The remainder are still undergoing dock inspection.

22d Periodic Maintenance Squadron: ^{4/} Two projects were completed during the month. The transfer of the supply account from Lt John Flynn to Lt Kieth Tatsch was accomplished, and all tool kits assigned to maintenance personnel were inventoried.

The Supply transportation problem remained unsolved in September. The system being followed involved less of manhours as well as possible less of property. Several squadrons utilized

4 - From Hist Rpt of 22d Per Maint Sq, sgd, Lt Col Cernwell, Comm.

the same Base vehicle for the pick-up of laundry and linene. A tendency on the part of the ether squadrons to make up linen shortages by taking linen beloning to this squadron resulted in a less of 24 pillow-cases in September. Constance vigilance, therefore, had to be exercised to guard the unit's property. It was suggested that this system be discarded in favor of a plan whereby a vehicle would be alletted the unit for a special period of time twice weekly. The unit supply could complete the job of picking up laundry and linen in half the time now consumed and could feel assured that their property would not be lost during the process.

During the month a great amount of UPREAL property was turned into Base Supply. In addition a large amount of property was received, which resulted in an improvement in the combat readiness of the unit.

A new UAL inventory list was received in September. This constituted a change of Plant Account and UPREAL property to one consolidated Unit Authorization List.

An inventory of all property on hand was checked against the UAL list. Supply personnel transcribed the on-hand balance to the inventory list and submitted it to the Wing Director of Material for review. The new AF Forms 1120 were received in the month of September. They were the new record cards which replaced AMC Forms 50 and AF Forms 90A. The on-hand balance was brought forward from the AMC Forms 50 and AF Forms 90A, and pested to the AF Forms 1120.

A system of requiring double-locks on tool kits had

favorable results as was proved by the fact that no losses were noted during the reporting period.

Maintenance

During the month, the Squadron Maintenance Officer, Major Frank E. Eckenroth, was informed that construction on the ramp would begin approximately 20 November 1954. This construction would consist of replacing an 85 foot wide strip of the ramp which passed directly through the Deck area. This project would render Docks 1, 2, and 3 unusable for the period of construction. Plans were made for this activity to use the new steel (Squadron B-47) post-flight docks during this time; they were being erected at the northwest end of the ramp. It was decided to continue using Deck Number Four for KC-97 inspections and Dock 5 would be used for jacking. During the reporting period, Dock Five was designated as the Wing Control jacking area under the control of Maintenance Control, with the Field Maintenance Squadron assuming the equipment maintenance responsibility. The jacks were set up to operate by use of the manifold system.

Deck personnel continued to increase their "Knew-how" during September. This section used its quota for MTD to a maximum extent: four personnel were indoctrinated in the B-47 phase, while four others were completing the 8-week, 160-hour course; and three airmen began training in the KC-97 phase with two finishing. This activity also furnished three supervisors to attend a 40-hour course on the SAC Manuals 66-12, 13, 14 & 15 and 65-2. This course was conducted in addition to the regular quota allocated in Wing Operations Order

264-64. Besides the enlisted personnel mentioned here, Lt Sheldon Smith, the Deck Engineering Officer, attended the B-47 phase of MTD.

The squadron performed the following number of inspections in September: seven B-47 400 hours inspections; one B-47 600 hours inspection; one KC-97 600 hours inspection; and one KC-97 1000 hours inspection.

Due to the new manning authorization, and the proposed loss of 43133's and 43153's (jet engine mechanics), the maintenance section made an intensive effort to cross-train the 43131J's and 43151J's (airplane general mechanics) to replace the engine mechanics. In addition to the On-The-Job training program, the Mobile Training Detachment courses in engine conditioning were also utilized. It was estimated that the complete loss of engine mechanics would be effected by the end of February 1955.

Operation under the pre-plan inspections system (SAC Manual 66-15) went into its eighth week. It was noted that very few changes to the sequence chart were necessary when the aircraft was undergoing maintenance while in the dock. However, it was felt that many changes would have to be made to operate the sequence chart while the plane was undergoing the post-deck phase of SAC Manual 66-15. A list of discrepancies and recommendations was to be forwarded to the Standardization Team to be researched and a new sequence chart was to be implemented for the post-deck phase.

The 22d Periodic Maintenance Squadron was still authorized airmen to operate three B-47 and two KC-97 Decks in September.

Under the new 200-hour concept, two B-47 and one KC-97 Deck could perform the required inspections per month per Wing. A letter was submitted to higher headquarters requesting a change in personnel.

This activity was made cognizant of the achievements of two of its airmen during the reporting period. Airman First Class James C. Semmerville developed an illustrated B-47 parts-listing notebook for Classes 01 through 08, for his own information and reference. This parts-listing contained items actually consumed and used daily by the section in which he worked. The illustrations were free hand-type, drawn in his spare time, and reflected initiative and a great desire on the part of Airman Semmerville to better the efficiency of his section. Another parts-listing notebook was also compiled by Airman Semmerville on KC-97 aircraft parts in the same manner as the B-47, except that illustrations were not used.

Another member of the maintenance section, Airman First Class Otwell A. Layton, was recommended for selection as the Maintenance Man of the Month for the Squadron, due to outstanding initiative shown since he was given the responsibility of the supervision and operation of the aircraft wash rack. Numbered among Airman Layton's many accomplishments was the completion and utilization of the underground gunk system. Formerly, the accepted practice was to move the large gunk tanks out to the rack each time an aircraft was to be washed. This involved

extra manhours and much labor, plus requiring transportation to tow the tanks. Also, a compressor was required in order to put pressure on the gunk tanks. Airman Layton proceeded to complete the underground gunk system and, as a result, the tanks could now be left in one position and the gunk piped to the wash rack. The compressor was eliminated by using regulated air pressure direct from the aircraft maintenance dock. Airman Layton's thoughtful planning saved many manhours of hard labor plus the wear and tear of moving equipment; in addition it released transportation for utilization by other activities.

Formerly, each gunk tank had to be filled separately as it became empty. By connecting these tanks together in such a way that the gunk passed from one tank through the other, Airman Layton made it possible to perform a continuous operation of the wash rack and had only to fill one tank as it became empty. Again this cut down on manhours expended to fill the tanks and there was no longer a work stoppage involved when the tanks became empty.

Due to the fact that a large amount of water and gunk hose was used to wash the aircraft, numerous fittings and connections were needed to put the hoses together. The accepted practice was to use regulation brass fittings which cost a total of \$150.00 for the wash rack. By using a little ingenuity, Airman Layton procured standard galvanized fittings which came to a total cost of \$50.00 thus saving the Air Force \$100,000.

Much equipment was needed to operate the wash rack and, by being alert, Airman Layton acquired two crew stands to facilitate

the cleaning of tail sections and the tops of fuselage and wings. These two stands had been sitting on the base and had been out of use for approximately five years. Airman Layton next observed that a new horse-hair cleaning brush, which cost the Air Force \$1.88 each, usually lasted for about 12 hours of operation. He thereupon requested replacement of that brush with a different type which cost only fifty-one cents each and which was known to last approximately three years. It was felt that the initiation of this program on the wash rack would save many Air Force dollars in the future.

Among the other helpful actions that he has performed, Airman Layton has built a storage bin from scrap plywood under the Dock Wing to store and lock wash rack equipment, he has built a reel from two old telephone cable drums to wind hose on, he has stenciled instructions about wash rack operation on large sheets of plywood, and he has installed them in conspicuous places to help the crews while cleaning aircraft. He has installed a mobile trash wagon on the rack to facilitate the cleanliness of his area, manufactured two mobile gunk tanks from two old oxygen tanks which he found in salvage and used them as an aid in cleaning the maintenance docks, and he has begun work on the installation of radiator bibs on the end of the gunk hose to furnish an immediate shut-off of the gunk when it is not wanted and which should result in a saving of gunk that would otherwise be wasted. Through initiative and application of the basic principles of good management, Airman Layton has done much in his particular job to save manhours, equipment and funds.

22d Field Maintenance Squadron: ^{6/} Maintenance activities have been carried on in a satisfactory manner during the past month, and no major difficulties have been experienced.

Electric Shop

For the month flight line dispatch electricians have completed 320 work orders. The battery shop issued and serviced 32 KL, one FL and eight GL batteries. The spark plug section serviced and issued 1,373 AC281, 137 SH2K, two 706SR, 37 R37SL and 249 AC171spark plugs. The accessory shop repaired 263 items and bench checked 334 items. In addition, the accessory shop, has turned in 46 UR's and complied with one TOC. T/Sgt Henry Blandords TOC team has completed approximately 30 TOC's for the month.

Ground Power

Two hundred and seventy pieces of ground powered equipment were inspected and/or repaired during the month.

Hydraulic & I.F.R. Shops

There were 250 line work orders completed. There were a total of 195 line and hose manufactured and 117 shop repairables were repaired. The work has been heavier this month due to the increase in Max efforts.

Instrument Shop

217 specialist work orders were received and completed this past month. A total of 246 instruments were bench checked by the section this past month. These are broken down as follows: 60

6 - From 22d F.M. Sq Hist Rpt, sgd, Lt Col Gallup

toque wrenches and tensiometers, 186 aircraft instruments. The amount of instruments processed per month depends entirely on the number of malfunctions occurring in the aircraft instrument system.

Aircraft Repair Section

There were 25 fuel cell specialist work orders completed and four fuel cell work orders open at this date. There were 10 aircraft repair specialist work orders completed, which were mostly on control cable systems (B-47) in the month of September.

Power Plant Branch

The J-47 engine section built up 18 FAK engines which were delivered to the 2d and 19th Bomb Squadrons. Ten additional engines were completed for pre-issue. The minor repair section required and repaired three engines in the shop this month and 17 engines on aircraft. Repairing these engines on the aircraft saved a considerable amount of time for the individual organizations by keeping the aircraft in an in-commission status longer. Engine change section completed 18 engine changes for the wing in September. Seven engines were returned to the depot. Twenty-one URs were submitted by this branch in September. Sixteen new men were assigned to this section, but have been sent to the Base Command School for indoctrination.

The R-4360 section has had no change in personnel. The engine build-up section built up four R-4360-59B engines and also partial R-4360-35 engine for a transient C-97. The R-4360 tear down section disassembled five R-4360 engine assemblies and shipped to Base

Supply for depot repair. The unit change crew removed and replaced four R-4360 engine assemblies for the 22d Air Refueling Squadron and one R-4360 engine from a transient C-97 and also completed six other work orders for the 22d Air Refueling Squadron. For Base Flight support, one R-985 was built-up and installed on a C-45 aircraft, two R-2600 engines were built-up and installed on two B-25 aircraft and one R-1830 engine was built up and installed on a C-47 aircraft. Three R-2600 engine assemblies were disassembled and sent to Base Supply for depot repair.

Prop Shop

The Propeller shop completed a total of 21 work orders for the month of September. Completed four major inspections and two control unit changes. TOC 3HA2-1-210 complied with on five aircraft and TOC 3HA-1-219 complied with on six aircraft. This section is building a roll away cart for transportation of tools to and from line work. Completed phasing of equipment for mobility. One new man assigned to shop; M/Sgt Paul F. Burkey.

Life Raft Shop

This shop inspected and/or repaired for service 24 type PK-2 rafts, 36 type F2-A rafts, 101 type C2-A rafts, one hundred and seven type B-5 vests, 11 type A3-B rafts, 465 type R-1 anti-Exposure suits and one type E2-B raft.

Welding Shop

During the month this shop's work load consisted of heating shroud rings, silver soldering EGT harness, building up cowling lugs and welding tail pipes. Five engine stands were modified for engine-build-up, six B-4 stands and two C-2 stands were repaired. Twelve jet

engine caution stands are being manufactured.

Paint & Dope Shop

This shop completed five 1-A specialists work orders, 21 form 48 work orders, also seven unscheduled work orders. The shop has 1,000 hour back-log consisting mostly of control surfaces.

Parachute Shop

During the month this shop inspection, made serviceable and repacked, cleaned and weight tested 120 rafts safety belts and/or harnesses. Sewed name plates and/or stripes on 65 pieces of clothing, also completed 12 work orders.

Sheetmetal Shop

During the month this shop completed 101 work orders on B-47 type aircraft, and 12 work orders on KC-97 type aircraft, completed 68 items that came in from the line on green tags, or from the docks, also completed 64 repairable work orders from Base Supply, 21 work orders were completed for Base Flight. Outstanding TOCs are being completed as rapidly as they can be scheduled.

Machine Shop

This shop completed routine maintenance on various items and completed 49 specialist type work orders, 32 shop work orders, and 40 green tag items, generated by docks and line.

Wood Shop

This shop completed manufacture of six fuel cell stays, stand for special weapons, form blocks for Sheet Metal Shop, 12 picture frames for Base Supply, ten saddles for dolly assemblies, repaired storage space in Hydraulic Shop, repaired Ground Power Storage Space, repaired door assemblies for Base Supply, repaired 20 mobility boxes for Field

Maintenance Squadron, repaired five maintenance stands and manufactured line cart for the Propeller Shop.

22d Air Refueling Squadron: 7/ September marked a high point in maintenance for the Squadron. One hundred and forty-four sorties were flown with only one ground abort. This abort was due to a thermal relief valve leaking on Aircraft 751. With this wonderful record the Maintenance Section has won the respect and congratulations of every member of the wing.

The Section is also proud that even with the heavy schedule the accumulative incommision rate was advanced to 90.8 % as compared to an 86.2 % in July and 78.2 % in August.

During the month there were a total of six malfunction reports submitted to the malfunction board. The aircraft involved were 751, 289, 285, 753, 283 and 757.

Throughout the month flight chiefs were rotated on the job of driving the radio controlled vehicle in order to give more experience to a greater number of flight chiefs. This vehicle tours the Aircraft reporting aircraft status.

A cross training program was also started, with ground crew members exchanging positions with members of the Post Flight Crews. It is felt that this type of training will advance the skill level of all personnel in the section.

Unit Supply

Air Force Regulation 67-1 Volume IV was received by the Supply

7 - From Hist Rpt of 22d Air Refueling Sq, sgd, Lt Col Hatch, Comm

Section and the changes brought about were completed in September. One of the major changes was in terminology. The terms UPREAL equipment and Plant Account equipment will be referred to as Unit Mission and Unit Support Equipment.

Also form AF1120 replaced forms AF90A and AMC 50. The Section worked overtime in transcribing the pertinent information to the new form and a record audit by a representative of the Inspector General's Office was completed by the month's end.

2d Bombardment Squadron^{8/} The maintenance section was taxed to capacity this month, with two max effort missions flown each week. This heavy schedule required some rather close planning and long hours, but the results were well worth it. The total hours flown were 528:15, bouncing back from a low of 375:15 in August. The other two squadrons were right behind, but unable to match this squadron's fast pace.

The fuel leak situation that plagued the squadron last month improved considerably. Aircraft #337, which had leaks in both the forward auxiliary and center main tanks, is finally in commission after three weeks. Aircraft #025 was out of commission with a leak in the forward auxiliary tank for approximately one day. It is hoped that this will be the last of a series of fuel leaks for some time. The new method when refueling, of transferring 1000# of fuel from each main tank to the bomb-bay tank and then retransferring it back to the mains just before stations time,

8 - From Hist Rpt of 2d Bomb Sq, sgd, Lt Col Graybeal, Comm.

will eliminate any leaks that have been caused by fuel expansion.

Aircraft #052 lost the navigator's escape hatch while in flight. This is the second time that this has happened in the wing and needless to say, it is an unexpected and unpleasant thrill for the AOB to view the earth from 35,000 ft., through a hole directly below his feet. Fortunately, no one has been injured by these incidents. Until the cause of these incidents is determined, the AOB's have been instructed not to pull their safety pins in the ejection seats unless an emergency exists and they intend to bail out. In this way, the seat is prevented from going through any of the ejection cycles, and if a malfunction of the seat does exist, the door is prevented from unlatching.

The project to have all of the aircraft weighed at McClellan AFB at Sacramento is nearing completion. Aircraft 025, 027 and 377 were weighed this month and there are about five more to go. This is the first weighing since the aircraft were new and a number of changes and modifications have been made to them since then. Of course, these are entered in the Weight and Balance Charts in each aircraft, but a definite check of the weight change is not certain until the aircraft is actually weighed.

Personnel-wise, the maintenance section lost four men. S/Sgt Douglas was discharged, A2/C Johnson was transferred to Florida and A/2C Fester and A3/C Reyes went to Alaska.

The Supply section was closed for inventory for about three days since Captain Fernandez, a combat crew member, was replaced as Supply Officer by 2/Lt Wood, a non-rated officer who recently arrived.

The inventory was completed by personnel of this section and a board of officers. All shortages were surveyed, but the results of the survey have not been released.

An inspection of this section by the Wing Director of Materiel was made this month. These results are not available either, but it is anticipated that they will be favorable, since the inventory mentioned revealed a number of discrepancies that were remedied.

A determined effort is being made to turn in all repairable and excess equipment and requisition replacement items. As usual, progress is hampered by a lack of transportation. This has been one of the most persistent problems for more than six months. The number of man hours lost trying to beg or borrow a vehicle of some description would probably pay for a pick up truck.

A new system of accounting for various equip equipment is being used now and is a definite improvement over the old. It is much simpler and prevents many errors by virtue of its simplicity. Some overtime was necessary to implement this accounting system and also to bring all other records up to date.

19th Bombardment Squadron:^{2/} Captain Robert E. Jacobsen has been assigned the additional duty of Squadron Personal Equipment Officer.

The Supply Section has completed the change over to the new form 1120 for UPREL accounting. This card system is a great

9 - From Hist Rpt of 19th Bmb Sq, sgd, Lt Perez, Hist O.

advancement in organizational supply procedures and its improvement should soon be noticeable to the Air Force as a whole.

It may be true that some organizations use charts to cover wall space, but the Supply Section has a few that they claim are worth their weight in gold. One is used for arctic gear, one for the field equipment and one for the tool kits. A fast look at these charts can tell immediately which individual is short clothing or tools without thumbing through 180 custody receipts. When the matter of inventory takes place, the simple task of adding up columns and checking the items still on the shelf accounts for all items. The formal report from IM on the inspection of the Supply Section was received. The Squadron Supply was placed in the excellent category. Under the new inspection system it is possible to score 582 points, the Supply Section compiled 560 of these points. The following is the opinion expressed by Captain William E. Long the Squadron Supply Officer with regards to adequacies and/or inadequacies of personal equipment: "Every crew member is authorized three different pairs of footwear in addition to his personal jump boots. Considering that we have a global mission I believe them to be inadequate. The jump boots are fine for jumping and walking but are restricted at best to a temperature of 10 degrees F. The rubber A-17 boots have been the subject of much criticism by many crew members. They say the boot makes their feet sweat, and they don't believe it has enough support for jumping and

although they are perfect to keep your feet from freezing in sub zero weather, the crewmen probably won't have them with him if he has to jump. The five buckle overshoe is a mild wet weather article only. In view of this I have submitted a letter to the Wing Personal Equipment Officer and recommended authority be obtained to requisition the Boot, combat felt Stock #8430-191-5663. I have worn this boot in Alaska and it was suitable for temperatures down to -60 degrees F and yet still comfortable when the temperature was warmer. It is built like a combat boot and has sufficient support jumping, walking or when used on skis or snow shoes."

10/
Crew Of The Month

The confirmation was received this month for the "Crew of the Month" nominations. Crew L-43 composed of Major Edward S Stahl, Aircraft Commander, Captain James A Ainslie, Pilot, and Captain Leon V Creed, Observer, were notified that they were selected as Crew of the Month for the Wing and 15th Air Force. The crew has also been nominated for SAC "Crew of the Month".

The following summary of events leading to "Crew of the Month" nomination, taken from Captain Harold P Fox project officer on this detail:

"Major Stahl and his crew were ordered to perform a test hop on Aircraft 51-17371. Preflight and take-off were normal,

10 - Exhibit E: Photo of Crew & Letter of Appreciation from General Westover, dtd, 1 Oct 54.

however, immediately after take-off Major Stahl received electrical indications that a fire was present on engines 4,5, and 6. Major Stahl and Captain Ainslie reacted to this emergency with assurance and without hesitation, checked the engines for other indications of a fire. Through correct interpretations of these instruments readings they diagnosed the trouble as not being the engines, but as being overheated condition in the electrical wiring. To have cut these engines would have placed he and his crew in a precarious condition for landing.

Major Stahl made a normal landing immediately. It was found that his diagnosis was correct and a dangerous condition was averted due to his excellent knowledge of the aircraft and emergency situations pertaining thereto".

Attached to this report is a copy of a letter of Appreciation from Brigadier General C.B. Westover.

33d Bombardment Squadron: ^{11/} Property Accounting was transferred from AF Form 115 (Upreal), and AF Form 90-A (Plant Account) to AF Form 1120. This presented quite a changeover from the old records, and involved many hours overtime in order to meet the deadline date established by Hq 15th AF of 20

11 - From Hist Rpt of 33d Bomb Sq, sgd, Lt Col Francis, Comm

September 1954. Other than the use of a new recording form, the only important change is the relief from accountability of Plant Account property by Base Supply.

The Unit Supply Officer was detailed away from this section for 10 days as a member of a board of officers to inventory the supply account of the 2d Bombardment Squadron. This was completed on 22 September 1954.

Transportation continued to be a major problem. This month, utilization of a truck over an extended period of time was extremely difficult, and often refused.

The project of building mobility equipment bins, and additional storage bins was completed. The storage area was then painted green, in an effort to provide more suitable and comfortable working area for assigned personnel. Then the mobility bags that were stored in the basement of building 456B were move to these new bins, and a card file of their location was implemented.

The first quarter fiscal year 1955 expendable allowance for this Squadron came to a close/. Of approximately \$790.00 allocated this period, \$759.00 was spent. This figure seems to be well adjusted to our needs, and was requested to remain the same for the second quarter commencing 1 October 1954.

BIBLIOGRAPHY

The information contained in this historical report was obtained by screening the central files (classified and unclassified) in the Office of the Wing Adjutant. Additional information was obtained by interviewing key staff personnel. The Wing Historian is required to attend staff meetings and any other meetings that may produce information of historical value. All abbreviations used in this narrative are in conformance with Air Force Regulation Number 11-11.

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APPENDIX

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A

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

22AC

23 September 1954

SUBJECT: Work Week Progress (August 1954)

TO: Commander
Twelfth Air Division
March Air Force Base, California

1. In accordance with your letter dated 13 Aug 54, Subject: Work Week, the following is submitted:

A. The data was compiled from IIM tabulations daily record keeping and of maintenance personnel in the 3 Bomb Squadrons, AR Sq, FM Sq, and the A&E Sq.

a. The workweek has definitely been improved. The overtime hours have been reduced substantially (from 16,990 in July to 6,240 in August). Conversely our compensatory time and passes have increased to much more than the overtime hours worked. (Ref Incl 1). As previously stated, complete elimination of overtime can not be attained when there is a dire shortage of critical specialists and supervisors.

b. The decrease in higher headquarters ordered missions (from 1,236 flying hours in July to 580 in August) coupled with a smoother running program (Operations Orders, copies previously submitted) were major factors in the decreased overtime. The programming of flying schedules up to 2 months in advance has had a most favorable effect on both the combat and maintenance crews as well as upon the supporting activities personnel.

c. Unfortunately, overtime in certain categories is increasing now due to discharges of personnel in critical specialties without qualified replacements. The K System technicians, AFSC 32170/71, is an excellent example, e.g. 36 authorized and only 14 assigned with 2 TDY in a section which has a great backlog of difficult work. Some of these technicians have worked up to 60 hours without a break in preparation for Maximum Effort Missions. Improvement is hardly eminent due to the great amount of experience necessary to qualify a technician, and few remain after becoming qualified.

2. We are keeping close watch on September's results. We expect to accomplish a goodly portion of our 50-8 and 60-2 requirements, but anticipate considerable overtime.

WILLIAM F. COLEMAN
Colonel, USAF
Commander

22AC

1 - 31 August 1954

A. B-47 Hours Flown Performing Higher Headquarters Missions

	HOURS
1. "Paul Revere"	35:25
2. ROTC Flyover	4:50
3. 3908th SES Evaluation	81:50
4. 15AF Staff Flt (Col Carlton)	5:30
5. Paramount Sound Recording Flt	1:25
6. Bombing Competition	58:15
7. Sorties flown by Cmdr & Dep Cmdr, 15 AF	17:40
8. Ferry A/C from Marietta, Ga	4:00
9. Weight & Balance at McClellan	100:00
TOTAL	309:50

B. KC-97 Hours Flown Performing Higher Headquarters Missions

1. Operation Paul Revere	152:30
2. Bomb Competition Support, Barksdale AFB	22:05
3. Ferrying Support Personnel for 3908th SES	4:45
4. Ferrying Dep CO, 15AF, to FAFB and WAFB	11:40
5. IRAN, Tinker AFB	9:50
6. Ferrying CO, 15AF, to Fairchild AFB	8:45
7. ROTC Orientation Flights	29:15
8. Practice Bomb Competition Refueling	30:10
TOTAL	270:00

C. Results of above missions (from SAC U-22)

	Total Flying Hrs	Higher Hqs	Percent
B-47	1217	310	25
KC-97	585	270	46
TOTALS	1802	580	31

Maintenance Man Hours

	Normal	Overtime	Total
B-47	26,881	1415	28,296
KC-97	13,642	718	14,360
Stat Dis	83		83
TOTALS	40,606 Hrs	2133 Hrs	42,739 Hrs

(22% of Total Expended)

D. Man Hour Comparisons

Total Wing M/H	Wing Overtime	Higher Hq Overtime
Expend	6240	2133
192,103		

(10% of Maint Hrs 62,400) (34% of Wg Overtime)

NOTE: The manhours listed above do not include time contributed by Officers nor Combat Crew Members as time cards are not maintained for them.

AUGUST WORK SUMMARY

1. Expended Hours Versus Comp Time & Overtime (IBM Report)

Manhours Expended	192,103	
Compensatory Time	21,173	11%
Overtime	6,240	3.2%
Net Comp Time	14,933	7.8%
Total Absent (Comp, Pass, Leave, TDY, Personal, HK, AWOL, etc.,)	79,826	
Total Manhours assigned	272,632	
	29.3%	

The procedures for reporting on IBM cards are being changed by SAC. We found that some units varied in their interpretations, especially in reporting time excused from duty i.e., whether it constituted Comp time, Lag-time awaiting return of A/C, or personal time off. Some units reported little or no time lost due to LAG - TRANSPORTATION TO or FROM JOB. Considerable time is lost to LACK of transportation.

2. EVENTS RESULTING IN OVERTIME:

a. Operation Paul Revere: Take-off's and landings after normal duty hours, and preparation of A/C for missions flown which involved 1 1/4 - 1 1/2 hours work per day for 6 days for men involved.

b. Inspections of Engines: SAC Msg DM4CMTN7 - 29A23, 6 Aug 54, resulted in the loss of 45 B-47 A/C days and generated many manhours of maintenance which directly and indirectly contributed to the overtime worked.

c. VIP Flights: Departures and arrivals after normal duty hours - 15 - 23 August.

d. Weather: No overtime attributed to this factor.

e. SES: 27 - 30 August arrivals after duty hours.

f. Practice Formation: 15AF, DOOP 3215, 27 August, 25 A/C were flown, a total of 11 1/4 hours, which generated many manhours of maintenance which directly and indirectly contributed to the overtime worked.

g. Bombing Competition: 15AF, DOOP 3215, 27 August, 25 A/C were flown, a total of 11 1/4 hours, which generated many manhours of maintenance which directly and indirectly contributed to the overtime worked.

h. Static Displays: 4 displays after duty hours on week ends.
(83 Hrs)

B

22D BOMBARDMENT WING (H)
March Air Force Base, California
14 August 1954

OPERATIONS ORDER

SERIAL NO. 267-54

TRAINING FOR SEPTEMBER 1954

22d Bombardment Wing (H)
Operations Order 267-54
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22D BOMBARDMENT WING (H)
March Air Force Base, California
14 August 1954

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Appendix 5 - Maximum Weight and RBS Mission

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22d Bombardment Wing (H)

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22d Bombardment Wing (M)
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HEADQUARTERS 22D BOMBARDMENT WING (H)
March Air Force Base, California
14 August 1954

Operations Order
Number 267-54

Chart and Map References: As Required

Task Organizations:

2nd Bombardment Squadron (H)	Lt Col James M. Graybeal
19th Bombardment Squadron (H)	Lt Col Jay O. Gray
33rd Bombardment Squadron (H)	Lt Col David C. Jones
22nd Air Refueling Squadron	Lt Col Horace E. Hatch
Hq Sq Sec, 22nd Bombardment Wing (H)	CWO Russel H. Frick
22nd Ground Maintenance Squadron	Lt Col Charles L. Tolhurst
22nd Field Maintenance Squadron	Major Harry N. Griffin
22nd Periodic Maintenance Squadron	Lt Col Mabon M. Cornwell

1. General Situation: 1 September 1954 begins a new quarter under SAC Reg 50-8. Due to commitments for October 1954 it is necessary to accomplish extra flying training requirements during the month of September. Three (3) maximum efforts have been scheduled for September to aid in this accomplishment.

- a. Enemy Forces - Omitted.
- b. Friendly Forces - Omitted.

22d Bombardment Wing (H)
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2. Mission: To meet the first one third of 50-8 requirements, plus an additional amount to compensate for loss anticipated during October.

3. Tasks for Subordinate Units:

a. 2nd Bombardment Squadron:

(1) Reference paragraph 3x(15) and annexes "B" and "D".

b. 19th Bombardment Squadron:

(1) Reference paragraph 3x(15) and annexes "B" and "D".

c. 33rd Bombardment Squadron:

(1) Reference paragraph 3x(15) and annexes "B" and "D".

(2) Will provide one (1) B-47 aircraft, equipped and modified for MK-5 and MK-6 loadings, to Commander 7th AFDS, Goose AB, Labrador, 20 thru 24 September 1954. (See annex "B").

d. 22nd Air Refueling Squadron

(1) Reference annexes "B" and "D".

(2) Will provide one (1) KC-97 aircraft for airlift of approximately 22 personnel and 2,500 pounds of cargo to Davis Monthan and return. Schedule for departure, take-off 1500 hours 6 September and return 21 September 1954.

e. 22nd A and B Maintenance, 22nd Field Maintenance, and 22nd Periodic Maintenance Squadrons:

(1) Reference annexes "B" and "D".

22d Bombardment Wing (M)
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14 August 1954

x. General Instructions:

- (1) This Operations Order becomes effective 1 September 1954.
- (2) Order of Execution will be issued by the tactical squadrons in the forms of flight orders.
- (3) Requests for Maintenance will be made by work order from Maintenance Control.
- (4) All commitments from higher headquarters, known at this time, have been considered and included in this schedule.
- (5) Flying Training scheduled is contained in Appendix 1, Annex B, "Flying Training Sortie Projection" chart.
- (6) Training requirements for September 1954 are as contained in Annex B.
- (7) Ground Training Schedule is contained in Appendix 6, Annex B.
- (8) Unit Training required by Base Regulation 50-15 will be scheduled and conducted (or arranged for) by each organization according to the needs of the unit. Squadron Commanders will utilize period 0800-1100 hours on Saturdays, in particular, for unit training. Period 1100-1300 hours, Saturdays should be used for physical conditioning make-up.
- (9) All rated personnel must attend monthly Flight Safety meeting in the Wing Briefing Room (Building T-642) at 0900 hours, Saturday, 11 September 1954.

22d Bombardment Wing (L)
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- (10) Minimum hours for B-47 MTD utilization will be as follows:
Headquarters Squadron, 0 hours; 2nd, 19th and 33rd Bomb Squadrons, 650 hours each; 22nd A and E Maintenance Squadron, 0 hours; 22d Field Maintenance Squadron, 750 hours; 22d Periodic Maintenance Squadron, 800 hours.
- (11) Minimum hours for KC-97 MTD utilization will be as follows:
22nd Air Refueling Squadron, 1200 hours; Headquarters Squadron Section, 0 hours; 22d Field Maintenance Squadron, 400 hours; and 22d Periodic Maintenance Squadron, 400 hours.
- (12) Organizations possessing the following crews will insure that standardization crew checks are completed prior to date indicated: L14, L34, R18, R43, R73, L09, R11, R55, T08, T15, and T17 - 30 September 1954.
- (13) Officer Duty Rosters - All required duty rosters for 22d Bomb Wing Officers are listed in Annex "E".
- (14) Weight and Balance Program for September: See Appendix 2, Annex "D", pages 3 and 4.
- (15) B-47 Evaluation:
(a) The following crews will report to 3908th Strategic Evaluation Squadron, Davis Monthan AFB, 7 September 1954:
1. 2nd Bomb Squadron - Capt Hannon (L35B).
2. 19th Bomb Squadron - Maj Bailey (L2110)

22d Bombardment Wing (M)
Operations Order 267-54
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3. 33rd Bomb Squadron - Capt Reed (L250)

Spare Crew - Maj Cotton (L50B)

(b) Refresher Training is scheduled to begin 30 August for those crews listed above.

(c) Bomb Squadron Commanders will take necessary action to accomplish the following:

1. Provide new summer flying suits and clean personal equipment.
2. Survival equipment will be carried including over water equipment and the four (4) man raft.
3. Special weapons certificate indicating special weapons responsibilities of individual crew members.
4. Submit to 22d Bomb Wing Logistics Officer by 1 September, names of Maintenance Personnel required by S.C Reg 51-24, Supplement III.
5. Compliance with S.C Regulation 51-24, Supplement III.
6. Co-pilots will be evaluated on T-1. Trainer while at Davis-Monthan AFB.

(d) Squadron Commanders and the Director of Maintenance will take action to provide highly reliable aircraft and K-System.

(e) Each Squadron Commander will appoint a project officer to supervise preparation and coordination with 22d Bomb Wing Logistics Officer. Names of project officers will

22d Bombardment Wing (H)
Operations Order 267-54
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be submitted to Director of Operations and Wing Logistics
not later than 3 September 1954.

(16) Any request for changes to this order will be submitted to
the Director of Operations and Training for consideration.

4. Administration and Logistics: S.C funding SN A-22 will be applicable
for per diem costs of personnel traveling in connection with AFDS loadings
at Goose Air Base.

5. Command and Communications: Omitted.

WILLIAM F. COLLINS
Colonel, USAF
Commander

ANNEXES:

A - Intelligence (Omitted)

B - Operations and Training

C - Communications (See Attachment C, Appendices 3, 4 and 5, Annex "B")

D - Administration and Logistics

E - Officers Duty Rosters

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for WILLIAM L. MELCH
Colonel, USAF
Director of Operations

22d Bombardment Wing (M)
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22D BOMBARDMENT WING (M)
March Air Force Base, California
14 August 1954

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 267-54

INTELLIGENCE (OMITTED)

22d Bombardment Wing (M)
Annex "A"
To Operations Order 267-54
14 August 1954

22D BOMBARDMENT WING (M)
March Air Force Base, California
14 August 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 267-54

OPERATIONS

22d Bombardment Wing (M)
Annex "B"
To Operations Order 267-54
14 August 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 267-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
14 August 1954

OPERATIONS

1. General: Three maximum effort missions have been planned (reference appendices 3, 4, and 5 of this annex) and will be flown throughout the month of September, the first month in the last 50-8 training quarter in 1954. These three maximum efforts will yield a total of 162 B-47 sorties and 102 KC-97 sorties.
 - a. The Tactics and Formation Mission (reference appendix 3, this annex) is scheduled to fly on 1, 14, and 28 September and will involve 25 B-47s and 15 KC-97 aircraft on 1 and 14 September and 12 B-47 and 12 KC-97 aircraft on 28 September.
 - b. The Bomber Stream Mission will be flown on 8, 17 and 28 September (reference appendix 4, this annex) and will involve 24 B-47s on 8 and 17 September and 12 B-47s on 28 September.
 - c. The Maximum Weight and Bomber Stream Mission will be flown on 10, 21, 23, 30 September (reference appendix 5, this annex). Aircraft commitments for this mission include 10 B-47s and 15 KC-97s each day.
 - d. Other flying training to be accomplished during the month of September is covered in appendix 1, this annex.

22d Bombardment Wing (M)
Annex "B"
To Operations Order 267-54
14 August 1954

2. Strike Base: March AB will be the pre and post-strike base.

3. AFDS Loading: The 33rd Bomb Squadron will provide the Commander AFDS 7, Goose Air Base, Labrador with one B-47 aircraft equipped and modified for MK-5 and MK-6 loading. Aircraft will be used 24 hours per day, 20 through 24 September, for training 7th AFDS loading teams.

a. The Aircraft Commander will, upon arrival, report to the Commander AFDS 7 and the provisions contained in 15.F message DOOPW 2625, 7 Jul 54 (CONFIDENTIAL) will be complied with.

b. A crew chief will accompany the crew to Goose.

c. One aircraft towbar and one bomb-bay spreader will accompany the aircraft.

d. The Aircraft Commander will check with D.O., 12th AD to determine if he is to act as a courier between this station and Goose AB.

4. Times Used: All times indicated in this Operations Order are Pacific Daylight Saving Times. (PDST).

22d Bombardment Wing (M)
Annex "B"
To Operations Order 267-54
14 August 1954

MONTH												
20	8	1	2	SATURDAY	SUNDAY	MONDAY	15	8	1	1	SATURDAY	SUNDAY
19m	8	1	2	SATURDAY	SUNDAY	MONDAY	15	8	1	1	SATURDAY	SUNDAY
330	9	1	2	SATURDAY	SUNDAY	MONDAY	15	8	1	1	SATURDAY	SUNDAY
DAILY SORTIES	25	3	6				3	24	3	10		
ACCU. SORTIES	25	28	34				37	61	64	76		
HRS. PER SORTIES	8	6	6				6	7	9	9.3		
HOURS FLOWN	200	18	36				18	168	18	112		
DAILY REMARKS	200	218	254				272	440	453	570		
22 ARS	QAM. ATTACK AND FORMATION							QAM. STAGGER + RBS		Heavy Wt. 190m + RBS		
DAILY SORTIES	15		5				4	5		15		
ACCU. SORTIES	25		20				24	29		44		
HRS. PER SORTIES	5.5		6				6	6		5.5		
HOURS FLOWN	83		30				24	30		83		
DAILY REMARKS	83		113				137	167		250		
D-47s ON STATION												
HC-97s ON STATION												

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															24	25	26
3	1	S	S	1	8				S	S	4	2	3	1	F	S	
3	1	A	S	1	9				A	S	3	1	2	4	R	A	
4		T	U	1	8				T	U	3	1	2	3	I	T	
10		R	D	1	25				R	D	10	2	6	10	D	R	
2		A	Y	1					A	Y	2			2	A	Y	
76				79	104	105					116	152	164				
9.3				6	8						9.3	6	9.3				
112				18	200	16					112	36	112				
570				585	788	825					110	1140	1252				
Hvy wt. 190m RBS				QAM 800m Hvy RBS							Hvy wt. 190m RBS		Hvy wt. 190m A.H. RBS				
15				15							15		15				
11											84		99				
5.5											5.5		5.5				
83											83		83				
250											476		559				

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20	21	22	23	24	25	26	27	28	29	30	31	TOTAL	REMARKS
4	2	3	1	FRIDAY	SATURDAY	SUNDAY	8	3	1				$53 \text{ Wg} \times 8 = 424$ $12 \text{ Sq} \times 6 = 72$ $1 \text{ EVOL} = 32$ $+ \text{TH} = 12$ 530
3	1	2	4				8	4					$55 \text{ Wg} \times 8 = 440$ $11 \text{ Sq} \times 6 = 66$ $+ \text{TH} = 12$ 518
3	1	2	3				8	3	1				$50 \text{ Wg} \times 8 = 400$ $12 \text{ Sq} \times 6 = 72$ $+ \text{TH} = 12$ 538
10	2	6	10				24	10	2				TOTAL 1608
146	152	164					188	200					
9.3	6	9.3					7	9.3					
112	36	112					168	112					
110	1140	1252					1420	1532					
Hwy Wt. 190 P.M.L. RBS	Hwy Wt. 190 P.M.L. RBS						2 L.A. ATTOR 12 B.O. STAM + RBS	Hwy Wt. 190 P.M.L. RBS					$102 \text{ Wg} \times 5.5 = 561$ $28 \text{ Sq} \times 6 = 168$ $\text{THOP} = 25$ TOTAL = 742
15	15						12	15					
84	99						101	113					
5.5	5.5						6	5.5					
83	83						12	66					
476	559						571	637					

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22D BOMB BOMB BOMB (H)
March Air Force Base, California
14 August 1954

APPENDIX 2

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 267-54

SCHEDULE OF SUPERVISORS OF FLYING

22d Bombardment Wing (H)
Appendix 2, Annex "B"
To Operations Order 267-54
14 August 1954

APPENDIX 2

ANNEX "B"

TC

OPERATIONS ORDER

SERIAL NO. 267-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
14 August 1954

SCHEDULE OF SUPERVISORS OF FLYING

1. Schedule of Supervisors of Flying:

1 September 1954 - - Hunter	16 September 1954 - - Graybeal
2 September 1954 - - Graybeal	17 September 1954 - - Mills
3 September 1954 - - Gray	20 September 1954 - - Hunter
6 September 1954 - - Hunter	21 September 1954 - - Anderson, J.W.
7 September 1954 - - Francis	22 September 1954 - - Gray
8 September 1954 - - Mills	23 September 1954 - - Mills
9 September 1954 - - Graybeal	24 September 1954 - - Francis
10 September 1954 - - Anderson, J. W.	27 September 1954 - - Graybeal
13 September 1954 - - Gray	28 September 1954 - - Hunter
14 September 1954 - - Hunter	29 September 1954 - - Gray
15 September 1954 - - Francis	30 September 1954 - - Anderson, J.W.

This schedule is subject to revision as leaves and absences dictate.

Agreeable changes are authorized. Director of Operations, 22d Bomb Wing
will be notified of any changes.

22d Bombardment Wing (M)
Appendix 2, Annex "B"
To Operations Order 267-54
14 August 1954

22D BOMBARDMENT WING (H)
March Air Force Base, California
14 August 1954

APPENDIX 3

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 267-54

TACTICS AND FORMATION MISSION

22d Bombardment Wing (H)
Appendix 3, Annex "B"
To Operations Order 267-54
14 August 1954

APPENDIX 3

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 267-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
14 August 1954

TACTICS AND FORMATION MISSION

1. To obtain practice in tactics and formation in accordance with the Tactical Doctrine, Jet Bombardment, (SAC Manual 55-5, September 1953, CONFIDENTIAL) and Section C, S.C Manual 55-5A (TOP SECRET) crews of the 22d Bomb Wing will fly three identical missions on 1, 14 and 28 September (five, 5 aircraft cells) 1954. Twenty five B-47 aircraft/and fifteen KC-97 aircraft will participate (three, 4 aircraft cells) on 1 and 14 September. Twelve B-47/and twelve KC-97 aircraft will participate on 28 September.

- a. The 2nd Bomb Squadron will provide eight aircraft and crews on 1 and 14 September and four aircraft and crews on 28 September.
- b. The 19th Bomb Squadron will provide eight aircraft and crews on 1 September; nine aircraft and crews on 14 September and four aircraft and crews on 28 September.
- c. The 33d Bomb Squadron will provide nine aircraft and crews on 1 September; eight aircraft and crews on 14 September and four aircraft and crews on 28 September.

22d Bombardment Wing (M)
Appendix 3, Annex "B"
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14 August 1954

2. Accomplishments: Each participating B-47 crew will accomplish three hours of formation (including formation refueling), one and one half hours of cell tactics with station keeping, one camera attack, one night celestial leg; one K-grid leg and a long range cruise mission.

3. Departure: B-47 Take-offs will commence at 1500 PDST. Take-off interval will be one minute within each formation. Take off times of leaders of formations are as follows: Alfa - 1500; Bravo - 1520; Coca 1540; Delta - 1700; Echo 1720; all times are PDST.

4. Route: See Attachment A, this appendix (Flight Plan).

5. Interplane Call Signs:

- a. 1st B-47 Formation / Alfa 1-5
Yellow Cap
- b. 2nd B-47 Formation / Bravo 1-5
Yellow Cap
- c. 3rd B-47 Formation / Coca 1-5
Yellow Cap
- d. 4th B-47 Formation / Delta 1-5
Yellow Cap
- e. 5th B-47 Formation / Echo 1-5
Yellow Cap
- f. 1st KC-97 Formation / Whiskey 1-5
Black Cap
- g. 2nd KC-97 Formation / Gin 1-5
Black Cap
- h. 3rd KC-97 Formation / Bourbon 1-5
Black Cap

6. All tip tank B-47 aircraft will fly in Alfa formation only. No tip tank aircraft will be permitted to fly in any other formation due to insufficient fuel reserve.

7. Air Refueling:

- a. Fifteen KC-97 aircraft composed of three formations of five aircraft each will air refuel five formations of five B-47 aircraft.

22d Bombardment Wing (H)
Appendix 3, Annex "B"
To Operations Order 267-54
14 August 1954

- b. 28,500 lbs of JP-4 fuel will be available for Alfa aircraft and 20,000 lbs of JP-4 fuel will be available for all other B-47 aircraft.
- c. Whiskey tanker formation will refuel Alfa bomber force at 20,000 ft.
- d. Gin tanker formation will refuel Bravo bomber force at 15,000 feet and Delta bomber force at 20,000 feet.
- e. Bourbon tanker formation will refuel Coca bomber force at 15,000 feet and Echo bomber force at 20,000 feet.
- f. KC-97 aircraft will operate from home station, March AFB.
- g. Initial contact speed will be 195K IAS.
- h. Tanker orbit point - Las Vegas (36-10N 115-10W).
- i. Refueling track - Las Vegas to Catalina Island (225°).
- j. Orbit Pattern - Four minute legs; two minutes inbound and two minutes outbound from the orbit point.
- k. All electronic rendezvous aids will be utilized in effecting rendezvous.

1. Channelization of rendezvous equipment will be as follows:

	<u>APN 12/76</u>		<u>APN 11</u>
	<u>T</u>	<u>R</u>	
1st Tanker Formation			
Whiskey Leader	6	8	3-1
Alfa Leader	8	6	
2nd Tanker Formation			
Gin Leader	5	7	1-3
Bravo Leader	7	5	
Coca Leader	7	5	

22d Bombardment Wing (H)
 Appendix 3, Annex "B"
 To Operations Order 267-54
 14 August 1954

	<u>AFN 12/76</u>		<u>AFN 11</u>
	<u>T</u>	<u>R</u>	
3rd Tanker Formation			
Bourbon Leader	6	8	3-1
Coca Leader	8	6	
Echo Leader	8	6	

m. Gin and Bourbon formations will refuel on a 2-1 basis.

- (1) After completion of refueling of Bravo force at 15,000 feet, Gin formation will climb to 20,000 feet, returning to the orbit point.
- (2) After completion of refueling of Coca force at 15,000 feet, Bourbon formation will return to the orbit point maintaining 15,000 feet until such time as it is necessary to begin climb to reach Las Vegas at 20,000 feet. (Bourbon formation will not assume 20,000 feet until Gin formation has cleared the area).

n. Tanker take-off interval will be one minute within individual formations.

o. Tanker formation will depart orbit point when its bomber force is 50 NM out.

8. Flight Clearances: Individual flight clearances will be made out by the squadrons concerned. Section D and remarks section will be left blank. Forms 175 and allied forms will be submitted to Wing Air Training so as to arrive not later than 48 hours prior to take-off time.

22d Bombardment Wing (M)
Appendix 3, Annex "B"
To Operations Order 267-54
14 August 1954

9. Aircraft Loading:

a. Fuel:

- (1) B-47 - 73,535 lbs.
- (2) KC-97 (Whiskey formation)
 - (a) 115/145 - 26,000 lbs.
 - (b) JP-4 - 30,000 lbs.
- (3) KC-97 (Gin and Bourbon formations)
 - (a) 115/145 - 25,000 lbs
 - (b) JP-4 - 41,500 lbs.

b. Bombs: No bombs will be carried this mission.

c. Ammunition: No ammunition will be carried this mission.

d. Survival Equipment:

- (1) B-47
 - (a) One A-1 survival kit with PK-2 life raft per crew member and passenger.
 - (b) One anti-exposure suit (R-1) per crew member and passenger.
 - (c) One 4-man raft.
 - (d) One B-5 (Mae West) vest per crew member and passenger.
- (2) KC-97
 - (a) Seven E-1 survival kits.
 - (b) Four D-1 survival kits.
 - (c) One 1-man raft per crew member and passenger.
 - (d) Two 20-man rafts.

22d Bombardment Wing (H)
Appendix 3, Annex "B"
To Operations Order 267-54
14 August 1954

10. Briefing Schedule:

<u>a. Strike Date</u>	<u>Briefing Date and Time (PDST)</u>
1 Sep 54	30 Aug 54, 0800
14 Sep 54	11 Sep 54, 0800
28 Sep 54	27 Sep 54, 1300

b. Specialized briefing and target study will follow the general briefing.

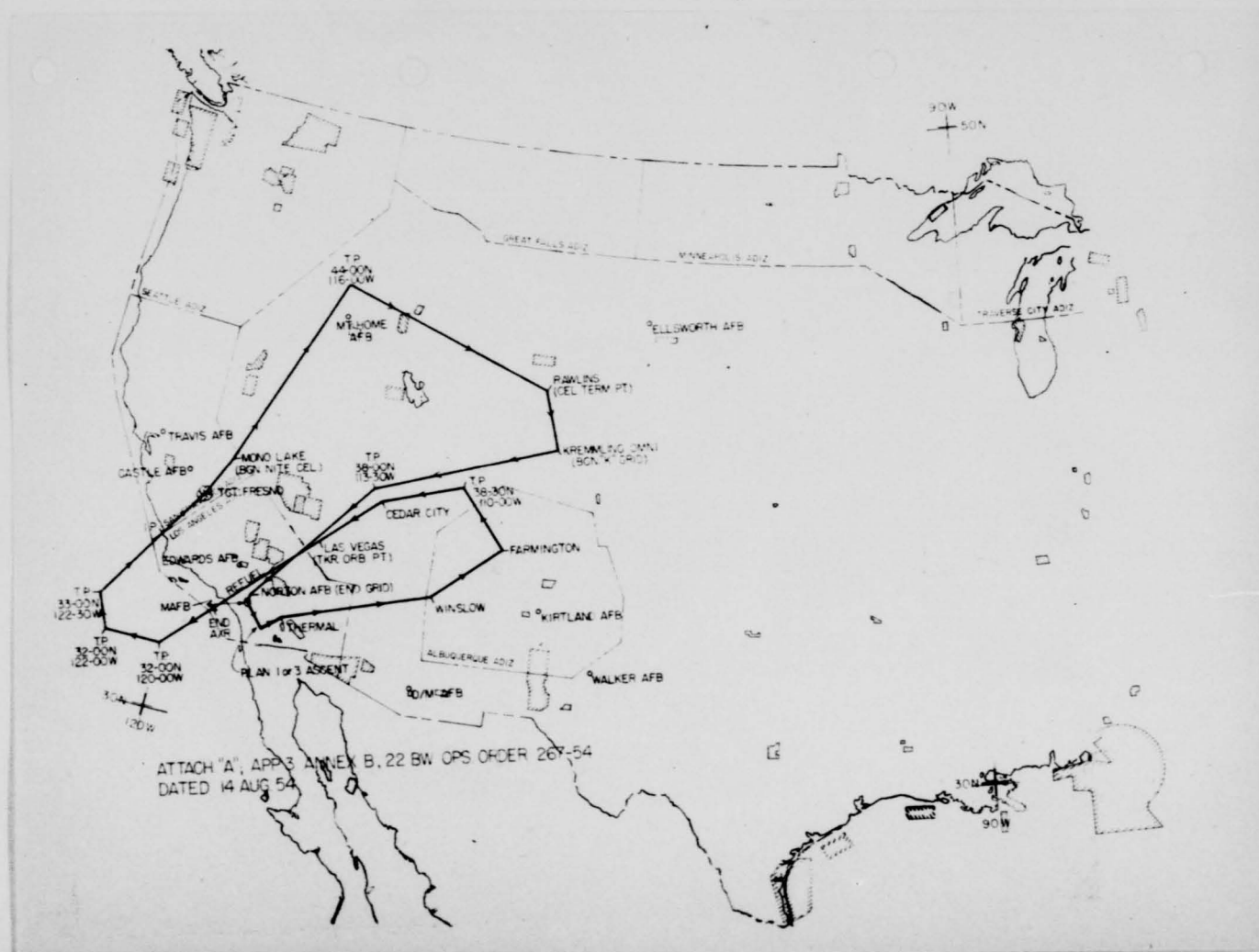
c. Final weather briefing will be held in the 33rd Bomb Squadron Briefing Room 2½ hours prior to take-off time

d. Briefing will have precedence over other scheduled ground school activities.

11. Critique: Critique for all missions flown within a week will be held on Saturday at 1100PDST.

22d Bombardment Wing (H)
Appendix 3, Annex "B"
To Operations Order 267-54
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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN				SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.		CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)						
L				FORM-3AM ATT-NITE CEL PRE-FLIGHT PLAN													
FROM	TO	WIND D/V	TEMP.	GRD DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN		DATE OF TAKE-OFF							
MARCH AFB	ROUTE	T.C.	DRIFT	T.H.	VAR.	M.H.	ALT	MACH	T.A.S.	G.S.	ACC. GRD DIS	ACC. TIME	ACC. AIR DIS	PRED. FUEL REMAIN	GROSS WEIGHT	ENGINE START	TAKE-OFF TIME
TAKE OFF, ACCEL CL TO 1500 Y/A PERMIT 3000 FT				154				32	154	73535		156535		10685		10685	
TO THERMAL FORM ASY AT 240 X 185				154				32	154	62850		145850		5030		5030	
L/O CRT				163				21	149	57820		140820		3300		3300	
WINDSLOW				163				21	149	54520		137520		3220		3220	
35-02N 110-42W CR 073				161				21	149	51300		134300		3000		3000	
FARMINGTON				135				21	149	48300		131300		2980		2980	
36-45N 108-12W CR 049				154				24	170	44800		127400		2980		2980	
TURN PT				135				21	149	41820		124820		2980		2980	
3-30N 110-00W CR 320				135				21	149	40980		123980		2980		2980	
CEDAR CITY				135				21	149	40980		123980		2980		2980	
37-42N 113-03W CR 251				135				21	149	40980		123980		2980		2980	
TKR. ORB. PT				135				21	149	40980		123980		2980		2980	
36-10N 115-10W CR 228				135				21	149	40980		123980		2980		2980	
BEGIN L/D				135				21	149	40980		123980		2980		2980	
CR 225				135				21	149	40980		123980		2980		2980	
BEGIN A/R				135				21	149	40980		123980		2980		2980	
DE 225				135				21	149	40980		123980		2980		2980	
END A/R B/C				135				21	149	40980		123980		2980		2980	
AR 225				135				21	149	40980		123980		2980		2980	
CATALINA L/O				135				21	149	40980		123980		2980		2980	
33-26N 118-30W CL 225				135				21	149	40980		123980		2980		2980	
TURN PT				135				21	149	40980		123980		2980		2980	
32-00N 120-00W CC 221				135				21	149	40980		123980		2980		2980	
TURN PT				135				21	149	40980		123980		2980		2980	
32-00N 122-00W CC 270				135				21	149	40980		123980		2980		2980	
TURN PT				135				21	149	40980		123980		2980		2980	
33-00N 122-30W CC 337				135				21	149	40980		123980		2980		2980	
TURN PT				135				21	149	40980		123980		2980		2980	
35-15N 120-54W CR 031				135				21	149	40980		123980		2980		2980	
16T FRESNO				135				21	149	40980		123980		2980		2980	
(SEE TGT FOLDER)				135				21	149	40980		123980		2980		2980	
SNO LAKE				135				21	149	40980		123980		2980		2980	
32-00N 119-03W CC 026				135				21	149	40980		123980		2980		2980	
TURN PT				135				21	149	40980		123980		2980		2980	
44-00N 116-00W CC 020				135				21	149	40980		123980		2980		2980	
CEL TERM. PT				135				21	149	40980		123980		2980		2980	
41-48N 107-15W CC 109				135				21	149	40980		123980		2980		2980	
KREMMLING OMNI				135				21	149	40980		123980		2980		2980	
40-01N 106-27W CC 161				135				21	149	40980		123980		2980		2980	
TURN PT				135				21	149	40980		123980		2980		2980	
38-00N 113-30W CC 250				135				21	149	40980		123980		2980		2980	
GRID TERM. PT				135				21	149	40980		123980		2980		2980	
34-07N 117-10W CC 218				135				21	149	40980		123980		2980		2980	
DESCEND TO MARCH AFB FOR LANDING				135				21	149	40980		123980		2980		2980	
NOTES				135				21	149	40980		123980		2980		2980	
① TIP TANK ACFT WILL TRANSFER 28500 LBS FUEL				135				21	149	40980		123980		2980		2980	
② " " " FUEL LOAD FILL FWD MAIN, CNTR MAIN, REAR MAIN				135				21	149	40980		123980		2980		2980	
WD AUX PLU 500 GAL BOMB BAY 150, EA WING TANK 50 GAL ATO				135				21	149	40980		123980		2980		2980	

ATTACHMENT B
APPENDIX 3
ANNEX "B"

NOTES (Formation - Camera Attack - Nite Cel.)

1. If VFR conditions exist aircraft will climb via ascent plan 1 or 3 route levelling off at 15,000 feet. Lead aircraft will fly 240K indicated airspeed after reaching 15,000 feet. All others in the formation will fly at 310K indicated air speed until in position on leader. When assembly is complete, formation will climb to optimum.

If IFR conditions exist at 15,000 feet, climb to 25,000 feet and assemble as explained above.

If still IFR at 25,000 feet, assemble at optimum, leader still indicating 240K and others at .78 Mach.

2. Refueling tactics - 50 NM departure, i.e., tanker formation departs when receiver formation reaches a point 50 NM short of the orbit point. Receiver leader will keep tanker formation informed of latest ET to the Tanker orbit point.

3. Three wet hook-ups will be made, obtaining a minimum of 6000# fuel per hook-up.

4. After refueling, reassemble in basic formation visually, (Formation and Nav lights on) until optimum is reached. On reaching optimum and after the instrument check is made, aircraft will assume the night or IFR Route cell formation, using station keeping method to hold this cell formation. Assume night EW Penetration cell after making the turn at 33-00N 123-30W.

22d Bombardment Wing (M)
Attachment B, Appendix 3, Annex "B" 2
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5. After night, or IFR, Early Warning Penetration cell positions are stabilized, station keeping can be terminated allowing the observer to center his attention toward computing ballistics for the bomb run.

6. The following procedure will be used for altitude and time separation of aircraft after bombs away at Fresno. (To be accomplished on NC's signal)

#1 descend 1000 feet	fly at 440K T.S
#2 descend 500 feet	fly at 435K T.S
#3 Hold altitude	fly at 430K T.S
#4 climb 500 feet	fly at 425K T.S
#5 climb 1000 feet	fly at 420K T.S

7. Night celestial leg begins at Mono Lake and terminates at 41-48N 107-15W, Rawlins, Wyoming.

8. K Grid leg starts at Kremmling Omni and terminates at Norton .FB.

A gyro log or graph of the co-pilot's D.G. will be maintained during the grid leg and filed with the log record of the mission.

22d Bombardment Wing (H)
Attachment B, Appendix 3, Annex "B"
To Operations Order 267-54
14 August 1954

ATTACHMENT "C"

APPENDIX 3

ANNEX B

TO

OPERATIONS ORDER

SERIAL NO. 267-54

22D BOMBARDMENT WING (H)
March Air Force Base, California
14 August 1954

COMMUNICATIONS

1. GENERAL: Communications procedures will be as prescribed in USAF and SAC CEI's, applicable JANAP's and ACP's, other current directives, and as specified herein.
2. FREQUENCIES AND CHANNELIZATION:
 - a. HF/VHF/UHF channelization will be in accordance with current standard pilots checklist.
 - b. Special Frequency assignments:
 - (1) Interplane/formation frequency is channel 6, UHF (321.0 mc's).
 - (2) Refueling frequency for initial contact is channel 6, UHF (321.0 mc's).
 - (3) Actual refueling primary frequencies will be:

<u>Acraft Position in each Flight</u> <u>Tankers and Receivers</u>	<u>Channel</u>	<u>Frequency *</u>
First	11	279.8 mc's
Second	11	291.9 mc's
Third	11	303.2 mc's
Fourth	11	308.8 mc's
Fifth	11	318.0 mc's

22d Bombardment Wing (H)
Attachment C, Appendix 3, Annex B 1
To Operations Order 267-54
14 August 1954

*NOTE: CO-pilot will set up channel 11 on the frequency specified for aircraft's position in the formation. This should be done prior to take-off.

- (4) Secondary refueling frequency for all aircraft will be UHF channel 10 (266.2 mc's).
- (5) High frequency assignments for tactical reports depend on frequency propagation and will be specified in flimsies.
- (6) Channelization of rendezvous equipment will be as shown in Appendix 3.

3. Call Signs:

a. SAC Daily Additive call signs will be used for all air/ground communications.

- (1) For CAA reports the prefix "Yellowcap" will be used by B-47's and "Blackcap" for KC-97's.
- (2) For tactical reports to AACS airways station the prefix "Air Force" will be used.

b. For interplane communications the call signs will be:

- (1) Tankers: First Flight - "WHISKEY 1 thru 5"
Second Flight - "GIN 1 thru 5"
Third Flight - "BOURBON 1 thru 5"
- (2) Bombers: First Flight - "ALPHA 1 thru 5"
Second Flight - "BRAVO 1 thru 5"
Third Flight - "COCA 1 thru 5"
Fourth Flight - "DELTA 1 thru 5"
Fifth Flight - "ECHO 1 thru 5"

22d Bombardment Wing (H)
Attachment C, Appendix 3, Annex B
To Operations Order 267-54
14 August 1954

4. Communications Control Stations: Communications Control Stations for tactical reports are:

- a. Primary - "March"
- b. Secondary - "Travis"
- c. Alternate - Any airways station listed in facility chart.

5. Procedure:

- a. All aircraft will make departure call to Edison Control (channel 6, UHF) and to March Tower and GCA as required by ascent plan.
- b. After required departure calls all aircraft will change to channel 6 UHF and establish interplane communication. B-47's will monitor 135.0 on ARN-14 and KC-97's monitor channel A, VHF.
- c. Required CAA position and penetration reports will be made by formation leader at reporting points approved by CAA. These reporting points will be listed in flimsies.
- d. Tactical take-off, arrival and hourly position reports will be made by Deputy Leader on HF.
- e. In event of loss of interplane contact, individual aircraft will report to nearest CAA station and assume responsibility for non-tactical and tactical reports.
- f. B-47 formation leader will establish initial contact with tanker leader approximately 200 miles from rendezvous area and give ETA. Prior to closing for initial contact individual aircraft will switch to their individual refueling frequencies, as assigned.
- g. When refueling is completed, aircraft will return to interplane frequency.

22d Bombardment Wing (M)
Attachment C, Appendix 3, Annex B 3
To Operations Order 267-54
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- h. Immediately after strike on Fresno each bomber will give strike results to deputy lead aircraft on interplane frequency.
- i. Deputy lead aircraft will transmit strike report to Communications Control Station with routing instructions to HEMXN (Comdr 22d Bomb Wing).
- 6. Authentication: Authentication will be in accordance with current edition of AFSAL 5104.
- 7. Identification and Recognition:
 - a. IFF will be operated in accordance with SAC Regulation 55-23.
 - b. Aircraft Commanders will be prepared to authenticate with ADIZ in event of fighter interception utilizing AFSAL 5104.
- 8. Recall Procedure: Recall codeword for this mission is "Shoo String".
- 9. Communications Security: Transmissions will be kept to an absolute minimum and will be brief and concise.

22d Bombardment Wing (M)
Attachment C, Appendix 3, Annex B 4
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22D BOMBARDMENT WING (H)
March Air Force Base, California
14 August 1954

APPENDIX 4

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 267-54

BOMBER STREAM MISSION

22d Bombardment Wing (H)
Appendix 4, Annex "B"
To Operations Order 267-54
14 August 1954

APPENDIX 4

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 267-54

22D BOMBARDMENT WING (L.)
March Air Force Base, California
14 August 1954

BOMBER STRIKE MISSION

1. On 8 and 17 September, Twenty four crews of the 22d Bomb Wing are directed to fly identical missions consisting of four, bomber stream RBS runs (2 of which will be at 40,000 feet) one each on targets at Phoenix, Denver, San Francisco and Los Angeles respectively. One day celestial leg will be flown between Denver and San Francisco. On 28 September, twelve 22nd Bomb Wing crews will fly the mission described above.

a. On 8 and 17 September, each of the bombardment squadrons will provide eight crews and aircraft. On the 28th, each bombardment squadron will provide four crews and aircraft.

2. Accomplishments: Each crew will accomplish four record RBS runs and one day celestial leg. The primary method of bombing will be visual. If visual conditions do not exist or if a crew has completed its 50-8 visual bombing requirements, as could be the case in the latter part of the month, then radar RBS runs will be made. Whether visual or radar, the last two RBS runs will be made at an altitude of either 40,000 feet or 40,500 feet.

22d Bombardment Wing (L.)
Appendix 4, Annex "B"
To Operations Order 267-54
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3. Departures: Take-off interval is fifteen minutes with the first scheduled take-off at 0400 PDST.

4. Route: See Attachment 1, this appendix (Flight Plan).

5. Tip Tank aircraft are authorized for use on this mission.

6. Air Refueling: Air refueling is not a requirement of this mission.

7. Flight Clearances: Individual flight clearances will be made out by the squadron concerned. Section D and remarks section will be left blank.

Forms 175 and allied forms will be submitted to Wing Air Training so as to arrive there not later than 48 hours prior to take-off time.

8. Aircraft Loading:

a. Fuel - 76,785 lbs.

b. Bombs - No bombs will be carried on this mission.

c. Ammunition - No ammunition will be carried on this mission.

d. Survival equipment.

(1) One A-1 survival kit per crew member and passenger.

9. Briefing Schedule:

<u>a. Strike Date</u>	<u>Briefing Date and Time (PDST)</u>
8 Sep 54	7 Sep 54, 0800
17 Sep 54	16 Sep 54, 0800
28 Sep 54	27 Sep 54, 0800

b. Specialized briefing will follow the general briefing. Squadrons will conduct the target study necessary for this mission. (Normal RBS targets) prior to the general briefing.

22d Bombardment Wing (B)
 Appendix 4, Annex "B"
 To Operations Order 267-54
 14 August 1954

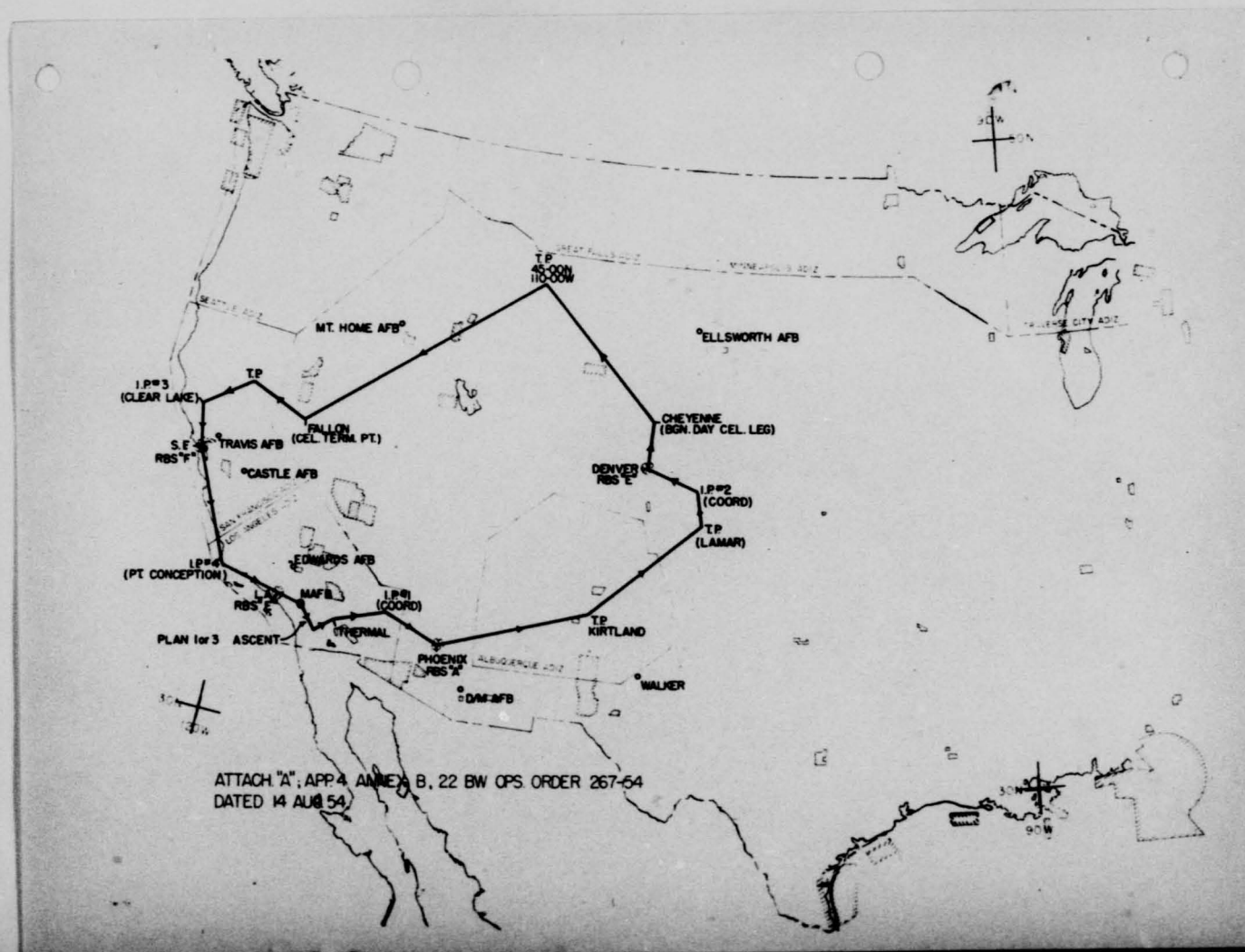
c. Final weather briefing will be held in the weather office (Base Operations) 2½ hours prior to take-off time.

d. Briefing will have precedence over other scheduled ground school activities.

11. Critique: Critique for all missions flown within a week will be held on Saturday at 1100 PDST.

22d Bombardment Wing (H.)
Appendix 4, Annex "B"
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KEY BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN		SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.		CREW NUMBER	ACFT COMDR (Name and Grade)		OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
MARCH AFB									MAJ WHITE	MAJGT DAVIS
BOMBER STREAM PRE-FLIGHT PLAN										
FROM	TO	T.C.	WIND D/V	T.H.	VAR.	M.H.	TEMP.	MACH	T.A.S.	G.S.
ROUTE			DRIFT				ALT			
ACCEL										
PLAN 1 OR 3 DEPARTURE TO THERMA							35.0			
34-23N 114-03W	-066	-2	064	-15	049		35.0	74	425	462
PHOENIX AFB										
33-28N 112-06W	BR 119	+3	122	-15	107		35.0			462
KIRTLAND AFB										
03N 106-40W	CC 071	-2	069	-14	055		35.5			462
LAMAR										
38-05N 102-37W	CC 047	-4	043	-13	030		36.5			452
39-07N 102-51W	CR 350	-5	345	-13	332		36.5			415
DENVER AFB										
39-46N 104-53W	BR 293	-2	291	-14	277		36.5			387
BROWN BAY COL.										
41-10N 104-50W	CC 001	-5	356	-14	342		37.2			422
TURN PT.										
45-00N 110-00W	CC 316	-4	312	-16	296		38.4			395
CEL. FORM PT										
39-29N 118-45W	CC 229	+4	233	-18	215		40.0			395
TURN PT.										
40-11N 121-05W	CR 291	-2	289	-18	271		40.0			387
39-09N 122-55W	CR 233	+3	236	-18	218		40.0			394
37-46N 122-27W	BR 166	+5	171	-18	153		40.0			435
34-26N 120-28W	CR 154	+5	159	-17	142		40.0			442
33-55N 119-07W	BR 105	+1	106	-16	090		40.0			464
MARCH AFB	DE 091	0	091	-15	076					465
LET DOWN & LAND										
NOTES										
1 ODD NUMBERED ACFT WILL FLY BOMB RUNS AT FLT PLAN ALTITUDE.										
2 EVEN NUMBERED ACFT WILL FLY BOMB RUNS AT FLT PLAN ALTITUDE PLUS 500 FT										
3 WING TANK EQUIPPED ACFT WILL RECEIVE 5840 LBS MORE FUEL (12000 LBS RESERVE)										
FUEL FLIGHT PLAN										
DATE OF TAKE-OFF										
ENGINE START										
LANDING TIME										
DURATION OF FLT										
AIR-CRAFT BASIC WT										
CREW WT										
OIL WT										
ATO BYL WEIGHT										
EXT. TANKS WT										
OPERAT. WT										
TOTAL										
BOMBS WT										
AMMO WT										
ADL										
FLUID WT										
BASIC GROSS WT										
START ENG AND TAXI										
FUEL ALT										
TAKE-OFF GROSS WT										
RUNWAY										
PRESS. ALT										
LENGTH										
AIR TEMP										
CRITICAL FIELD LENGTH										
TAKE-OFF										
DISTANCE										
SPEED										
CRITICAL ENGINE PLANE										
ENGINE BEST PLANE										
LINE										
NO. OF ATO BOTTLES										
RECORDED ATO PRO										
PELLANT WEIGHT										
ADJUSTED TAKE-OFF WEIGHT										
ADJUSTED TAKE-OFF DISTANCE										
ATO FUEL SPEED										

ATTACHMENT B

APPENDIX 4

ANNEX B

TO

OPERATIONS ORDER

SERIAL NO. 267-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
14 August 1954

NAVIGATION NOTES
(BOMBER STREAM)

1. Target coordinates, broken down into degrees, minutes and seconds are listed in the target folders.
2. Normal RBS procedures will be used.
3. Begin the day celestial leg at Cheyenne, Wyoming and terminate at 39-29N 118-45W, Fallon, Nevada.
4. Control time to be made good at turn point 40-11N 121-05W will be given at final weather briefing.

22d Bombardment Wing (M)
Attachment 3, Appendix 4, Annex "B"
To Operations Order 267-54 2
14 August 1954

ATTACHMENT "C"

APPENDIX 4

ANNEX B

TO

OPERATIONS ORDER

SERIAL NO. 267-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
14 August 1954

COMMUNICATIONS

1. General: Communication procedures will be as prescribed in USAF and SAC CEIs, applicable JAMPs and ACPs, other current directives, and as specified herein.
2. Frequencies and Channelization:
 - a. HF/UHF channelization will be as prescribed in current standard pilots checklist.
 - b. Special Frequency assignments:
 - (1) Bomb Common frequency is channel 6 (321.0 mc's).
 - (2) RBS frequencies as shown on channelization cards.
 - (3) High frequencies for tactical reports are dependent on propagation and will be specified in flimsies.
3. Call Signs:
 - a. SAC Daily Additive call signs will be used for all air/ground communications. Prefix "BLUECAP" will be used for calls to CAA stations.
 - b. RBS call signs will be site name followed by RBS (Phoenix RBS).
 - c. Edison numbers 1 thru 24 will be used for interplane communications.

22d Bombardment Wing (M)
Attachment C, Appendix 4, Annex B 1
To Operations Order 267-54
14 August 1954

4. Communications Control Stations:

a. Communications Control Stations for tactical reports will be "March", "Great Falls", and "Travis".

b. Any AACS airways station as listed in facility chart may be used as alternate.

5. Procedures:

a. All aircraft will make normal departure reports and then change to channel 6 UHF for interplane. (NOTE: Frequency 135.0 will be monitored on ARN-14 when UHF set is on interplane or RBS frequency).

b. Only the first and last aircraft in the stream will make CAA position reports and ADIZ penetration reports. Locations of required reports, frequency and station to be called will be listed in flimsy. Code word "First Bluecap" or "Last Bluecap" will be used. (NOTE: The second aircraft and next to last aircraft in the stream will verify that required report has been submitted).

c. The 5th, 10th, 15th, and 20th aircraft in stream will submit tactical take-off, arrival, hourly position reports to specified control station with relay instructions to HEXN (Comdr 22d Bomb Wing).

d. RBS voice procedure as prescribed in SAC Regulation 50-4.

6. Authentication: Authentication will be in accordance with current edition of AFSAL 5104.

7. Identification and Recognition:

a. IFF will be operated in accordance with SAC Regulation 55-23.

b. Aircraft Commanders will be prepared to authenticate with ADIZ in event of fighter interception, using AFSAL 5104.

8. Recall Procedure: Recall code word for this mission is "Sling Shot".

9. Security: All transmissions will be held to an absolute minimum and will be brief and concise.

22d Bombardment Wing (H)
Attachment C, Appendix 4, Annex B
To Operations Order 267-54
14 August 1954

22D BOMBARDMENT WING (H)
March Air Force Base, California
14 August 1954

APPENDIX 5

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 267-54

MAXIMUM WEIGHT AND BOMBER STREAM MISSION

22d Bombardment Wing (H)
Appendix 5, Annex "B"
To Operations Order 267-54
14 August 1954

APPENDIX 5

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 267-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
14 August 1954

MAX WEIGHT AND BOEING STRIKE MISSION

1. On 10, 21, 23 and 30 September, crews of the 22nd Bomb Wing are directed to fly identical missions consisting of a maximum weight air refueling; a day celestial - pressure pattern mission; gunnery; 4 RBS runs (2 of which will be at 40,000 feet) and a celestial grid leg. RBS targets are located at San Francisco, Sacramento, Phoenix and Los Angeles.

a. The 2nd, 19th and 33rd Bomb Squadrons will provide crews and aircraft on dates as listed below:

<u>DATE</u>	<u>NUMBER OF CREWS AND AIRCRAFT</u>		
	<u>2d B.S.</u>	<u>19th B.S.</u>	<u>33rd B.S.</u>
10 Sep 54	3	3	4
21 Sep 54	4	3	3
23 Sep 54	3	4	3
30 Sep 54	3	4	3

b. The 22nd ARS will provide fifteen crews and aircraft on 10, 21, 23 and 30 September.

22d Bombardment Wing (M)
Appendix 5, Annex "B"
To Operations Order 267-54
14 August 1954

2. Accomplishments: Each participating B-47 crew will accomplish one maximum weight refueling (onload 60,000 lbs of JP-4); one day celestial-pressure pattern leg; fire air to air gunnery (max load, fire a minimum of 200 rounds); four RBS runs (2 at 40,000 feet); one day celestial-grid leg and a long range cruise mission.

3. Departure: B-47 take-offs will commence at 0730 PDST. Each thirty minutes, two B-47 aircraft will take-off at one minute intervals joining in a two aircraft formation for refueling.

4. Route: See Attachment A, this Appendix (Flight Plan).

5. Tip tank equipped aircraft only will be used for this mission due to the 190,000 lb gross weight requirement after refueling.

6. Interplane Call Signs: See Attachment C, paragraph 3b, this Appendix.

7. Air Refueling:

a. Fifteen KC-97 aircraft composed of five formations of three aircraft each will air refuel five formations of two B-47 aircraft. Refueling will be accomplished on a 3 tanker to 2 receiver ratio. (Total onload each B-47 will be 60,000 lbs) Bomber leader will obtain $\frac{1}{2}$ load from the tanker leader before taking a full load from number 3 tanker. Number 2 B-47 will receive a full load from number 2 tanker before moving over to tanker leader for $\frac{1}{2}$ load.

b. Refueling altitude is 15,000 feet.

c. KC-97 aircraft will operate from home station, March AFB.

d. Initial contact speed will be 195K IAS.

22d Bombardment Wing (B)
Appendix 5, Annex "B"
To Operations Order 267-54
14 August 1954

- e. Tanker orbit point - Needles, (34-50N 114-35W).
- f. Refueling Track - Needles to Bakersfield (278°).
- g. Orbit Pattern - Four minute legs, two minutes inbound and two minutes outbound from the orbit point.
- h. All electronic rendezvous aids will be utilized in effecting rendezvous.

i. Channelization of rendezvous equipment will be as follows:

	<u>AFN 12/76</u>		<u>AFN-11</u>
	<u>I</u>	<u>H</u>	
1st Tanker Formation			
Jack Rabbit 1	5	8	3-1
Edison 1	8	5	
2nd Tanker Formation			
Jack Rabbit 5	4	7	1-3
Edison 3	7	4	
3rd Tanker Formation			
Jack Rabbit 10	8	6	4
Edison 5	6	8	
4th Tanker Formation			
Jack Rabbit 5	7	5	3-1
Edison 7	5	7	
5th Tanker Formation			
Jack Rabbit 10	6	8	1-3
Edison 9	8	6	

- j. Tankers will take-off at one minute intervals.
- k. Tankers will use the 50 NM departure rendezvous procedure.

22d Bombardment Wing (H)
 Appendix 5, annex "B"
 To Operations Order 267-54
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8. Flight Clearances: Individual flight clearances will be made out by the squadrons concerned. Section D and remarks section will be left blank. Forms 175 and allied forms will be submitted to Wing Air Training so as to arrive not later than 48 hours prior to take-off time.

9. Aircraft loading:

a. Fuel:

(1) B-47s - 75,485 (load 2 plus 150 gals in each external tank).

(2) KC-97

(a) 27,000 lbs 115/145

(b) 45,000 lbs JP-4

b. Bombs: No bombs are to be carried on this mission.

c. Ammunition: Maximum load.

d. Survival Equipment:

(1) B-47

(a) One A-1 survival kit with PK-2 life raft per crew member and passenger.

(b) One Anti-exposure suit (R-1) per crew member and passenger.

(c) One 4-man raft.

(d) One B-5 (Mae West) vest per crew member and passenger.

10. Briefing Schedule:

a. Strike Date

Briefing Date and time (PDST)

10 Sep 54

9 Sep 54, 0800

21 Sep 54

20 Sep 54, 0800

23 Sep 54

20 Sep 54, 0800

30 Sep 54

29 Sep 54, 1000

22d Bombardment Wing (M)
Appendix 5, Annex "B"
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14 August 1954

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b. Specialized briefing will follow the general briefing. Target study will be conducted in the Squadrons. (Normal RBS targets).

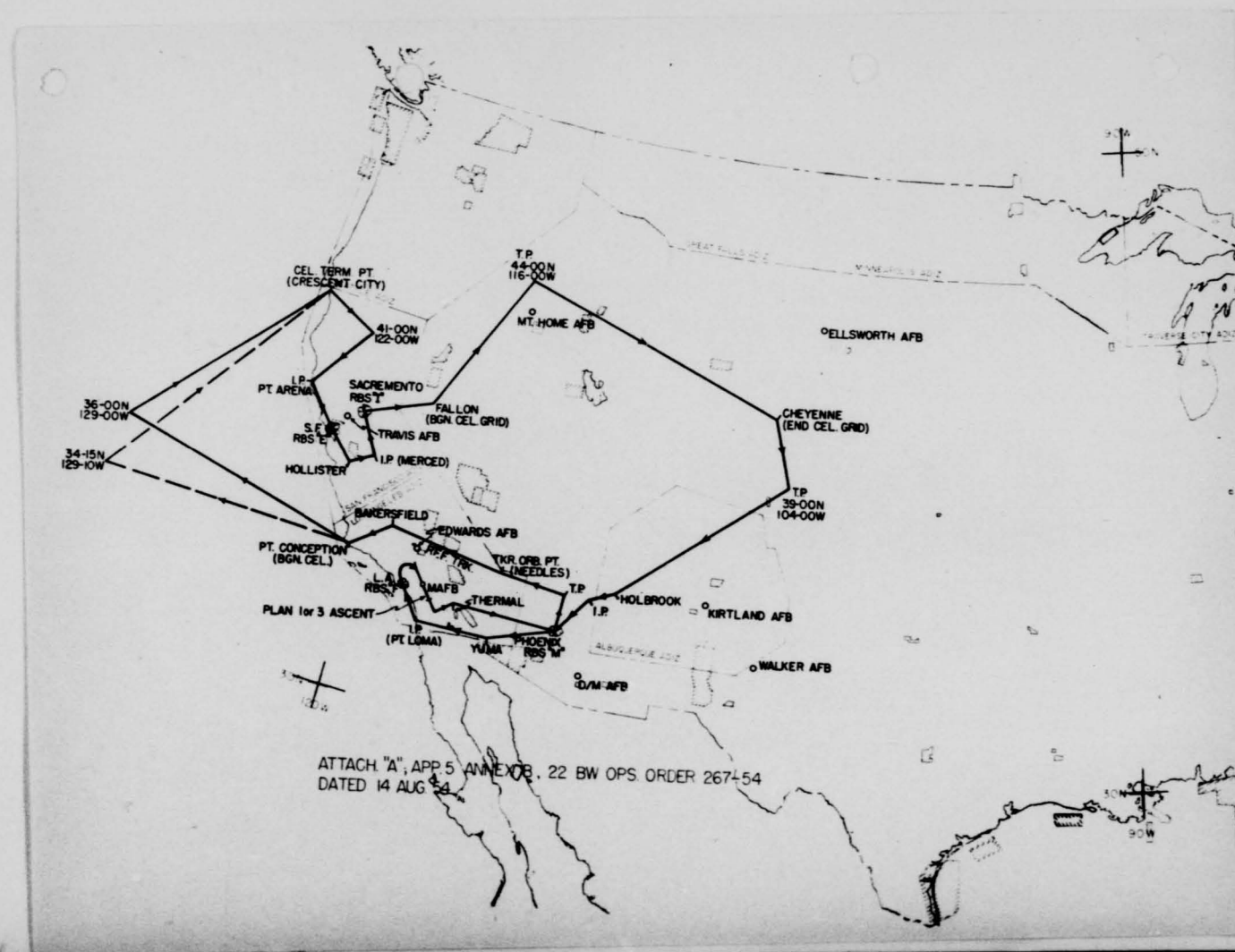
c. Final weather briefing will be held in the weather office (Base Operations) 2½ hours prior to take-off time.

d. Briefing will take precedence over other ground school activities.

11. Critique: Critique of all missions flown within each week will be held in the Wing Briefing Room at 1100 PDST each Saturday.

22d Bombardment Wing (M)
Appendix 5, Annex "B"
To Operations Order 267-54
14 August 1954

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JPT BOMBARDMENT RECONNAISSANCE MISSION FLIGHT PLAN		SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.		CREW NUMBER	ACFT COMDR (Name and Grade)		OBSERVER (Name and Grade)		CO-PILOT (Name and Grade)					
MARCH AFB									MAT WHITE							
MISSION FLIGHT PLAN									M/SGT DAVIS							
HEAVY WEIGHT PRE-FLIGHT PLAN																
FROM	TO	T.C.	WIND D/V.	T.H.	VAR.	M.H.	TEMP.	MACH	T.A.S.	G.S.	GRD DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	DATE OF TAKE-OFF
ROUTE	FLY COND	DRIFT					ALT				ACC. GRD DIS	ACC. TIME	ACC. AIR DIS		PRED. FUEL REMAIN	GROSS WEIGHT
ACCEL															75485	154945
PLAN 1 OR 3 DEPARTURE TO THERMAL							340								4085	4085
PHOENIX															71400	155900
33-30N 112-07W CR 093															7700	7700
COORD															63700	148200
34-30N 112-00W CR 005															4640	4640
TNR. ORB PT															59060	143560
34-50N 114-35W CR 279															1570	1570
B. IN L/D															57490	141990
34-56N 115-25W CR 278															3400	3400
L/O BEGIN A.R.															54090	138590
35-00N 116-07W DE 278															1010	1010
END A.R. (BRIEFED)															53080	137580
35-22N 119-00W AR 278															500	500
FUEL TRANSFERRED															52580	137080
PT CONCEPTION															7000	7000
34-28N 120-28W CL 233															45580	130080
COORD															60000	60000
36-00N 129-00W CC 283															105580	190080
CEL TERM PT															4600	4600
41-46N 124-11W CC 032															11330	11330
#2 ACFT. WILL FLY THE FOLLOWING ROUTE FROM AT CONCEPTION ALLOWING RBS TIME SEPARATION.															74800	159300
COORD																
34-15N 129-10W CC 269															433	107 475
CEL TERM PT															507	109 489
41-46N 124-11W CC 027																
COORD															112	15 106
41-00N 122-00W CL 116															1775	436 1834
PT ARENA IRI															148	22 156
37-56N 123-44W CR 213															1923	458 1990
RBS "E"															92	12 85
37-48N 122-24W BR 138															2015	510 2075
HOLLISTER															74	10 71
36-50N 121-26W CR 140															2089	520 2146
INTERCED IRI															53	07 50
37-18N 120-29W CR 058															2142	527 2196
SACTO RES "E"															91	13 92
38-56N 121-26W BR 329															2233	540 2288
BEGIN CEL GRID															136	18 127
34-30N 113-45W CC 067															2367	558 2415
COORD															217	40 283
44-00N 116-00W CC 024															2666	638 2698
END GRID															523	108 482
41-09N 104-50W CC 109															3189	746 3180
COORD															135	19 135
39-00N 104-00W CC 163															3324	805 3315
COORD															383	58 411
35N 110-10W CC 230															3707	403 3726
															28630	113130

ATTACHMENT B

APPENDIX 5

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 267-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
14 August 1954

NAVIGATION NOTES

1. The 50NM departure will be used for rendezvous and air refueling.
2. Number one B-47 will take half a load from the tanker formation leader then move over to number three tanker for his full load. Number 2 receiver will take a full load from number 2 tanker then move over to number 1 for his remaining fuel.
3. #1 aircr ft will fly the cel-plop mission via T.P. 36-00N 129-00W
#2 aircraft will fly the cel-plot mission via T.P. 34-15N 129-10W.
4. Control time for T.P.'s 41-00N 122-00W and T.P. 39-00N 104-00W will be set at final weather briefing.
5. Day celestial - P.L.O.P. mission terminal point is 41-46N 124-11W (Crescent City).
6. Celestial Grid terminal point is 41-09N 104-50W (Chyenne).
7. RBS runs are scheduled primarily as Visual runs. If weather interferes, or a crew has completed its 50-8 requirements, then the runs will be made

radar.
22d Bombardment Wing (M)
Attachment B, Appendix 5, Annex "B"
To Operations Order 267-54 3
14 August 1954

ATTACHMENT "C"

APPENDIX 5

ANNEX B

TO

OPERATIONS ORDER

SERIAL NO. 267-54

22D BOMBARDMENT WING (H)
March Air Force Base, California
14 August 1954

COMMUNICATIONS

1. General: Communications procedures will be as prescribed in USAF and SAC CEIs, applicable JNMFs and ACPs, other current directives, and as specified herein.
2. Frequencies:
 - a. HF/VHF/UHF channelization will be in accordance with SAC CEI and current standard pilots checklist.
 - b. Special Frequency Assignments:
 - (1) Interplane frequency channel 6 (321.0 mc's).
 - (2) Refueling frequency for initial contact is channel 6 (321.0 mc's).
 - (3) Actual refueling frequencies will be as assigned below. Co-pilot will set up channel 10 and 11 as prescribed for his aircraft.

FLIGHT 1, 3, and 5

Tanker (Jackrabbit)	Load	Receiver (Edison)	Primary Frequency	Secondary Frequency
1, 7, 13	$\frac{1}{2}$	1, 5, 9	10 (266.2 mc's)	11 (279.8 mc's)
2, 8, 14	Full	2, 6, 10	11 (279.8 mc's)	10 (266.2 mc's)
3, 9, 15	Full	1, 5, 9	10 (266.2 mc's)	11 (279.8 mc's)
1, 7, 13	$\frac{1}{2}$	2, 6, 10	11 (279.8 mc's)	10 (266.2 mc's)

22d Bombardment Wing (H)
Attachment C, Appendix 5, Annex B
To Operations Order 267-54
14 August 1954

FLIGHTS 2 and 4

Tanker (Jackrabbit)	Load	Receiver (Edison)	Primary Frequency	Secondary Frequency
4, 10	$\frac{1}{2}$	3, 7	10 (291.9 mc's)	11 (303.2 mc's)
5, 11	Full	4, 8	11 (303.2 mc's)	10 (291.9 mc's)
6, 12	Full	3, 7	10 (291.9 mc's)	11 (303.2 mc's)
4, 10	$\frac{1}{2}$	4, 8	11 (303.2 mc's)	10 (291.9 mc's)

NOTE: Frequency 4270 kc's is dF back-up for refueling.

c. HF for tactical reports is dependent on propagation and will be specified in flimsy.

d. Channelization of rendezvous equipment will be as specified in Appendix 5.

e. RBS frequencies as specified in pilots check list.

3. Call Signs:

a. SAC Daily Additive Call Signs will be used for all air/ground communications.

(1) For CAA position reports and ADIZ penetration calls the prefix "REDCAP" will be used by bombers and "GREENCAP" by tankers.

(2) Prefix "Air Force" will be used for tactical reports to AACS airways stations.

b. Interplane call signs for tankers will be "Jackrabbit 1 thru 15" and for bombers "Edison 1 thru 10".

c. RBS calls will be name of site followed by "RBS".

4. Communications Control Stations: Communications Control Stations for tactical reports will be "March", "Great Falls", and "Travis". Any AACS station may be used as alternate.

22d Bombardment Wing (M)
Attachment C, Appendix 5, Annex B
To Operations Order 267-54
14 August 1954

5. Procedures:

a. All aircraft will make departure calls to Edison Control (channel 6 UHF) and to March Tower and GCA as required by ascent plan.

b. After clearing departure frequencies all aircraft will change to channel 6, UHF and establish interplane contact with his formation. (NOTE: B-47's will monitor 135.0 on ARN-14 and KC-97's monitor channel "A" of VHF).

c. Lead aircraft of each formation will make CAA position reports and ADIZ penetration reports at locations specified by CAA. These required reporting points and stations to be called will be listed in flimsies. (NOTE: Both B-47's in each formation have a different turning point over the ocean. At this time each B-47 aircraft will assume individual responsibility for CAA reports utilizing "REDCAP" followed by additive call).

d. Second aircraft of each formation will make tactical take-off, arrival and hourly position reports to Communications Control station with instructions to pass to HEXN (Comdr 22d Bomb Wing).

e. In event of loss of interplane communications individual aircraft will assume responsibility for his tactical and non-tactical reports.

f. B-47 formation leaders will establish initial contact with tanker leader approximately 200 miles from rendezvous area and give ETA.

g. Prior to closing for initial contact individual aircraft will switch to their individual refueling frequencies as assigned. (Note: Each tanker that splits load is required to change frequency for contacting second bomber in flight).

h. When refueling is completed aircraft will return to normal interplane frequency.

22d Bombardment Wing (M)
Attachment C, Appendix 5, Annex B
To Operations Order 267-54
14 August 1954

5. RBS procedure will be as prescribed in SAC Regulation 50-4.
6. Authentication: Authentication will be in accordance with current edition of AFSAL 5104.
7. Identification and Recognition: IFF will be operated in accordance with SAC Regulation 55-23. Aircraft Commanders will be prepared to authenticate with ADIZ in event of fighter intercept, using AFSAL 5104.
8. Recall Procedure: Recall code word for this mission is "Draw String".
9. Security: Transmissions will be kept to a minimum and will be brief and concise.

22d Bombardment Wing (H)
Attachment C, Appendix 5, Annex B 4
To Operations Order 267-54
14 August 1954

22D BOMBARDMENT WING (M)
March Air Force Base, California
14 August 1954

APPENDIX 6

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 267-54

GROUND TRAINING

22d Bombardment Wing (M)
Appendix 6, Annex "B"
To Operations Order 267-54
14 August 1954

APPENDIX 6

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 267-54

22D BOMBARDMENT WING (H)
March Air Force Base, California
14 August 1954

GROUND TRAINING

1. Attachments to this Appendix, list detailed schedules of certain required ground training for combat crew personnel. Not included in the attachments are the following:

- a. Base Instrument School - School will be scheduled from the 7th to 9th September for the squadron's individual requirements.
- b. Basic Survival - Base survival will be scheduled separately during September.
- c. Code Checks - Code checks are required each 6 months as prescribed in Supplement XVIII to S.C Reg 50-8.
- d. Unit Training - Paragraph 3x(8) of the operations order prescribes this requirement.
- e. Flight Safety Meetings - Paragraph 3x(9) of the operations order prescribes this requirement.
- f. MTD Utilization - Paragraphs 3x(10) and (11) of the Operations

22d Bombardment Wing (H)
Appendix 6, Annex "B"
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14 August 1954

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Order prescribes this requirement. A B-47 Familiarization Course for all new pilots will be started sometime in September. Date will be announced.

g. Small Arms Firing - Squadrons will schedule the firing range through Wing Ground Training Section as needs arise to accomplish prescribed unit training requirement.

h. Bomb Commander's School - Squadrons will be notified when next quota is received.

i. Altitude Indoctrination:-

- (1) A 2-Day course for 22d A & B and 22d FB personnel will be held from 0800-1700 on 7 and 8 September in Building 538. 22d AB and 22d FB Sq will each send 12 men.
- (2) A 2½ day course for B-47 personnel will be held from 0800-1700 on 13 and 14 September and 0800-1200 on 15 September. The 2nd, 19th, and 33rd will each send five (5) men. 22d AB will send five (5) men and 22d FB will send five (5) men. Total 25 men.
- (3) A two (2) day course for KC-97 personnel will be held on 15-16 September from 0800-1700. 22d RS will send 22 crew members.

j. S.C. Survival - The 22d RS will send 17 persons to Stand FB for S.C. Survival School starting 7 September 1954.

k. SES - Bomb Squadrons will schedule crews as indicated in par 3x(15), Basic Opns Order, to attend the Pre-SES Ground School commencing on 30 August

22d Bombardment Wing (H)
Appendix 6, Annex "3"
To Operations Order 267-54
14 August 1954

and running for a week.

1. LCM - ECM indoctrination will be given to all combat crew members in the Wing Briefing Room on the following Saturdays as indicated:

September 11 - 1000-1200

September 18 - 1000-1200 (make-up)

m. OQ Range (Gunnery) - Co-pilots going to SES should be scheduled for the OQ Range at DA AFB sometime during the month prior to their departure for SES. Squadrons should coordinate their OQ Range scheduling thru the Wing Gunnery Officer. The co-pilots will get the same course at the OQ Range as that required by SES.

ATTACHMENTS:

A thru H

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ATTACHMENT A

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B-47 FLIGHT SIMULATOR

Names of crew members scheduled to attend B-47 Simulator will be submitted to the Wing Ground Training Section by the Bomb Squadrons, at least ten (10) days prior to starting date of school. This will enable personnel sections to cut TDY orders assigning these crews to the Flight Simulator Section. This course is of four (4) days duration in Bldg 265, starting dates as follows: (0800-1700)

<u>DATE</u>	<u>2d Bomb Sqdn</u>	<u>19th Bomb Sqdn</u>	<u>33d Bomb Sqdn</u>
7 September 1954	1 crew	1 crew	1 crew
13 September 1954	1 crew	1 crew	1 crew
20 September 1954	1 crew	1 crew	1 crew
27 September 1954	1 crew	1 crew	1 crew

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SPECIAL WEAPONS

Following is the September Schedule for Special Weapons for both Special Weapons Refresher #1 and Special Weapons Loading at Area 12 from 0800 - 1700 as indicated:

<u>SEPT</u>	<u>LOADING & IFI</u>	<u>REFRESHER #1</u>
1	1 cr. 2nd	
2	1 cr. 19th	2 crs. 2nd; 2 crs. 19th; 2 crs. 33rd.
3	1 cr. 33rd	2 crs. 2nd; 2 crs. 19th; 2 crs. 33rd.
7	1 cr. 2nd	2 crs. 2nd; 2 crs. 19th; 2 crs. 33rd.
8	1 cr. 19th	
9	1 cr. 33rd	2 crs. 2nd; 2 crs. 19th; 2 crs. 33rd.
10	1 cr. 2nd	
15	1 cr. 19th	2 crs. 2nd; 2 crs. 19th; 2 crs. 33rd.
16	1 cr. 2nd; 1 cr. 33rd.	
20	1 cr 19th; 1 cr 2nd. 2 crs. 2nd; 2 crs. 19th; 2 crs. 33rd.	
21	1 cr 19th.	
22	1 cr 2d; 1 cr 33d. 2 crs. 2nd; 2 crs. 19th; 2 crs. 33rd.	

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SPECIAL CAPONS (cont'd)

<u>SEPT</u>	<u>LOADING & IFI</u>	<u>REFREAGER #1</u>
23	1 cr. 19th	
27	1 cr. 2nd	2 crs. 2nd; 2 crs. 19th; 2 crs. 33rd.
29	1 cr. 19th	2 crs. 2nd; 2 crs. 19th; 2 crs. 33rd.
30	1 cr. 33rd	2 crs. 2nd; 2 crs. 19th; 2 crs. 33rd.

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ATTACHMENT C

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EMP TARGET STUDY

Following is the EMP Target Study Schedule for September:

<u>Period #3</u>			
<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>CREWS</u>
7 Sep 54	1330-1630	Bldg 642	L16, L33, L14, L35, L34
9 Sep 54	0830-1130	"	L07, L04, L17, L46, L22
	1330-1630	"	L24, L64, R51, L50, L49
13 Sep 54	1330-1630	"	L21, L19, R20, R18, R59
14 Sep 54	0830-1130	"	L25, R29, R28, L56
	1330-1630	"	L30, R55
15 Sep 54	1330-1630	"	L40, L37, R67, R02
16 Sep 54	1330-1630	"	R45, R43, R60, R11, R10, R25
17 Sep 54	0830-1130	"	R39, R66, R58
20 Sep 54	0830-1130	"	(Make-up for Period #3)
	1330-1630	"	(Make-up for Period #3)
21 Sep 54	0830-1130	"	(Make-up for Period #3)

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<u>Period #4 (T-2 Trainer)</u>			
<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>CREWS</u>
22 Sep 54	0830-1000	Bldg. 435	L16
	1015-1145	"	L33, L14
	1315-1445	"	L35, L34
	1500-1630	"	L07, L04, L17
23 Sep 54	0830-1000	"	L46, L22
	1015-1145	"	L24, L64, R51
	1315-1445	"	L50, L49
	1500-1630	"	L21, L19, R20
27 Sep 54	0830-1000	"	R18, R59
	1015-1145	"	R25, R29
	1315-1445	"	R28, L56
	1500-1630	"	L30, R55
28 Sep 54	0830-1000	"	L40, L37
	1015-1145	"	R67, R02
	1315-1445	"	R45, R43
	1500-1630	"	R60
29 Sep 54	0830-1000	"	R11, R10
	1015-1145	"	R25
	1315-1445	"	R39, R66
	1500-1630	"	R58

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Period #4 (T-2 Trainer, cont.)

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>	<u>CREWS</u>
30 Sep 54	0830-1000	Bldg 435	Make-up
	1015-1145	"	Make-up
	1315-1445	"	Make-up
	1500-1630	"	Make-up

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ATTACHMENT D

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T-2 TRAINING SCHEDULE

<u>D.TE</u>	<u>2d Bomb Sq</u>	<u>19th Bomb Sq</u>	<u>33d Bomb Sq</u>
2 Sep 54	1300-1500	1500-1700	
7 Sep 54		1300-1500	1500-1700
9 Sep 54	1500-1700		1300-1500
13 Sep 54	1300-1500	1500-1700	
14 Sep 54		1300-1500	1500-1700
15 Sep 54	1500-1700		1300-1500
16 Sep 54	1300-1500	1500-1700	
17 Sep 54		1300-1500	1500-1700
18 Sep 54	1500-1700		1300-1500
21 Sep 54	1300-1500	1500-1700	

From 22 to 30 September, T-2 utilized by EWP and scheduled under EWP.

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T-1A TRAINER SCHEDULE

Following is schedule for T-1A Trainer for September at Building 265 for one co-pilot of each squadron as indicated.

<u>DATE</u>	<u>2d Bomb Sq</u>	<u>19th Bomb Sq</u>	<u>33d Bomb Sq</u>
2 September 1954	0830-0930	0930-1030	1030-1130
3 September 1954	0830-0930	0930-1030	1030-1130
7 September 1954	0830-0930	0930-1030	1030-1130
9 September 1954	0830-0930	0930-1030	1030-1130
10 September 1954	0830-0930	0930-1030	1030-1130
13 September 1954	0830-0930	0930-1030	1030-1130
14 September 1954	0830-0930	0930-1030	1030-1130
16 September 1954	0830-0930	0930-1030	1030-1130
17 September 1954	0830-0930	0930-1030	1030-1130
20 September 1954	0830-0930	0930-1030	1030-1130
21 September 1954	0830-0930	0930-1030	1030-1130
23 September 1954	0830-0930	0930-1030	1030-1130
27 September 1954	0830-0930	0930-1030	1030-1130
28 September 1954	0830-0930	0930-1030	1030-1130
30 September 1954	0830-0930	0930-1030	1030-1130

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BC PHASE III

Each of the squadrons will schedule aircrew personnel on the following days for the TRCC Course of 8 hours duration. The requirements of this course are for one crew member, (preferably a pilot from each B-47 crew) and 4 crew members from each KC-97 crew (preferably 2 officers and 2 airmen).
Building 421 (0800-1700).

<u>DATE</u>	<u>2d Bomb Sq</u>	<u>19th Bomb Sq</u>	<u>33d Bomb Sq</u>	<u>22d RS</u>
7 Sep 54	3 (1 man each crew)	3 (1 man each crew)	3 (1 man each crew)	12 (4 men each crew)
17 Sep 54	3 " "	3 " "	3 " "	12 " "
29 Sep 54	3 " "	3 " "	3 " "	12 " "
30 Sep 54	3 " "	3 " "	3 " "	12 " "

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ATTACHMENT G

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PHYSICAL CONDITIONING UNIT SCHEDULE

Each day, Monday thru Friday, from 1 September 1954 thru 30 September 1954;
the Squadrons will schedule personnel for the Physical Conditioning Unit
as indicated below:

<u>2nd Bomb Sq</u>	<u>19th Bomb Sq</u>	<u>33d Bomb Sq</u>
AM - 4 crew members	AM - 4 crew members	AM - 4 crew members
PM - 4 crew members	PM - 4 crew members	PM - 4 crew members

22nd AFS

AM - 8 crew members
PM - 8 crew members

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LINK AND LORAN TRAINER

The following schedule lists Link and Loran Trainer times by squadron. The C11B (Jet) trainer is allotted exclusively to the Bombardment Squadrons, in the following schedule. The P-3A (conventional) trainer is allotted exclusively to the 22d Air Refueling Squadron under the following trainer times. The AN/APN-T4 (Loran) Trainer is scheduled only for 22d Air Refueling Squadron Navigators. Trainer periods held in Building 262.

<u>DATE</u>	<u>2D BS LINK</u>	<u>19TH BS LINK</u>	<u>33D BS LINK</u>	<u>22D AFS LINK</u>	<u>22D AFS LORAN</u>
2 Sep 54	0830-1000	1000-1130	1300-1430	1300-1430	1300-1500
	1500-1630			1500-1630	1500-1700
3 Sep 54	0830-1000	1000-1130	1300-1430 1500-1630		
7 Sep 54	0830-1000	1000-1130	1500-1630	1300-1430 1500-1630	1300-1500 1500-1700
8 Sep 54	0830-1000		1000-1130	1300-1430 1500-1630	1300-1500 1500-1700
9 Sep 54				1300-1430 1500-1630	1300-1500 1500-1700

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<u>DATE</u>	<u>22D BS LINK</u>	<u>19TH BS LINK</u>	<u>33D BS LINK</u>	<u>22D RS LINK</u>	<u>22D RS LORAN</u>
10 Sep 54	0830-1000	1000-1130 1500-1630	1300-1430		
13 Sep 54	0830-1000	1000-1130	1500-1630	1300-1430 1500-1630	1300-1500 1500-1700
14 Sep 54		1000-1130	0830-1000		
15 Sep 54				1300-1430 1500-1630	1300-1500 1500-1700
16 Sep 54	0830-1000 1500-1630	1000-1130	1300-1430		
17 Sep 54	0830-1000 1500-1630	1000-1130 1500-1630	1300-1430	1300-1430 1500-1630	1300-1500 1500-1700
20 Sep 54	0830-1000	1000-1130	1500-1630	1300-1430 1500-1630	1300-1500 1500-1700
21 Sep 54	0830-1000	1000-1130			
22 Sep 54				1300-1430 1500-1630	1300-1500 1500-1700
23 Sep 54	0830-1000	1000-1130	1300-1430 1500-1630		
27 Sep 54	0830-1000	1000-1130	1500-1630	1300-1430 1500-1630	1300-1500 1500-1700
28 Sep 54	0830-1000	1000-1130			
29 Sep 54				1300-1430 1500-1630	1300-1500 1500-1700
30 Sep 54	0830-1000	1000-1130	1300-1430 1500-1630	1300-1430 1500-1630	1300-1500 1500-1700

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ANNEX "C"

TO

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COMMUNICATIONS

(See Attachment C to Appendices 3, 4 and 5 to Annex "B")

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ANNEX "D"

TO

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LOGISTICS

MAINTENANCE PLAN

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LOGISTICS

MASTER MAINTENANCE PLAN

1. GENERAL INFORMATION:

a. The agreement reached for September 1954 between Operations and Maintenance resulted from the second weekly meeting conducted in August in accordance with SAC Regulation 60-9, dated 5 August 1953. Basically, maintenance is committed to furnish the following requirements:

- (1) 1600 B-47 Flying hours
- (2) 750 KC-97 flying hours

In order to meet this operational requirement, all personnel concerned must be thoroughly briefed to include all contents of this Annex. Officer and senior non-commissioned officer personnel in charge of sections must keep constantly abreast of current operations as the month progresses, to further insure every individual is aware of changes or additions to the maintenance plan. Changes or additions will be limited to absolute requirement and appear in the form of an amendment or appendix to this annex. It is through section planning resulting in complete knowledge and understanding by each individual that our mission can be met without lost motion or undue hardship.

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b. Aircraft sortie schedules (see Appendix 2 and 3 of Annex "D") for B-47 and KC-97 aircraft have been coordinated with each respective squadron maintenance section including Field Maintenance and Armament-Electronics. Friday of each week, an Appendix will be published and distributed to all activities, designating the tail number of aircraft with respect to forthcoming week and matched against the sortie requirement. After publication of the weekly tail number schedule, deviation may be granted only upon approval by the Chief of Maintenance.

c. Special requirements for September include the following:

- (1) Three (3) B-47 aircraft to Tucson 7 Sep 54 - SES (see Appendix 6 Annex "D" for SES Package)
- (2) One (1) B-47 aircraft to Goose Bay 20 thru 24 Sep 54 for AFDS (see Appendix 7 Annex "D")
- (3) One (1) B-47 aircraft per day to SMAMA for weight and balance (see Appendix 2 Annex "D")

d. Project "Backlog": Continuing effort will be made by the Maintenance Control Unit and all other affected activities to completely eliminate the present TOC backlog and keep abreast of the incoming TOC's. This will require each activity to be critical in monitoring the TOC program within their unit and insure 100% effectiveness in personnel utilization. If necessary, overtime will have to be scheduled as a process of eliminating backlog. Considerable progress has been made, but there are still areas in some sections which require improvement this month. The D/Mat Section is presently overhauling the "control" of TOC program and any new procedures will be broadcast to all activities. The Maintenance Control Officer will be held responsible for

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monitoring the progress and schedule overtime TOC maintenance as necessary to accomplish this goal.

2. SPECIFICS FOR SUBORDINATE UNITS:

a. 2d Bombardment Squadron will provide:

- (1) One (1) B-47 primary aircraft and one (1) spare B-47 aircraft 7 Sep 54 for SES Tucson. (Reference Appendix 6 Annex "D").
- (2) Sixty Five (65) B-47 aircraft for normal crew flying missions. (Reference Appendix 2 Annex "D").
- (3) Aircraft for 100 hour postflight inspection. (Reference Appendix published weekly, Master Schedule - flying and special weapons loading).
- (4) Two (2) B-47 aircraft for 200 hour periodic inspection. (Reference same as item 3).
- (5) B-47 aircraft for eight (8) days special weapons loading, on station MK VI configuration.
- (6) Two (2) B-47 aircraft flight test - periodic inspection. (See weekly master schedule)
- (7) Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
- (8) Maintenance personnel and equipment to accomplish 1 through 7 above.

b. 19th Bombardment Squadron will provide:

- (1) One (1) B-47 primary aircraft and one (1) spare B-47 aircraft 7 Sep for SES Tucson. (Reference Appendix 6 Annex "D"),

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- (2) Sixty Six (66) aircraft for normal crew flying missions.
(Reference Appendix 2 Annex "D")
- (3) B-47 aircraft for 100 hour postflight inspection. (Reference Appendix published weekly, Master Schedule - flying, periodic maintenance and special weapons loading).
- (4) One (1) aircraft for 200 hour periodic inspection. (Reference same as item 3 above).
- (5) B-47 aircraft for eight (8) days special weapons loading, MK VI configuration, on station.
- (6) One (1) aircraft flight test - periodic inspection. (See weekly Master Schedule).
- (7) Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
- (8) Maintenance personnel and equipment to accomplish 1 through 7 above.
- e. 33d Bombardment Squadron will provide:
 - (1) One (1) B-47 primary aircraft and one (1) spare B-47 aircraft 7 Sep 54 for SES Tucson (Reference Appendix 6 Annex "D").
 - (2) Sixty-six (66) B-47 aircraft for normal crew flying missions. (Reference Appendix 2 Annex "D").
 - (3) B-47 aircraft for 100 hour postflight inspection. (Reference Appendix published weekly, Master Schedule - flying, periodic maintenance and special weapons loading).
 - (4) Two (2) B-47 aircraft for 200 hour periodic inspection. (Ref-

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erence same as item 3 above).

- (5) B-47 aircraft for seven (7) days special weapons loading, MK VI configuration, on station.
- (6) Two (2) B-47 aircraft flight test - periodic inspection. (See Weekly Master Schedule).
- (7) Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
- (8) Maintenance personnel and equipment to accomplish 1 through 7 above.

d. 22d Air Refueling Squadron will provide:

- (1) One (1) primary and one (1) spare KC-97 aircraft to Tucson 6 Sep 54 in support of B-47 aircraft for SES. (See Appendix 6 Annex "D" for SES Package).
- (2) One hundred twenty-eight (128) KC-97 aircraft for normal crew flying. (Reference Appendix 3 Annex "D").
- (3) Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
- (4) Maintenance personnel and equipment to accomplish 1 through 3 above.

e. 22d Armament and Electronics Maintenance Squadron will provide:

- (1) Personnel and aircraft spares to accompany B-47 aircraft to SES. (Reference Appendix 6 for personnel package).
- (2) Work schedule to provide adequate specialist coverage for:

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- (a) Flight Line aircraft
- (b) Deck aircraft
- (c) Base Flight aircraft and all tenant units.
- (d) Transient aircraft

NOTE: This coverage will be on a twenty-four (24) hour basis with peak load in conjunction with Appendix 5 Annex "D" and weekly Master Schedule - flying and special weapons loading.

- (3) Pre-issue stock levels as designated in authorized pre-issue list.
 - (4) Specialist dispatch on work orders as directed by Maintenance Control Unit.
 - (5) Compass swings for 22d Bombardment Wing aircraft as required. (Reference weekly master schedule).
 - (6) Necessary personnel, tools and aircraft spares to support all requirements as scheduled for September, and in addition other parent wing responsibilities.
 - (7) Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
 - (8) Support for Field Maintenance Ground Power Section as determined by the Chief of Maintenance.
- f. 22d Field Maintenance Squadron will provide:
- (1) Personnel to accompany B-47 aircraft to SES (Reference Appendix 6 for personnel package).
 - (2) Work schedule to insure adequate specialist coverage for:

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- (a) Flight line aircraft
- (b) Dock aircraft
- (c) Base Flight aircraft and all tenant units
- (d) Transient aircraft

NOTE: This coverage will be on a twenty-four (24) hour basis with peak load in conjunction with Appendix 5 Annex "D" and Weekly Master Schedule - flying and special weapons loading.

- (3) Support for TOC program as directed for use on teams as deemed necessary by the Maintenance Control Unit.
- (4) Pre-issue stock levels as designated in authorized pre-issue list.
- (5) Specialist dispatch on work orders as directed by Maintenance Control Unit.
- (6) Personnel, tools and equipment to support all requirements scheduled for September and in addition, other parent wing responsibilities.

G. 22d Periodic Maintenance Squadron will provide:

- (1) Supervision of the Wash Rack. The 22d Periodic Maintenance Squadron will have overall responsibility for the area. Request for use of the Wash Rack facilities will be made by telephone to the 22d Maintenance Control Unit. All organizations must adhere strictly to schedule directed by the Maintenance Control Unit.
- (2) Personnel, tools, and equipment to perform five (5) 200 hour periodic inspections.

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- (3) Personnel, tools and equipment to perform three (3) periodic inspections on KC-97 aircraft.
- (4) Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.

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APPENDIX I

ANNEX "D"

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BASE SUPPORT REQUIREMENTS FOR MAINTENANCE PLAN

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APPENDIX 1

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BASE SUPPORT REQUIREMENTS FOR MAINTENANCE PLAN

1. MISSION FOR THE 807TH AIR BASE GROUP:

- a. Furnish logistical support to provide 1600 B-47 and 750 KC-97 flying hours during the month of September 1954.
- b. Furnish logistical support to provide 800 flying hours for Base Flight aircraft during the month of September 1954.
- c. Continue to furnish a rapid and efficient supply research and delivery program. Maintenance stability stands out as the prime goal and a prerequisite is supply efficiency. One main contributing factor in flying aircraft against a planned tail number schedule is the availability of supplies - Without this support, the program is lost.

2. DETAILED SUPPORT:

- a. Base Supply activities are requested to provide the following:
 - (1) Complete and/or limited support will be required on the dates and times indicated below:

1 thru 30 Sep	- - - - -	0800 - 1700	- -	Complete support
				except as follows
Saturdays	- -	0800 - 1200	- -	Limited support
Sat p.m. & Sundays	- - - - -			Standby support

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NOTE: Maximum effort missions are scheduled for this month (see appendix 9 Annex "D"). Additional supply support for these missions will be made known by Maintenance Control Supply Unit prior to each mission.

(2) Munitions:

- (a) Bomb and ammunition loading will be accomplished in accordance with existing directives.
- (b) The A & E Squadron Supervision Section will coordinate with munitions section on exact loading times. At least 24 hours notice will be given by the A & E Squadron.

b. Aircraft Requirements:

(1) 22d Bomb Wing Aircraft:

(a) Refueling: JP-4

1 thru 30 Sep 24 hours 3 hydrants (Except Saturday afternoon and Sundays)

- (b) One (1) P-6 unit to "top off" as required "on call" basis.

- (c) Defueling: One (1) defueling hydrant will be required at all times, and will have an open capacity to defuel aircraft. This will serve requirements of all activities presently on this station.

- (d) 1 thru 30 Sep 0800 - 2400 hours Four (4) trucks (Except Sat p.m. & Sun)

- (e) Defueling: Requirement for defueling is seldom necessary, however, facilities should be available to convert a unit into a defueler.

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(2) As indicated in coordination between the Base Petroleum Officer and 22d Maintenance Control Officer, the 22d Bomb Wing will be assigned 3 refueling pits for the month to be used for servicing JP-4 for the B-47 and KC-97 aircraft. Squadrons will obtain hydrant assignment from Job Control as required. One additional refueling pit will be made available to support maximum effort missions (see Appendix 9 of Annex "D"). Coordination will be made prior to each time requirement exist for this additional pit.

(3) Crash and fire fighting facilities will be briefed and on stand-by in the refueling area for any requirement.

c. Transportation: Vehicles assigned have been adequate and the additional transportation allotted the tactical squadrons during the temporary requirement of aircraft parking has been most satisfactory. Although no additional requirement is anticipated for September, there is a requirement for the maximum number of assigned vehicles to be in commission to support the maximum effort missions (see Appendix 9 of Annex "D").

d. Dining Facilities: Planned in accordance with present 0800 - 1700 duty hours, five and one-half days a week. The requirement will continue for midnight meals, organizations making necessary arrangements with Base Food Service Supervisor. Due to maximum effort missions on 1 September, 14 September and 28 September, attendance at midnight meals the night before each mission will be very large. This requirement has been previously coordinated with the Food Service Supervisor.

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APPENDIX 2

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO 267-54

B-47 SORTIE SCHEDULE

22D BOMBARDMENT WING (M)
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APPENDIX 2

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B-47 SORTIE SCHEDULE

1. GENERAL INFORMATION:

- a. The number of sorties as scheduled in this Appendix will not be altered for any reason, except where the Director of Operations and the Chief of Maintenance determine a requirement exists.
- b. Mission lost in the event of a ground or air abort will be made up through turn-around flights at the discretion of the Squadron Commander.
- c. In the event of turn-around flights, advanced request for such will be made to the Maintenance Control Unit. This request will be made at least fifteen (15) hours prior to days flying involving a turn-around. Immediately upon landing after the first flight, the status will be furnished the Maintenance Control Unit, and the organization concerned ~~will~~ be informed whether or not turn-around of the aircraft is possible.
- d. Organizations will comply with Interim Policy Letter - Hq 22d Bomb Wing, dated 12 May 1954 and Base Reg 65-11 with regard to refueling aircraft.
- e. One aircraft from 33d Bomb Sq will depart MAFB for Goose Bay for special weapons loading on 19 September 1954. Tail number will be published on Master Weekly Schedule.

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f. One aircraft will be weighed each day at McClellan AFB, Calif during Sep. Tail numbers will be published on the Master Weekly Schedule. Aircraft will depart the day prior to be weighed to be in place by 0800 the day of weighing. Squadrons will depart aircraft on dates denoted by W&B. Crew Chiefs will accompany aircraft and will be present when his aircraft is being weighed. Aircraft to be weighed will be considered as a routine sortie furnished by Maintenance against obligation.

g. Fuel loads will be as directed by Squadron Operations unless special mission aircraft. Maintenance Control Unit will provide Engineering Sections fuel load requirements on daily basis.

2D BOMBARDMENT SQUADRON	19TH BOMBARDMENT SQUADRON	33D BOMBARDMENT SQUADRON
1 Sep - 8 Sorties - 1 W&B	1 Sep - 8 Sorties	1 Sep - 9 Sorties
2 Sep - 1 Sortie	2 Sep - 1 Sortie - 1 W&B	2 Sep - 1 Sortie
3 Sep - 2 Sorties	3 Sep - 2 Sorties	3 Sep - 2 Sorties
7 Sep - 1 SES	7 Sep - 1 SES	7 Sep - 1 SES
8 Sep - 8 Sorties - 1 W&B	8 Sep - 8 Sorties	8 Sep - 8 Sorties-1W&B
9 Sep - 1 Sortie - 1 W&B	9 Sep - 1 Sortie - 1 W&B	9 Sep - 1 Sortie
10 Sep - 4 Sorties	10 Sep - 4 Sorties	10 Sep - 4 Sorties
13 Sep - 1 Sortie	13 Sep - 1 Sortie - 1 W&B	13 Sep - 1 Sortie
14 Sep - 8 Sorties	14 Sep - 8 Sorties	14 Sep - 8 Sorties
15 Sep - 1 Sortie	15 Sep - 1 Sortie	15 Sep - 1 Sortie -1W&B
16 Sep - 1 Sortie -1W&B	16 Sep - 1 Sortie - 1 W&B	16 Sep - -----
17 Sep - 8 Sorties	17 Sep - 8 Sorties	17 Sep - 8 Sorties
21 Sep - 4 Sorties	21 Sep 4 Sorties - 1 W&B	19 Sep - 1-Goose Bay
22 Sep - 2 Sorties	22 Sep - 2 Sorties	21 Sep - 4 Sorties

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<u>2D BOMBARDMENT SQUADRON</u>	<u>19TH BOMBARDMENT SQUADRON</u>	<u>33D BOMBARDMENT SQUADRON</u>
23 Sep - 4 Sorties - 1W&B	23 Sep - 4 Sorties - 1W&B	22 Sep - 2 Sorties - 1W&B
28 Sep - 8 Sorties	28 Sep - 8 Sorties - 1W&B	23 Sep - 4 Sorties
30 Sep - 4 Sorties - 1W&B	30 Sep - 4 Sorties	28 Sep - 8 Sorties - 1W&B
		30 Sep - 4 Sorties - 1W&B

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APPENDIX 3

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KC-97 SORTIE SCHEDULE

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APPENDIX 3

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KC-97 SORTIE SCHEDULE

1. GENERAL INFORMATION:

a. The number of sorties as scheduled in this Appendix will not be altered for any reason, except where the Director of Operations and the Chief of Maintenance determine a requirement exists. Any major change will be accomplished at weekly 60-9 meetings.

b. Missions lost in the event of a ground or air abort will be made up through turn-around flights at the discretion of the Squadron Commander. Turn a round flights will not be scheduled to gain sorties above number as set forth herein.

c. In the event of turn-around flight, advance request for such will be made to the Maintenance Control Unit. This request will be made at least fifteen (15) hours prior to days flying involving turn-around. Immediately upon landing after the first flight, the status will be furnished the Maintenance Control Unit, and the organization concerned will be informed whether or not turn-a round of the aircraft is possible.

d. Organizations will comply with Intermin Policy Letter - Hq 22d

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Bomb Wing dated 12 May 1954 and Base Reg 65-11 with regard to refueling aircraft.

c. Fuel loads will be as directed by Squadron Operations unless special mission aircraft. Maintenance Control Unit will provide Engineering Sections fuel load requirements on a daily basis.

SORTIES SCHEDULE

1 September - 15 Sorties	16 September - 5 Sorties
3 September - 4 Sorties	17 September - 5 Sorties
6 September - 1 SES	21 September - 15 Sorties
7 September - 4 Sorties	23 September - 15 Sorties
8 September - 5 Sorties	27 September - 2 Sorties
10 September - 15 Sorties	28 September - 12 Sorties
14 September - 15 Sorties	30 September - 15 Sorties

NOTE: The term sortie implies squadron directed mission.

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APPENDIX 4

ANNEX "D"

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INSPECTION SCHEDULE

PERIODIC INSPECTION

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INSPECTION SCHEDULE

Periodic Inspection

1. B-47 Aircraft:

<u>Acraft No.</u>	<u>Date in</u>	<u>Date Out</u>	<u>Deck No.</u>
7068	6 Sep 54	11 Sep 54	1
2367	13 Sep 54	17 Sep 54	2
7052	15 Sep 54	21 Sep 54	1
7067	20 Sep 54	24 Sep 54	2
7078	22 Sep 54	28 Sep 54	1

Two (2) additional aircraft will be scheduled at a later date and published in weekly master schedule.

2. KC- 97 Aircraft:

1274	15 Sep 54	23 Sep 54	5
1395	22 Sep 54	30 Sep 54	5
1285	29 Sep 54	5 Oct 54	5

3. Work Schedule:

a. 0800 -1700 hours for both Periodic Maintenance and A & E Maintenance Squadrons.

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APPENDIX 5

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FLIGHT LINE WORK SCHEDULE

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FLIGHT LINE WORK SCHEDULE

1. GENERAL INFORMATION:

- a. The working hours of personnel will be planned by each organization and will be programmed to meet the flying commitment. All personnel will be briefed by the maintenance officer with respect to contents of Annex "D". Additional information disseminated by the D/Mat Section to organizations as the month progresses will be thoroughly broadcast to personnel as necessary.
- b. There will be no aircraft substitutions unless the Wing Commander has been made cognizant and such will not be considered unless an emergency exists beyond anything generated in connection with routine flights.
- c. Aircraft that are not on weekly tail number schedule, due to various reasons, which become in-commission during the week of schedule, may be added to the flight schedule by maintenance control section if it will not disrupt the programming in any way. In such instance, the Wing Commander will be briefed and will approve same. Such additions will be held to absolute minimum and will not be considered a normal function by any section.

2. FLANNING FACTORS:

- a. Routine line work will be accomplished between 0800 and 1700 hours daily, five and one-half days a week.

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b. Flight Line Maintenance Sections will provide adequate personnel for parking and servicing dependant upon the flight schedule from 1700 hours daily until last aircraft flying has returned and been serviced.

c. The ground crew assigned to an aircraft will normally meet the aircraft upon landing to park and service.

d. Maintenance Instruction Letter #13, dated 23 Jun 54, will be complied with relative to A & E requirements on returning aircraft.

e. Maintenance Cycle:

(1) Night maintenance:

(a) Meet aircraft.

(b) Refuel

(c) Park

(d) Secure

(e) Call status and work order to Maintenance Control. If radio truck is available and in use, status and work orders will be called in immediately after aircraft has landed.

(2) Maintenance General: When an aircraft has been committed to fly in accordance with published schedule, every effort will be made to ready the aircraft for flight. If, at the expiration of normal duty hours, the aircraft is still "out of commission", work will be continued until 2200 hours in the case of aircraft scheduled to fly the following morning. At 2200 hours, condition of aircraft will be further discussed with the Senior Controller, Maintenance Control Unit, by the senior non-commissioned officer in charge of maintenance on

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particular aircraft. At this time, decision will be made to continue or discontinue maintenance. It is the responsibility of all maintenance personnel to do their utmost to insure that scheduled aircraft meet the schedule. This results in stability which is paramount to efficient maintenance operation and without which confusion reigns.

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APPENDIX 6

ANNEX "D"

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SES PACKAGE

PERSONNEL AND MATERIEL

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SES PACKAGE

PERSONNEL AND MATERIEL

1. GENERAL INFORMATION:

a. This mission requires TDY of aircraft and personnel for approximately fifteen (15) days o/a 7 September 1954 at Tucson. The importance of the aircraft and operating systems thereof receiving utmost attention prior to departure cannot be overstressed. Crew performance can only equal aircraft performance, and the maintenance job is to sell a top quality product.

b. A list of all personnel designated to participate and materiel by box number, requirements specified herein, will be forwarded to the Wing Logistics Section (Ph. 5298) from Squadron concerned by 0800 hours 1 September 1954.

2. REQUIREMENTS:

a. Personnel

(1) Maintenance technicians will be supplied by organizations as follows:

(a) For each aircraft:

1 One (1) 43171 Aft Maintenance Technician

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2 Two (2) 43151/53 Aft or Jet Engine Mechanic

3 One (1) 32150E K-System Mechanic

(b) From the Wing:

1 Two (2) 43154 Sr Aft Electricians

2 Two (2) 43156 Sr Aft Instr Specialists

3 Two (2) 42550 Sr Aft Hydraulic Specialists

4 Two (3) 32350C Gunnery Sys Tech (For maximum of three a/c)

5 One (1) 46250 Sr Weapons Mechanic. Person qualified to handle weapons and accessory equipment and ammunition loading for the installed fire control system. (For a maximum of three aircraft).

6 One (1) 32171E K-Series System Technician (For a maximum of three (3) aircraft).

7 One (1) 30150 Sr Airborne Elect Comm Equipment Repairman

8 One (1) 30170 Airborne Comm Wav Elect Maint Supv. (For a maximum of six (6) aircraft).

9 One (1) 30151 Radar Technician

10 One (1) 40453 Auto Pilot Technician

b. Materiel

(1) Each aircraft will have a minimum of 60 hours remaining since last periodic inspection.

(2) Each aircraft will be supported with a refueling panel and a maintenance stand. Organizations will furnish one each for this month, arranging with Wing Logistics a means of transporting and accountability for same.

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(3) All photo, bombing and navigational equipment will be currently calibrated in compliance with applicable directives. Gunnery system will be harmonized in accordance with current directives.

(SAC Reg 51-24 and 137-6)

(4) For special weapons evaluation, each aircraft will have:

(a) Bomb-bay configuration as required for the BAV bomb to include:

- 1 Full-out cables
- 2 Sway braces
- 3 Arming control
- 4 U-2 rack
- 5 One set K-2 slings
- 6 C-9 hoists and cables, (completely installed and operative and having all current technical orders complied with). (One spare C-9 hoist will be carried per aircraft).

(b) Electrical "ring-out" of the bombing system in accordance with SAC special weapons check sheets and/or in accordance with current AEC technical orders. This will be accomplished in a manner to insure that the results will be available to the bomb commander for delivery to the 3908th Strategic Evaluation Squadron.

(5) Aircraft will have provisions for a fourth crew member in accordance with current SAC directives.

(6) Each aircraft will be equipped as follows:

- (a) Camera system-radar-scope recording, type O-15, with film.
- (b) Camera system-radar-scope image-optical target, type O-15 with film.
- (c) Camera - bomb spotting, K-38 with film.
- (d) To perform aerial gunnery.

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- (e) Three hundred and fifty (350) rounds of ammunition per gun (700 rounds total) will be carried to SES in ammunition boxes, loaded on aircraft.
- (7) A complete and certified copy of each of the following will be furnished each aircraft commander:
 - (a) A record of the electrical "ring-out" of the bombing system.
 - (b) A certificate from the SES Maintenance Squadron Commander that the bomb-bay is set up for the BW mission of the Wing.
 - (c) Preflight inspection of the bomb release systems.
- (8) Aircraft Spares Support: No spares support will be furnished from this station.

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APPENDIX 7

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STANDARD A & E REQUIREMENTS

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STANDARD A & E REQUIREMENTS

1. GENERAL:

a. The 22d Armament & Electronics Maintenance Squadron will furnish the necessary supervisors to:

- (1) Insure that the following items are completed and operational on all missions scheduled as published on weekly master schedule:
 - (a) K-System operational
 - (b) O-15 Camera and Mag operational
 - (c) O-23 and K-38 Camera (where available)
 - (d) Gunnery set up as required
 - (e) Configuration kit where conv. bombs are required
 - (f) Special Weapons set-up when required
 - (g) Reflight requirements
 - (h) Upon landing, air crew will be contacted by A&E representatives to discuss all malfunctions. Maintenance Control will be notified immediately by A&E representatives as to aircraft status.
 - (i) Coordinate with munitions section, Base Ordinance, for desired bomb and ammunition loading times.

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- (j) UHF, VHF operational
- (k) Rendezvous equipment operational
- (l) Interphone system operational
- (2) Insure that all aircraft scheduled for Special Weapons Loading have the following items installed and operationally complete:
 - (a) U-2 hook forward
 - (b) Arming control, rear position
 - (c) MD 40-60 Sway braces installed
 - (d) U-2 hook operational check
 - (e) C-9 hoist operational check
 - (f) C-9 hoist, junction boxes and cables installed
 - (g) C-9 hoist "Y" type power cable aboard the aircraft
 - (h) Bomb bay door support cables aboard the aircraft
 - (i) CF (707 or 609) cable is installed as applicable
 - (j) T-127, T-21A and T-32 at aircraft when A & E post loading teams are scheduled for ground training.
 - (k) 28 volts DC power source is at aircraft
 - (l) K-2 Slings aboard aircraft
 - (m) Security curtains are aboard the aircraft
- (3) Insure that all aircraft scheduled for wing gunnery missions have the following items complete and operationally checked:
 - (a) The guns will be harmonized and boresighted in accordance with SAC Regulation 51-24 and 137-6.
 - (b) The A-5 system and guns will be operationally checked prior to loading of ammo.
 - (c) The ammo will not be torqued in until air crew station time.

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(d) The aircraft guns will be cleared immediately upon landing. If aircraft ground aborts, ammo will be removed as soon as practical.

(4) General Information:

(a) K-System maintenance on scheduled aircraft will be as follows:

- 1 On receipt of Work Order Request through Job Control to repair K-Malfunction, mechanics will be dispatched.
- 2 In accordance with 15AF Message DM6D, 22 Apr 54, K-Technicians will not be dispatched on postflight or preflight requests. These technicians will be dispatched only on specific malfunctions as requested.
- 3 Compass Swings will be accomplished on aircraft scheduled in Docks. This will be performed every second periodic. (All other compass swings will be the function of Flight Line).

(b) Weapons and Release Systems; Mission requirements and direction of specialist dispatch will be furnished by Job Control to A & E at least 24 hours in advance of a scheduled take-off. It requires approximately four (4) dock hours per aircraft to set up and operationally check a conventional bombing system and in many cases, A&E has a requirement for several aircraft. The initiating organization will therefore furnish the Maintenance Control Unit necessary information to comply as set forth herein.

(c) Gunnery System:

- 1 Gunnery requirements will be furnished in accordance with paragraph 5.

- 2 Harmonization and boresighting will be accomplished on the A-5 systems by Dock personnel when aircraft is undergoing Periodic Inspection. Other harmonization requirements will be done by flight line personnel.

(d) Auto Pilot (H-1 Compass)

- 1 Auto-pilot compass swing will be accomplished during Periodic Inspection in conjunction with item 4 c.
- 2 On replacement of major components, A & E Flight line personnel will check master indicator against K-Directional Systems. If this is not within tolerance, the flight line personnel will compensate the H-1 system on the Compass Rose.

(e) Camera System:

- 1 O-15 magazines, type C-1A will be installed by flight line personnel on blanket work order.
- 2 K-38 cameras will be installed as requested in accordance with par 5 a.
- 3 O-23 cameras are not operationally complete at this time, pending release of Tech Order 01-20ENB-246.

(f) Tactical Squadrons:

- 1 Will request A & E Specialist support whenever required.
- 2 Will furnish below listed items for compass swing when scheduled by Maintenance Control.
 - a A-2 Driver and Tractor
 - b Fifty (50) foot extension cord.
 - c Power Unit.
 - d Aircraft positioned on Compass Rose.

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(5) Organizations will order bombs and ammunition as desired through Base Ordinance. Wing Reg 55-22, Supplement I through IV will be used for guidance.

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APPENDIX 8

ANNEX "D"

TO

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WASH RACK FACILITIES

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WASH RACK FACILITIES

1. The wash rack area permits location of three (3) aircraft during a single period for washing. The area is located immediately aft of 22d Bombardment Wing (M) periodic maintenance docks and generally can be identified as follows:

SPOT

B-47

#2

KC-97

#1

B-47

#3

22D BOMB WING DOCK AREA

320TH BOMB WING DOCK AREA

2. All squadron washing of aircraft will be scheduled by request through Maintenance Control Unit. Those aircraft entering docks for periodic inspection will

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be washed at time specified by Maintenance Control Unit and supervisors concerned will adhere strictly to time schedule furnished. One (1) spot will be utilized for B-47 for each wing and one (1) spot for KC-97 aircraft will be alternated between the two wings.

3. KC-97s will use Spot #1 and B-47s will use Spot #2 and #3 of the Wash Rack. No aircraft will be parked on the wash rack except for washing. Wheel marks will be painted at each spot. After 1 August 1954, no aircraft will be parked other than on marked spots.

4. Periodic Maintenance Squadron is responsible for availability of wash rack facilities and will supervise and perform actual washing of aircraft. Squadrons will assist in policing area used; however, Periodic Maintenance will be held responsible for entire area.

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APPENDIX 9

ANNEX "D"

TO

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SERIAL NO. 267-54

MAXIMUM EFFORT SUPPORT

22d Bombardment Wing (M)
APPENDIX 9 ANNEX "D"
TO OPERATIONS ORDER 267-54
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APPENDIX 9

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22D BOMBARDMENT WING (M)
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MAXIMUM EFFORT SUPPORT

1. Five maximum effort type missions are scheduled for this month and will require the following specific items of support from organizations indicated:

a. 22d Field Maintenance Squadron will:

- (1) Provide each squadron with two (2) hydraulic specialists, Two (2) instrument specialist and 2 electrical specialists to be available at the squadron engineering office not later than station time prior to each mission.
- (2) Furnish Maintenance Control Unit a list of specialist assignment by name by squadron not later than 1200 hours of the day prior to each mission.
- (3) Insure that a tug is available at the Ground Powered Shop for immediate delivery of ground power units as required.
- (4) Establish a tire change crew and insure that crew is equipped with necessary mounted tires, jacks and transportation to change tires for all squadrons, and preclude delay in aircraft take-off.

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b. 22d Armament-Electronics Squadron will:

(1) Furnish each Bomb Squadron:

- (a) One (1) NCOIC per squadron at engineering
- (b) One (1) Camera Specialist
- (c) Two (2) Autopilot specialist
- (d) Two (2) Weapons & Release Specialist
- (e) Two (2) Gunlaying specialist
- (f) Five (5) K-system specialist
- (g) Two (2) Radio specialist
- (h) Two (2) Radar specialist

(2) Furnish 22d Air Refueling Squadron:

- (a) Two (2) Radio specialist
- (b) Two (2) radar specialist
- (c) One (1) Autopilot specialist

(3) Furnish Maintenance Control Unit a list of specialist assignment by name by squadron not later than 1200 hours of the day prior to each mission.

c. Specialist support required in addition to that outlined in paragraph 1a and 1b will be requested through Job Control.

2. Missions on the 8th and 17th of Sep are scheduled for early morning take-off starting at 0400 hours. Missions on the 1st and 14th of Sep are scheduled for afternoon take off starting at 1500 hours. Mission on the 28th of Sep schedules half of the aircraft for early morning take-off and half for afternoon take-off.

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3. Aircraft scheduled for afternoon take-off on the 1st, 14th and 28th of Sep will require special vehicle support due to the one (1) minute interval between take-offs.

a. A special pool of vehicles will be made from Wing resources. The Maintenance Control office will review vehicles availability prior to each mission and make necessary coordination to establish the vehicle pool.

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22D BOMBARDMENT WING (H)
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ANNEX "E"
TO
OPERATIONS ORDER
SERIAL NO. 267-54

OFFICERS DUTY ROSTERS

22d Bombardment Wing (H)
Annex "E"
To Operations Order 267-54
14 August 1954

225 SWSB-101-100 (1) (CAG)
March Air Force Base, California

22-00

12 August 1954

SUBJECT: Office Details

TO: See Distribution

1. The attached schedule of Officer Details is forwarded for your information and notification of officers concerned.
2. Schedules will be strictly adhered to except under the most exceptional circumstances, i.e., TTY sick in hospital, emergency leave, required missions where another crew cannot be submitted, etc.
3. In all cases it will be the responsibility of the officer concerned to personally contact the Wing Adjutant or his authorized representative (Wing Set Maj) at least five (5) days prior to his duty date if he is unable to perform his assigned duty in consonance with paragraph 2 above. In the event an officer fails to notify the Wing Adjutant of his non-availability for duty, it will be his personal responsibility to furnish a qualified replacement. An officer may trade duties with a qualified replacement without prior approval, however, the officer originally scheduled will be responsible and credited for performing the duty. Example: Lt Roe is scheduled for 10 on 7 July 1954 and he trades with Lt Doe who is scheduled for 10 on 30 July 1954. Lt Roe will receive credit for 10 on 7 July and Lt Doe will receive credit for 10 on 30 July 1954, as originally scheduled.
4. All units will notify the Wing Adjutant in writing when an officer is reassigned, newly assigned, or removed from the eligible list of the duty to be performed. In the event it comes to your attention that the name of an officer does not appear on the duty roster request that you so inform the Wing Adjutant of the name and date of assignment as soon as possible.
5. It is the responsibility of each unit commander to notify the officers concerned of their selection for duties, or when the officer is sick or TTY is anticipated, to notify the Wing Adjutant at least five (5) days prior to the date in question. Your attention is specifically invited to paragraph 3b, Wing Reg 11-2, 31 July 1954, as pertains to leaves, training schedules, pass or crew rest.

BY ORDER OF THE COMMANDER:

5 Incls
1-5 TO, 10, 110, 100,
CO Rosters
DISTRIBUTION: "0" minus 22TH

WILLIAM J. WATSON
Captain, USAF
Adjutant

WATER OFFICERS

September

12 August 1954

1. Capt R. Goss - Capt. P. W. Coleman - 1937
2. Maj J. D. Woodward - Capt. A. P. Reed - 3385
3. Capt H. F. Briggs - Capt. W. E. Young - 288
4. Maj J. M. Baile - Capt. J. H. Griffin - 1937
5. Maj J. A. Cotton - Capt. G. B. Schwallier - 3385
6. Capt G. A. Buccherossi - Capt. M. E. Denton - 288
7. Capt H. H. Rivers - Capt. W. A. Hess - 1937
8. Capt R. A. Blennis - Maj B. D. Hise - 3385
9. Maj H. E. Confer - Capt. L. A. Fardino - 288
10. Capt D. J. Howard - Capt. R. H. Sanders - 1937
11. Capt C. H. Laver - Capt. J. T. Kennington - 3385
12. Maj J. B. Harrelson - Capt. C. O. Dudding - 288
13. Capt Fernandez - Capt. C. O. Young - 1937
14. Capt J. D. Ludlow - 1st Lt E. A. Sorenson - 3385
15. Capt A. C. Draper - Capt. W. L. Ellis - 288
16. Capt J. S. Bord - Capt. R. E. Howell - 1937
17. Capt G. H. Myer - Capt. M. R. Rogers - 3385
18. Capt D. J. Hennen - Capt. R. P. Truesdale - 288
19. Capt D. D. Cole - Maj. A. D. Ilford - 1937
20. Capt R. E. Surenkel - Capt. A. P. Fernley - 3385
21. Capt R. A. Baker - Capt. R. A. Kurdis - 288
22. Maj E. G. McGrew - 1st Lt E. A. Hadden - 1937
23. Capt C. R. Clark - Capt. A. I. Norberg - 3385
24. 1st Lt J. D. Rader - Maj R. E. Blaschke - 288
25. Maj E. C. Stahl - Capt. J. A. Ainslie - 1937
26. Capt W. E. Southwick - Capt. W. A. Henss - 3385
27. Maj R. A. Siebert - 1st Lt J. H. Amos - 288
28. 1st Lt J. E. McCune - Capt. R. B. Carlson - 1937
29. Capt H. O. Hogue - Capt. W. D. Rowe - 3385
30. Capt R. Bishop - 1st Lt T. J. Fiden - 288

UNITED STATES ARMY

12 August 1954

September

1. Capt R. G. Collins - 175
2. Capt R. G. Harris - 3385
3. Capt J. J. Devlin - 1285
4. Capt C. H. Hall - 1285
5. Capt C. E. Lewallen - 1285
6. Capt W. A. McDell - 3385
7. Capt R. D. Rath - Ho
8. Capt R. D. Bruce - 1285
9. Capt J. C. Deller - 1935
10. Capt A. C. Hurley - Ho
11. Capt W. J. Owen - 175
12. Capt R. E. Morgan - Ho
13. Capt C. L. Cow - Ho
14. Capt A. E. Dohenroth - Ho
15. Capt L. L. Davila - 175
16. Capt M. C. Peterson - 3385
17. Capt R. H. Hollis - 3385
18. 1st Lt J. E. Vickery - 175
19. Capt C. C. Legg - Ho
20. Capt D. H. Dopko - Ho
21. Capt E. A. Beckham - 175
22. Capt R. E. Halpenny - 175
23. Capt D. W. Jostham - 230
24. Capt H. E. Esne - Ho
25. Capt R. E. Esne - 175
26. Capt R. D. Shurtz - 175
27. Capt C. J. Unson - 175
28. Capt J. Milner - 3385
29. Capt R. J. Dawson - Ho
30. 1st Lt F. J. De Rose - 3385

2nd Lt

ASSISTANT AIRPORT OFFICER

12 August 1954

September

1. 2d Lt J. A. Eldridge - APS
2. 2d Lt S. M. Lile - 1985
3. 1st Lt W. R. Zimmerman - APS
4. 1st Lt R. B. Siegel - APS
5. 2d Lt L. G. Doty - APS
6. 2d Lt D. L. Pringle - APS
7. 2d Lt W. L. Schwartz - APS
8. 1st Lt E. J. Berner - APS
9. 2d Lt D. E. Driver - APS
10. 1st Lt E. R. Crump - 1985
11. Capt A. F. Delbon - APS
12. 2d Lt Houser - APS
13. 2d Lt Stealey - APS
14. Capt R. E. Jacobsen - 3385
15. Capt W. E. Kevan - APS
16. Capt R. H. Melahn - APS
17. 2d Lt S. Lesicko - APS
18. 1st Lt D. L. Reese - APS
19. 2d Lt Jaska - APS
20. Capt C. E. Pidenour
21. 1st Lt T. C. Connor - APS
22. 2d Lt R. B. Bruce - 280
23. 1st Lt W. B. Norton - 1985
24. 1st Lt D. C. Cook - 275
25. 1st Lt A. L. Ahlors - APS
26. 1st Lt D. S. Wilson - APS
27. 1st Lt H. C. Jackson - APS
28. 1st Lt D. Mittevrongel - APS
29. 1st Lt L. F. Fuether - APS
30. 2d Lt J. L. Harter - APS

LIST OF OFFICERS

September

12 August 1954

1. Maj J. T. Kane - 435
2. Capt R. A. McAnaw - 1930
3. 1st Lt C. C. Kuhlman - 435
4. Maj A. N. Goede - 1930
5. 1st Lt E. A. Reinholdt - 1930 / 1st Lt R. E. Carrigan - 230
6. 1st Lt J. A. StCin - 435
7. 2d Lt H. P. Jones - 435
8. Capt J. D. Walker - 435
9. Maj L. Espinosa - 3330
10. Capt D. E. Knight - 1930
11. Capt A. R. Kelly - 435
12. Maj C. M. Lutherland - 333 / Maj M. J. Smith - 3335
13. Maj A. D. Grey - 1935
14. Capt A. H. Stocks - 230
15. Capt P. O. Shehart - 1935
16. Maj A. W. Hasson - HQ
17. Capt G. E. Agdon - 3330
18. Maj A. D. Burdon - HQ
19. Capt A. F. Pfeiffer - HQ / 1st Lt M. Perez - 1935
20. Capt J. C. Dahan - HQ
21. 2d Lt L. E. Hines - HQ
22. Capt R. D. Bowdy - 1935
23. Capt D. C. Whalen - 230
24. Capt G. L. Grim - 1935
25. 1st Lt T. E. Morgan - 435
26. Capt H. E. Schroeder - 1935 / Capt H. A. Vardis - 435
27. Maj D. A. Lambert - 230
28. 1st Lt S. L. Cooper - 1935
29. Capt A. D. Nease - 230
30. Maj R. Sullivan - 1935

Index

September

SEP 9, 1971

12 August 1971

16. Capt. R. E. Larran - 1971
17. Capt. R. C. Thompson - 1971
18. Capt. R. E. Owen - 1971
19. Capt. C. E. Hosling - 1971
20. Capt. R. L. Davison - 1971
21. 1st Lt. R. T. Carter - 1971
22. 1st Lt. R. E. Minifich - 200
23. Capt. R. E. LeBarre - 1971
24. Capt. R. J. Fowler - 1971
25. Capt. J. E. Gowan - 1971
26. W/O J. E. Greve - 2200
27. W/O R. E. Sands - 1971
28. 2d Lt. R. W. Verdoff - 1971
29. 1st Lt. J. Ramirez - 1971
30. Capt. L. E. Schneider - 1905

Ind 15

Secret

AS OF 30 SEPT

PREDICTED POINTS FOR 50-8 QUALITYRADAR RBS ACCURACY
(PTS. MAX. POSSIBLE)

	PROF. INDEX	% MAX. SCORE
2D BM SQ	49	78
19TH BM SQ	49	78
33RD BM SQ	55	<u>90</u>
WING	50	80

VISUAL RBS ACCURACY
(PTS. MAX. POSSIBLE)

	PROF. INDEX	% MAX. SCORE
2D BM SQ	55	90
19TH BM SQ	45	70
33RD BM SQ	76	<u>100</u>
WING	61	100

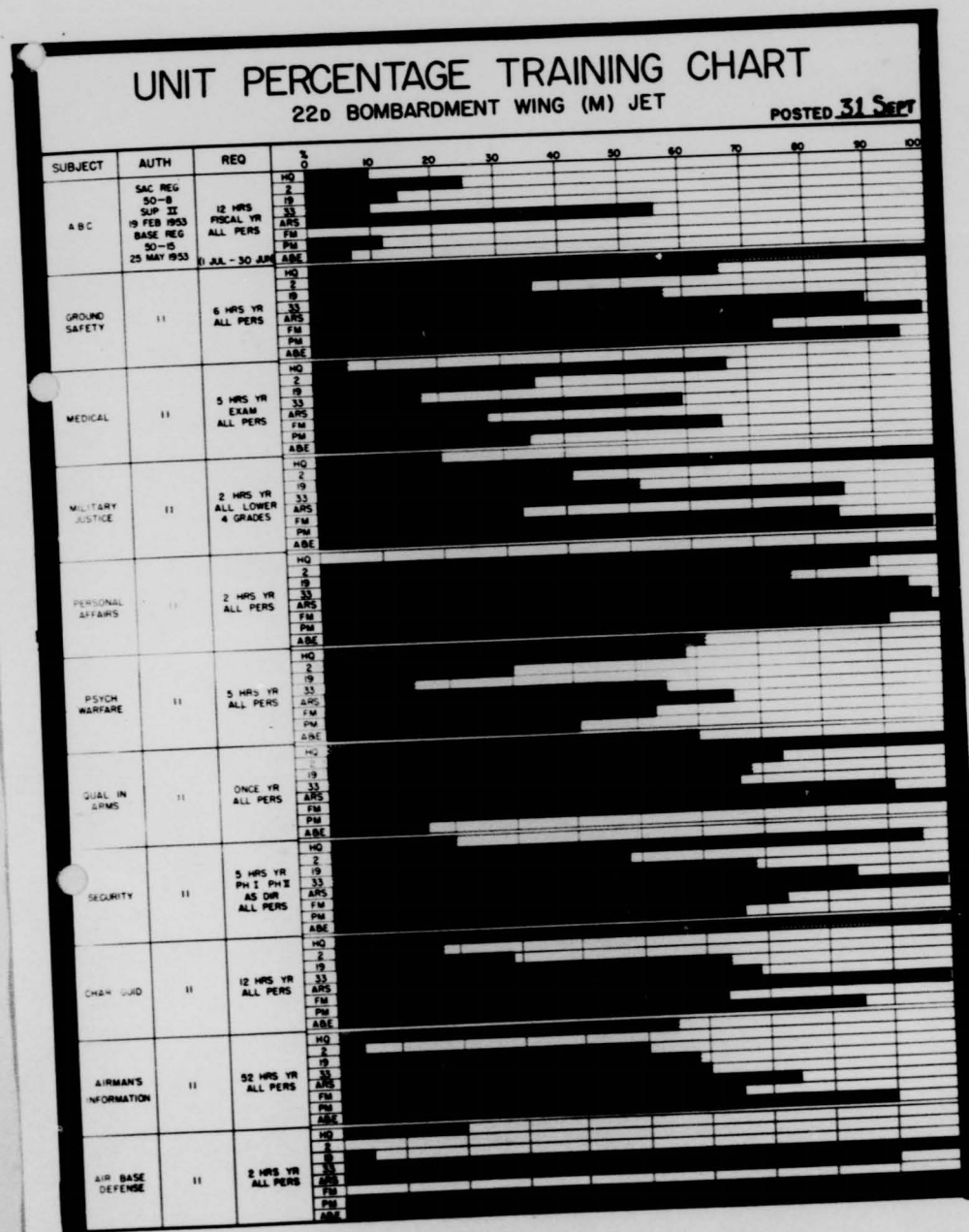
NITE CELESTIAL
(PTS. MAX. POSSIBLE)

	PROF. INDEX	% MAX. SCORE
2D BM SQ	86	90
19TH BM SQ	76	70
33RD BM SQ	86	90
WING	82	80

SCORED CREWS
(50PTS. MAX. POSSIBLE)

	CREWS ELIGIBLE FOR SCORING	CREWS SCORED	% CREWS SCORED	% MAX. SCORE
2D BM SQ	14	3	21	25
19TH BM SQ	12	1	8	10
33RD BM SQ	10	2	20	25
BM CREW TOTAL	36	6	17	20

Secret



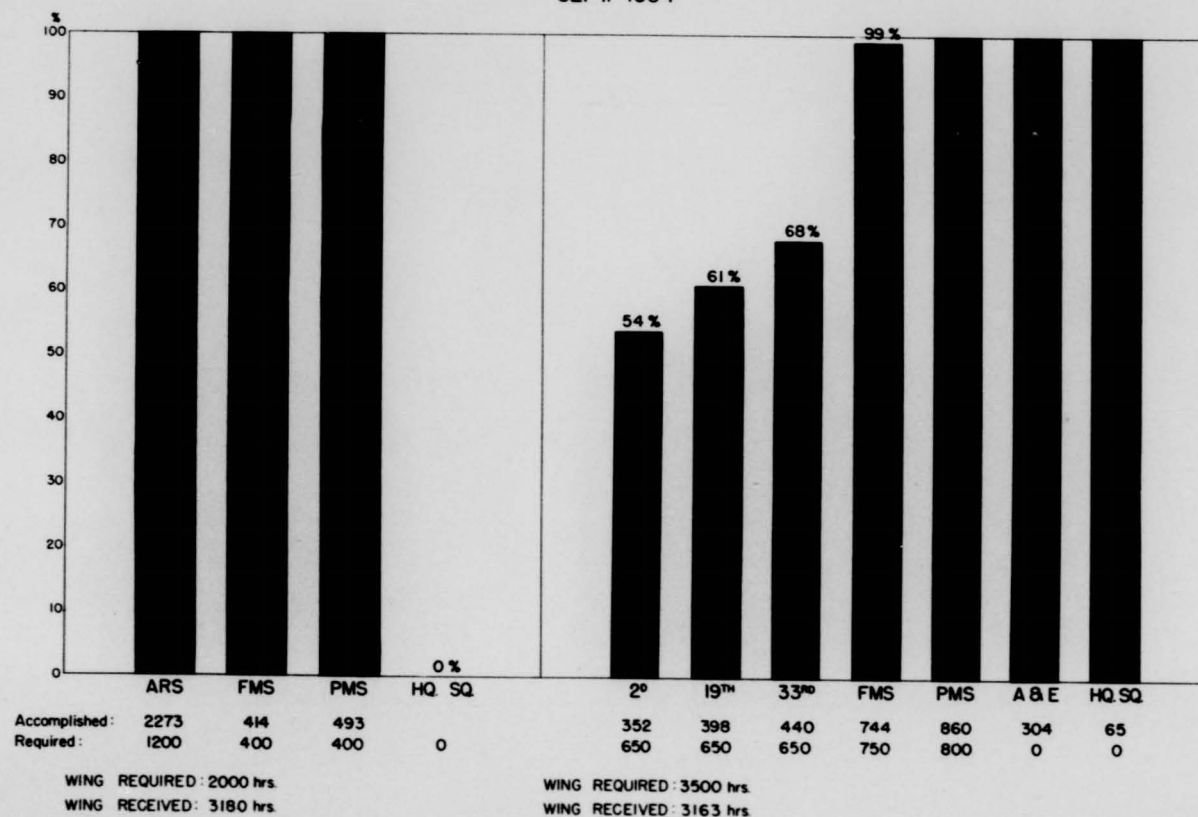
GROUND TRNG. UTILIZATION SEPT. 1954

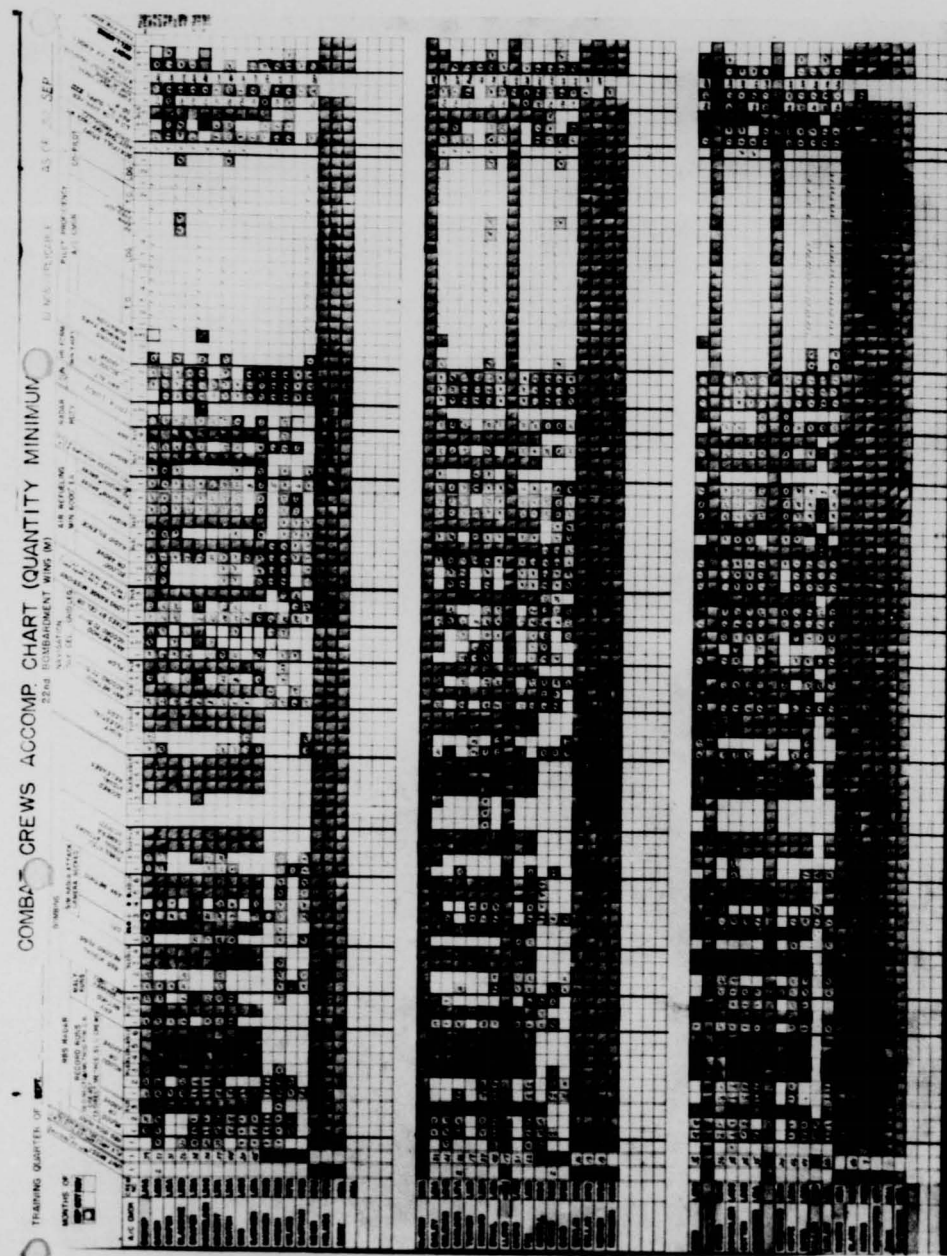
	<u>SCHED. AVAIL. TIME</u>	<u>UTILIZED TIME</u>	<u>%</u>
LINK TRAINER			
WING STAFF	04:30	03:00	67
2 BOMB SQ	42:00	42:45	100
19 BOMB SQ	33:00	29:30	90
33 BOMB SQ	39:00	48:30	100
22 AIR RFLG SQ	52:00	37:30	72
T-2 ULTRASONIC TRAINER			
WING STAFF (EWP)	00:00	21:00	100
2 BOMB SQ	48:00	00:00	0
19 BOMB SQ	48:00	00:00	0
33 BOMB SQ	48:00	00:00	0
T-1A GUNNERY			
2 BOMB SQ	30:00	21:30	72
19 BOMB SQ	33:00	19:30	60
33 BOMB SQ	33:00	25:30	77
LORAN TRAINER			
22 AIR RFLG SQ	46:30	70:30	100
KC-97 SIMULATOR			
WING STAFF	26:40	26:30	99
22 AIR RFLG SQ			
B-47 SIMULATOR			
WING STAFF	18:00	03:00	17
2 BOMB SQ	42:00	33:00	79
19 BOMB SQ	30:00	24:00	80
33 BOMB SQ	43:00	30:00	67
	<u>SPACES ALLOTTED</u>	<u>SPACES FILLED</u>	<u>%</u>
BASIC SURVIVAL			
2 BOMB SQ	6	6	100
19 BOMB SQ			
33 BOMB SQ			
22 AIR RFLG SQ			
SEA SURVIVAL			
2 BOMB SQ			
19 BOMB SQ			
33 BOMB SQ			
22 AIR RFLG SQ			
SAC SURVIVAL			
2 BOMB SQ	1	1	100
19 BOMB SQ	1	1	100
33 BOMB SQ	1	1	100
22 AIR RFLG SQ	7	7	100
BOMB COMMANDER SCHOOL			
2 BOMB SQ			
19 BOMB SQ			
33 BOMB SQ			
ALTITUDE INDOCTRINATION			
2 BOMB SQ	5	CANCELLED	0
19 BOMB SQ	5	"	0
33 BOMB SQ	5	"	0
22 AIR RFLG SQ	11	"	0

UTILIZATION, KC-97 MTD UNIT

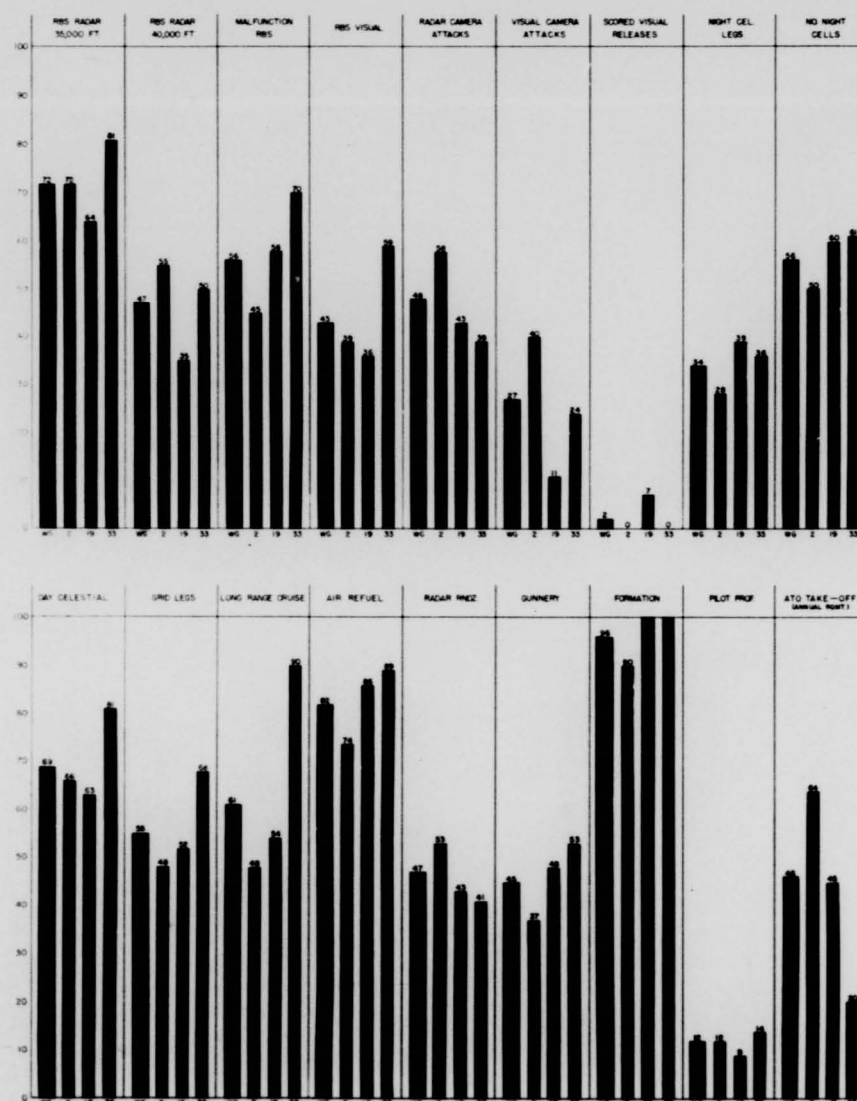
UTILIZATION, B-47 MTD UNIT

SEPT. 1954



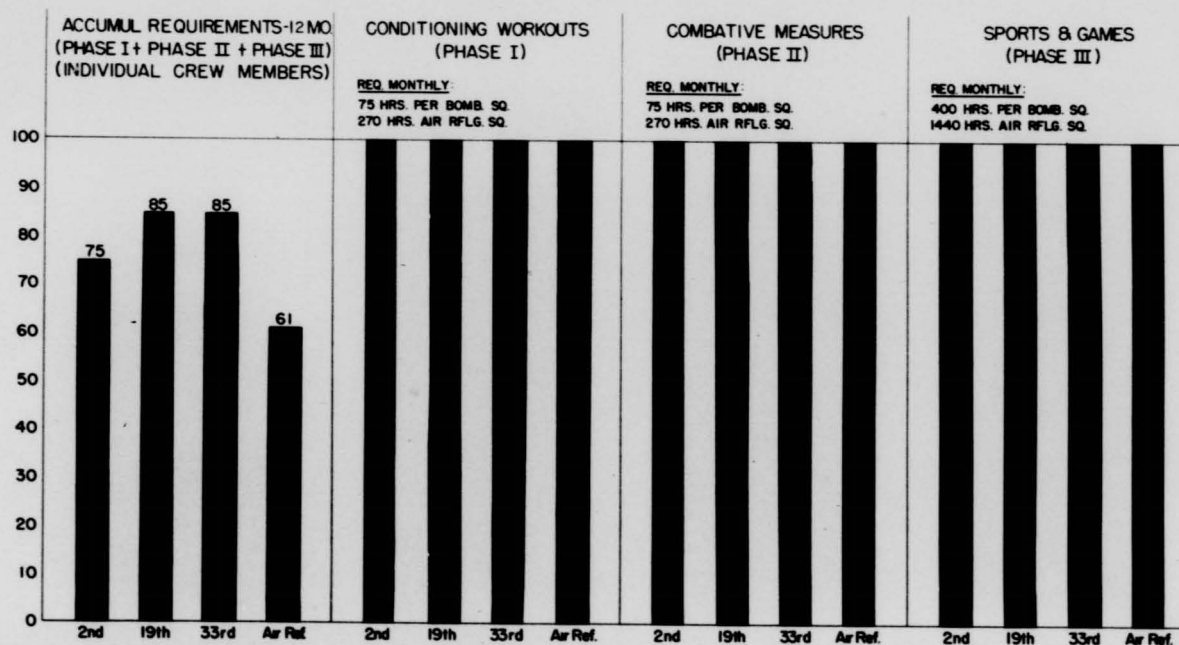


PERCENT 50-8 ACCOMPLISHED FOR SEP-OCT-NOV QUARTER
AS OF 30 SEPT.



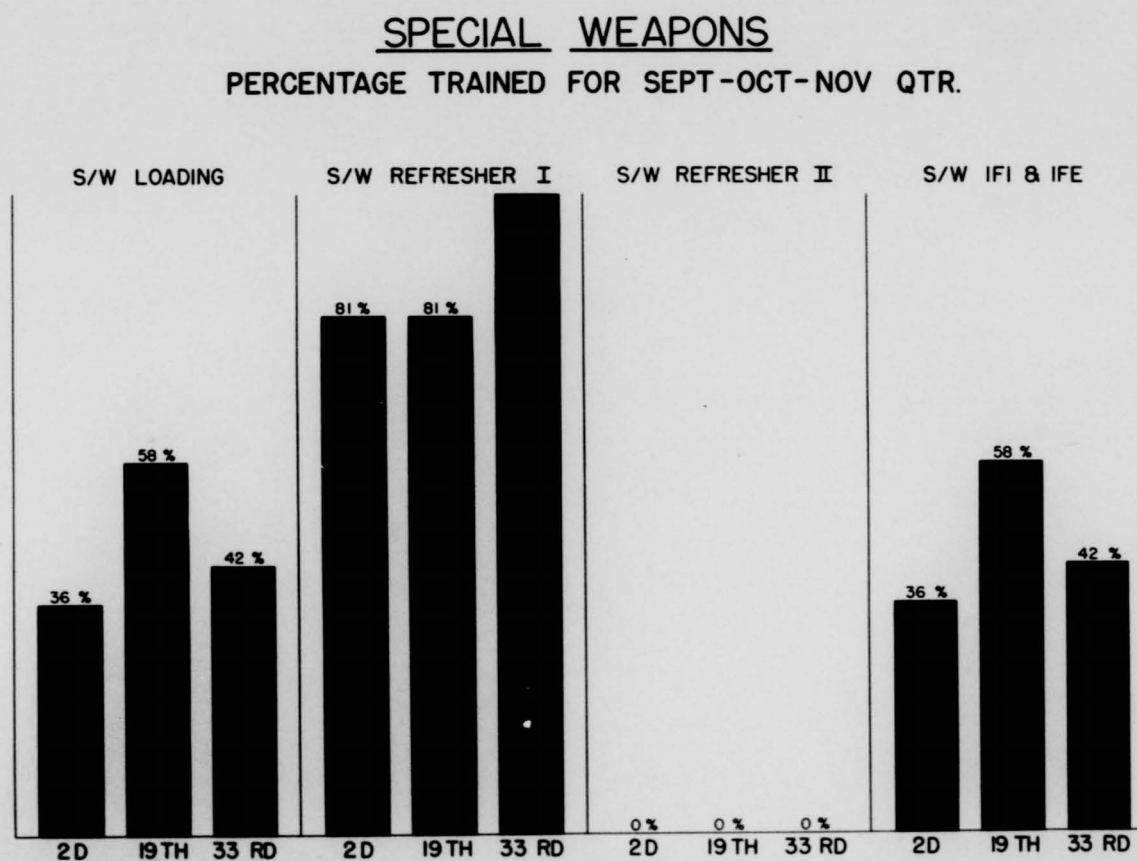
PHYSICAL CONDITIONING PROGRAM

SEPT 1954



Total hrs. required per crew member since 1 Oct 53 130 HRS.

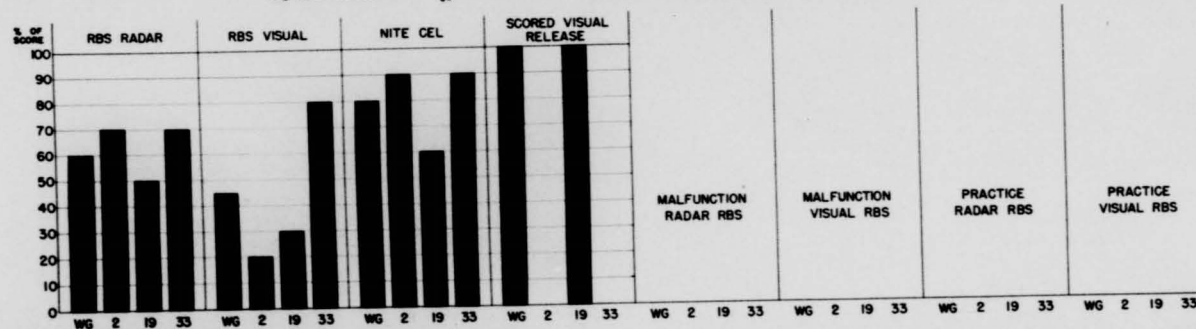
275 OF 393 Crew members received the required amount of hours for 70%.



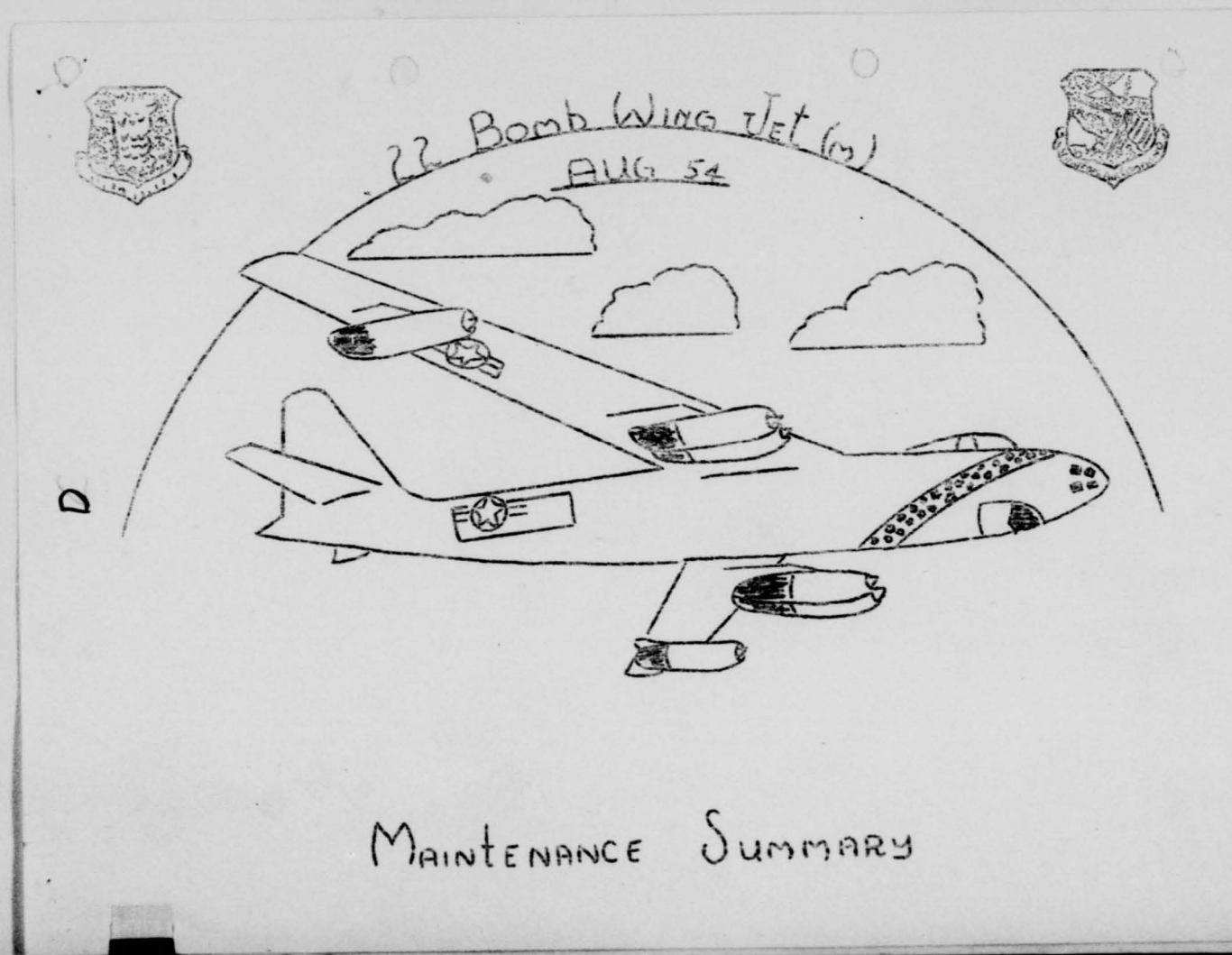
QUANTITY ACCOMPLISHMENTS SEPT. 1954

	TOTAL FLY TIME	35,000 RBS RADAR	40,000 RBS RADAR	MALFUNCTION RBS	RBS VISUAL	VISUAL CAMERA	RADAR CAMERA	SCORED VISUAL	NITE CEL	DAY CEL	GRID LEGS	LONG RANGE CRUISE	WET HOOK-UPS	RADAR RENDEZVOUS	GUNNERY MISSIONS	FORMATION	PILOT PROF	STD BD CHECKS	ATO TAKE-OFF	NO NITE CELS	TRNG FTR ATKS
2d Bm Sq	52935	51	30	20	13	14	35	-	10	27	20	15	110	23	10	56:00	5	2	-	12	-
19th Bm Sq	51415	32	15	10	12	3	10	4	12	27	14	11	94	15	10	66:00	3	-	-	17	-
33d Bm Sq	46640	29	15	24	18	3	16	-	8	22	11	12	84	11	10	61:00	4	1	-	14	-
22d Bm Wg	53230	112	60	75	43	20	77	4	30	76	59	63	288	49	30	183:00	12	3	-	43	-

QUALITY FOR SEPTEMBER 1954

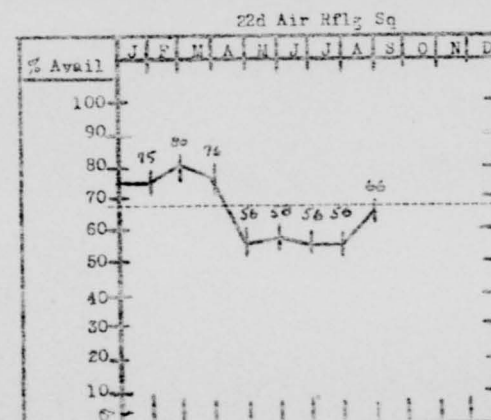
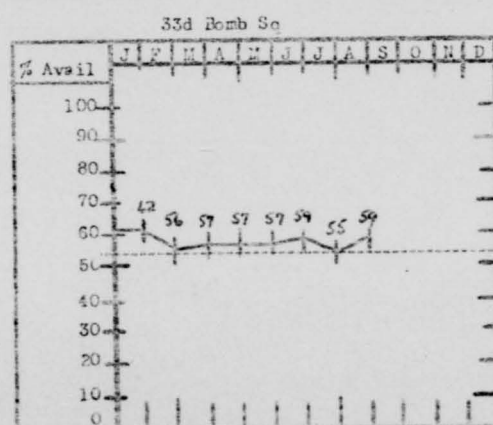
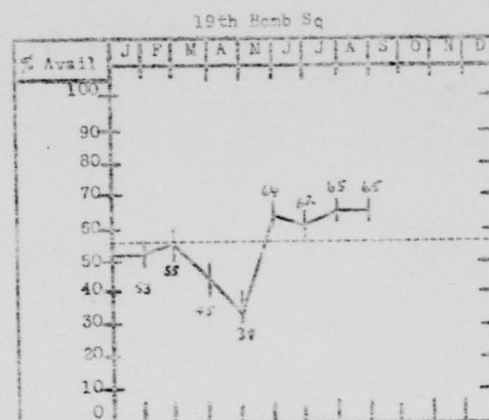
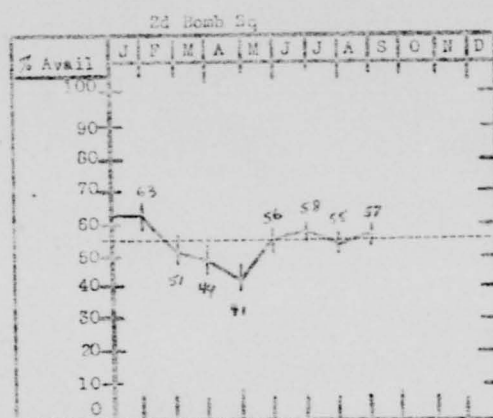


CEA	1800	1800	2000	1040	1306	1314	1411	1048	12.9	8.5	15.1	11.3	726	-	726	-	4588	4814	4049	4848	2172	2047	1120	2367	3175	4487	3406	2947	1860	-	1630	1360
CEP	1800	1800	1870	1270	888	1800	1380	836	10.0	8.1	13.5	9.8	783	-	783	-	2700	3400	2600	2570	1800	2336	1120	1800	2800	3800	2370	2500	1175	-	1000	1380
RUNS	170	70	47	80	44	13	12	10	30	10	12	8	4	-	4	-	77	20	26	31	10	8	1	3	30	3	7	29	4	-	3	1

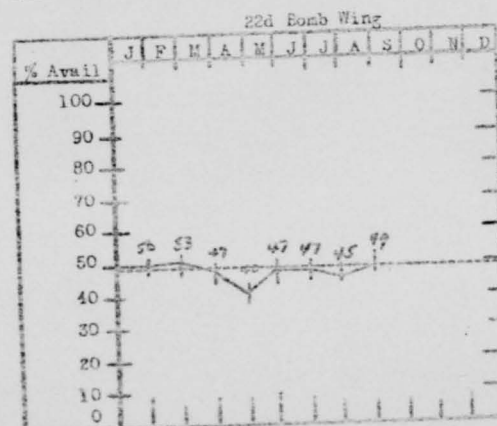
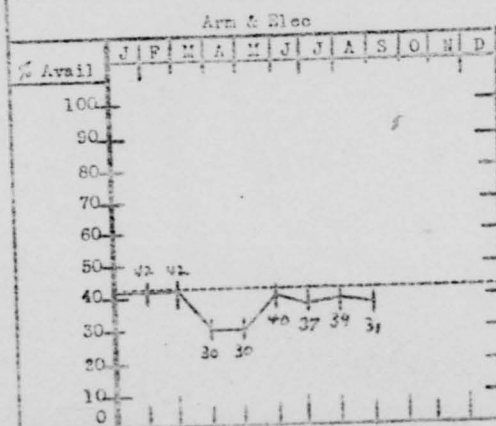
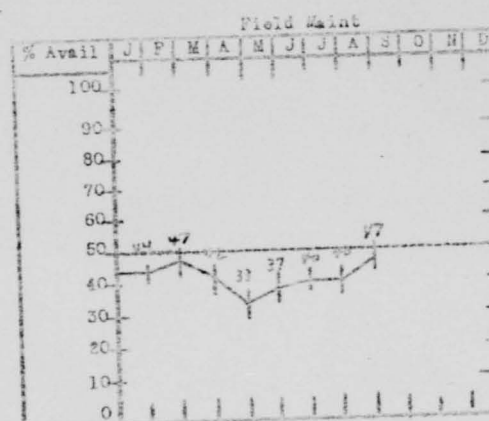
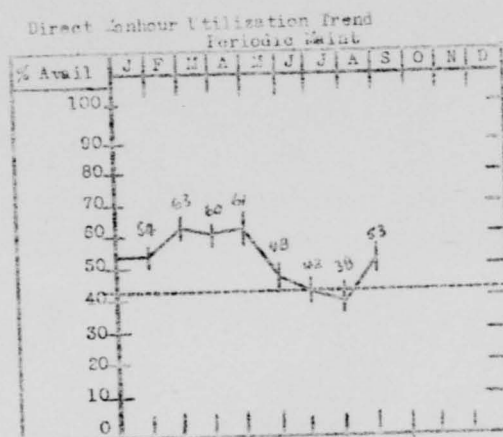


Manhour Utilization Schedule											August 1954	
Squadron	Total Avail Manhours	Direct	% of Avail	Indirect Avail	% of Avail	Absent	% of Asgd	Over Time	Comp Time	% of O-Time	Flying Hours	Learned Borrowed
24 Bomb Sq	15469	8759	57	6710	43	4247	21	1024	998	97	375:15	1484
28th Bomb Sq	14092	9140	65	4952	35	5983	29	927	1390	150	392:20	1842 32
33d Bomb Sq	13813	8162	59	5651	41	5098	27	841	1805	215	457:30	998 92
22d ARS	16216	10800	66	5618	34	7812	33	642	2923	455	585:20	192 8
22d Per M	16153	8503	53	7650	47	7521	30	36	1815	504		2026 216
22d Fld M	63233	28563	45	33670	53	26002	28	1720	7663	446		3884 8
22d A&E M	40775	15144	37	25631	63	19806	33	916	3898	424		470 0
24 Sq	12150	3724	31	8426	69	3357	29	134	691	516		97 3700
TOTAL	192103	93795	49	98308	51	79826	29	6240	21173	339	1810:25	10598 4056

Direct Manhour Utilization Trend



Legend: SAC Average for B-47 Wings - Apr - Dec 53



Legend ----- SAC Average for B-47 Wings - Apr - Dec 53

Squadron Break-down of Absent Manhours

August 1964

Squadron	Sick Call Quarters Hospital	Squadron Duty	AWOL	Leave	Pass	Comp Time off	TDY	Other	TOTAL
2d Bomb Sq	206	799	8	928	101	998	1026	181	4247
19th Bomb Sq	304	1132	4	1636	283	1390	1234	----	5983
33d Bomb Sq	434	726	-----	1284	82	1805	718	49	5098
22d A&S	214	762	12	2151	76	2923	1669	5	7817
22d Per M	144	1852	-----	2328	552	1815	656	174	7521
22d Fld M	2128	4009	220	7120	781	7663	3566	515	28002
22d A&E M	1323	4539	28	3748	556	3888	5133	591	19806
Hq Sq	84	395	8	1160	110	691	840	69	3357
TOTAL	4837	14214	280	20355	2541	21173	14842	1584	79826

Over-Time Manhours Direct and Indirect

<u>SHOP</u>	<u>DIRECT</u>	<u>INDIRECT</u>
<u>2d Bn Sq</u> <u>Office</u>		86.3
"A" Flt	154.4	29.4
"B" Flt	221.7	94.3
"C" Flt	213.6	39.1
"A" Post Flt	61.7	11.5
"B" Post Flt	55.6	30.5
"C" Post Flt	13.6	11.2
TOTAL	727.9	302.3
<u>19th Bn Sq</u> <u>Office</u>	20.	43
"A" Flt	184	35.5
"B" Flt	135.3	28.
"C" Flt	246.3	100.7
"A" Post Flt	104	30.
TOTAL	689.6	237.2
<u>33d Bn Sq</u> <u>Office</u>	17.5	14.5
"A" Flt	157.6	37.5
"B" Flt	117	81.1
"C" Flt	186.3	47.6
"A" Post Flt	92.5	89.0
TOTAL	571.1	269.7
<u>22d Air Rflg Sq</u> <u>Office</u>	---	41.5
"A" Flt	153	19.5
"B" Flt	128	107
"C" Flt	45.5	14.
"D" Flt	46.5	22.6

Page 5

Page 3

	Overtime Manhours	Direct and Indirect	Cont'd
<u>SHOP</u>	<u>DIRECT</u>	<u>INDIRECT</u>	
"A" Post Flt	7	7	
"B" Post Flt	4	----	
"C" Post Flt	8	----	
"D" Post Flt	21	17	
TOTAL	413	228.6	
<u>Chief of Maintenance</u>			
MGC	3	16	
Job Control	----	52.3	
Rpts & Analysis	----	30.7	
Acft Records	----	4	
TOC	12	5	
Supply Liaison	----	10.5	
TOTAL	1.6	118.5	
<u>22d Per Maint Sq</u>			
Elec	----	----	
Inst	----	----	
Dock 1	----	----	
Dock 2	5	----	
Dock 3	----	----	
B-47 Post Dock	19.9	6	
Dock 4	----	----	
Dock 5	----	----	
Post Dock - KC-87	----	----	
TOTAL	27.9	6	
<u>22d Fld Maint Sq</u>			
Supv	----	4	
Drafting	----	----	
Mt Control	----	3	

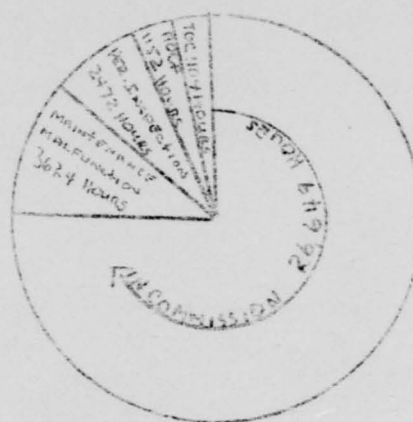
Page 7

	Over-time Manhours	Direct and Indirect	Cont'd
SHOP	DIRECT	INDIRECT	
Fab Admin	-----	6.3	
Life Raft	2	8.5	
Machine	13.1	22.5	
Paint-Dops-Fab	28.7	8.9	
Para	7.5	3	
Sheet Metal, F/L	25.	7	
Sheet Metal Shop	11.9	8	
Weld	-----	2	
Wood Mill	-----	2.5	
Aaft Repair	156.4	14.5	
Elec & Batt	148.7	30.2	
Hydr	-----	-----	
IPR	1	-----	
Inst	73.	208.	
Reclamation	5.5	406.5	
Tire	-----	-----	
Gd Power	40	86.9	
Power Plant Admin	-----	13.	
EBU J-47	70.1	17.9	
Eng Change J-47	11.5	29.5	
ETD J-47	84.7	10.	
EBU Recip	19.	---	
Eng Change Recip	11.2	6.5	
ETD Recip	-----	-----	
Prop	4.5	4.	
TOTAL	777.3	902.7	

	Overtime Manhours	Direct and Indirect	Cont'd
SHOP	DIRECT	INDIRECT	
22d A&E Maint Sq		85.3	
Supv			
Flt Line Admin			
A/Pilot F/L	76.5	24.	
Bomb Nav F/L	168.9	42.5	
Camera F/L			
G/L F/L	11.9	10.5	
Radar F/L	20.	14.	
Radio F/L	35.9	17.3	
W/R F/L	94.5	98.5	
A/Pilot PM			
Bomb Nav PM	2	1.5	
Camera PM			
G/L PM	12		
A&E F/M Admin		4	
Bomb Nav F/M	67.5	28.7	
G/L F/M	25.	19	
Radar F/M	4	5	
Radio F/M	15		
W/R F/M	24	10	
	TOTAL	361.3	
	3609.7 (51%)	2430.3 (39%)	

August 1954

Average Maintenance Manhours per Flying Hour and Periodic Inspection				
Primary Acft 3-47 (47)			Secondary Acft KC-97 (22)	
Activity	Average Manhour per Flying Hour		Average Manhour per Periodic Inspection	
	Primary Acft	Secondary Acft	Primary Acft	Secondary Acft
Flight Line	18.39	18.63		
Periodic	3.54	4.49	484.8	641.0
Field Maint	12.53	3.96	157.2	106.9
Arm & Elect	3.99	1.60	244.1	50.9
TOTALS	38.45	26.68	886.1 (8)	798.8 (4)



347 ACFT Status August 1954

During the month of August 54, the 22nd Bomb Wing required the assignment of 224 maint m/hrs to support each B-47 flying hour. Of this 224 m/hrs assigned, 65 m/hrs were absent from the job for various reasons, 81 m/hrs were in the form of indirect labor, and 78 m/hrs were used for direct labor. The 78 m/hrs used for direct labor included maintenance on B-47 and KC-97 aircraft, and those direct support functions such as the repairable process, non aero repair, and support to transient and tenant aircraft.

Borrowed and Loaned M/hrs. In past months, it has become more apparent that borrowed and loaned manhours are being reported incorrectly. During August 54, there were 10999 manhours reported as loaned. Of this 10999 m/hrs, 1295 m/hrs were loaned to non time reporting activities, which leaves a balance of 9704 m/hrs loaned to other time reporting sections within this Wing. 4056 manhours were reported as borrowed, leaving 5648 additional manhours, which were borrowed but not reported as such. This is the equivalent of 29.5 persons. Care should be taken in all sections to insure the proper recording of borrowed and loaned manhours.

MAINTENANCE CAPABILITY FORMULA

The following computations are based on the maintenance planning factors representing the period Jan thru Aug 54. These factors are used in accordance with SAC Manual 60-16.

		<u>Jan thru Aug 54</u>
B-47 Aircraft:		
Average B-47 Possessed:		45
T/O Capability- Flying hrs/acft		50:00
Wing average direct m/hrs /Flying hr		33.52
KC-97 Aircraft:		
Average KC-97 possessed		21
T/O Capability-flying hrs/acft		50:00
Wing average direct m/hrs/flying hr		28.23
Average direct support manhours expended:		15191
Factors:		
Absentee: 1.00 - .29 =		.71
Indirect: 1.00 - .36 =		.60
Average number of personnel assigned:		1271
Computations:		
B-47 work load 45 x 50 x 33.52		75420
KC-97 work load 21 x 50 x 28.23		29642
Direct support m/hrs		15191
Total direct m/hrs required		<u>120253</u>
Total assigned m/hrs required	$\frac{120250}{.71 \times .60} =$	282284
$\frac{52 \times 44}{12} = 191 \text{ hours/man/month}$		
Total personnel required	$\frac{282284}{191} =$	1478

Maint capability (cont)Jan thru Aug 51

$$\frac{\text{Maint Capability}}{\text{T/C Capability}} = \frac{\text{Personnel used}}{\text{Personnel req}}$$

X = 1271 Flying hours/acft maint capability EO 1478	43:00
45 x 43 B-47 flying hours	1935
21 x 43 KC-97 flying hours	903
Average B-47 flying hours during period	1505
Average KC-97 flying hours during period	747

WMA WARTERS 22D BOMBARDMENT WING (1)
MARCH AIR FORCE BASE
CALIFORNIA

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 62)

23 September 1954

INSPECTION AND MAINTENANCE OF TRAILER HITCHES

1. PURPOSE: It is the intent of this directive to outline procedures for checking and maintaining trailer hitches and proper towing of trailers.

2. SCOPE: This directive is applicable to all organizations of the 22d Bombardment Wing.

3. RESPONSIBILITY: Commanders are responsible to insure compliance with this directive.

4. GENERAL: Accidents have occurred, involving trailers and ground power units being towed in tandem behind a pickup truck, on the flight lines. These accidents were due to the rear trailer breaking loose from the tandem. Inspection revealed that the trailer hitches were defective.

4. PROCEDURE: a. All trailer hitches on towing vehicles as well as hitches on power units and trailers will be inspected immediately. A U.R. will be initiated on any hitch found defective.

b. All trailer hitches that are found defective on towing vehicles will be reported to the Motor Pool for corrective action.

c. Hitching pins on power units that are found to be short, (barely fitting through the holes on the hitch), will be replaced with pins of longer shanks.

(1) All pins will have a hole drilled at the end of the shank so that a safety retaining pin or cotter key may be inserted.

(2) The safety retaining pin will be attached to a chain fastened to the hitch, so that it may be inserted through the hole of the pin and locked.

d. Immediate action will be taken to discontinue the use of wire, rope, or any other hockups, for securing trailing devices to a towing vehicle other than those assigned for towing.

(1) A reasonable speed will be maintained at all times while towing trailers to prevent twisting or swerving. At no time during towing operation on the flight line, will the speed exceed 5 MPH.

BY ORDER OF THE COMMANDER

WILLIAM J. THOMPSON
Major, USAF
Chief of Maintenance

MAINT. TIPS

MAINTENANCE INFORMATION BULLETIN NO. 4-67 12 BY. MRS. G. M. S. 1967



"ONLY MEMBERS OF FIELD MAINT. WILL
PERFORM REPAIR ON FUEL CELLS"

MAINTENANCE INFORMATION BULLETIN)
NUMBER - - - - - 5-54)

September 1954

6. "CORRECTION"

a. MIL #56 Para 5a, (3), is changed to read switches instead of switch, and Para 5a, (4) to read breakers instead of breaker.

7. "EJECTION SEAT INSPECTION"

a. Incidents have occurred where B-47E Navigator's ejection seat initiators were fired when personnel attempted to replace the ejection seat "D" ring which was observed to be out of its holder after landing

b. The 1B-47-2 T.O., states the navigator's downward ejection seat leg braces must be DEPRESSED to release the seat for rotation from one position to another (this is done by depressing the circular handles on each side of the seat, which are parts of the leg brace system). Since maintenance personnel are at times required to rotate or move the navigator's seat to work on equipment in the observer's compartment, it is vital that they be absolutely certain as to how the seat operates prior to attempting to move the seat.

c. Incorrect operation of the ejection seat mechanism can and does cause the "D" ring to become unlatched. The rigging of the seat does not normally allow "D" ring replacement without considerable effort on the part of trained personnel.

d. At any time that the navigator's ejection seat does not meet pre-flight specifications or if the "D" ring is unlatched, trained personnel should be called to correct the discrepancy and return the seat to its proper operating condition. REMEMBER the ejection seats are loaded and work should be accomplished on the seats only by trained personnel.

8. "STATIC GROUND"

a. We all know the importance of grounding our aircraft. A lot has been written on the hazards of leaving the static ground disconnected; how the static charge builds up, the extreme fire hazard, aircraft lost and personnel injured, ect. Service maintenance and flying magazines are full of incidents of this nature. We won't go into that here. The point we wish to stress is, once you have secured the ground wire, check its security frequently. The clips are often kicked loose by personnel, vehicles, ect.

9. "PUBLICATIONS"

a. Recinded MIL's and MTI's.

B-1 18 Nov 1953

G-1 17 Nov 1953

b. Recent MIL's and MTI's published after 22 Sep 1954.

61 23 Sep 1954

Seat Ejection Maintenance Procedure

Pre-Dock Removal of Turbo Cooling Caps

Inspection and Maintenance of Trailer Hitches

MAINTENANCE INFORMATION BULLETIN)
NUMBER - - - - - 5-54)

September 1954

10. " WEMP TEST "

a. All maintenance personnel of the 43 Field who took the "WEMP Test" recently, can now obtain their Stanine Scores from their sections. Information for those concerned, a Stanine score below 5 in any system is below average and it would behoove all personnel falling below 5 in any system to study and read applicable Technical Orders, in preparation to raise their stanine score, in tests to be given approximately every six months.

11. " PAINTING "

a. Some people with a paint brush or a spray gun can do some remarkable things. A recent paint job involved the use of a spray gun to paint a piece of equipment. On completion of painting this piece of equipment, it was observed that a side section of the hanger had also been painted.

b. It is suggested that whenever painting is to be done, that the surrounding area be checked, to eliminate unscheduled painting of other equipment or installations.

12. " HOT SEAT "

a. On a recent check a maintenance personnel was observed performing maintenance while seated in the pilot's ejection seat of a B-47 aircraft. Upon being asked if he knew the proper safety procedures when working around the ejection seat, the answer was "YES";, but it took him 15 minutes to locate the pins and detainers on the seat.

b. It is apparent that personnel are not being instructed by their supervisors as to the location and procedure of a safety check of the ejection seats. It is also apparent that personnel are not reading the MIL's and MTI's to properly and safely perform their jobs.

c. Supervisors "Let's get on the ball" and assure that none of your assigned personnel are endangered by the lack of not knowing safety precaution procedures.

Will Thompson
WEBB THOMPSON
Major, USAF
Chief of Maintenance

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b. In addition, in compliance with SAC Manual 66-12, the Aero Repair section of the Field Maintenance Squadron will be responsible for the replacement, repair and rigging of control surfaces, cables, landing gear and the buildup and replacement of wheels and tires.

4. "BATTERIES"

a. Careful battery servicing is the answer to many battery problems. The most common problem on B-47 airplanes occurs when battery acid spills in the battery compartment, runs out through the vents, and enters the drag chute compartment.

b. The situation is potentially dangerous to flight crews because acid in the drag chute compartment creates the possibility of drag chute failure and can ruin electronic equipment. This situation should not occur if the batteries are carefully and properly serviced. Immediately after a flight, the battery compartment should be opened and inspected for any spilled battery acid caused by an inflight boilover of the batteries. Boilover usually results from a decrease in air pressure when the airplane reaches a high altitude. Boilover also can result from overcharging of the batteries when voltages are too high in the electrical system.

c. The D-C power system should be ground checked with precision voltmeters and the specific gravity reading of the batteries should be taken at least once a week with a hydrometer as specified in the applicable Maintenance Instructions handbooks. When the batteries are serviced, each battery should be filled slowly until the fluid gurgles once; filling then should be discontinued. The sump jars should be emptied and cleaned approximately every two weeks, and the vent lines should be checked for obstructions at each servicing of the batteries.

d. Some maintenance crews feel that the incorporation of the 8-6409 fiberglass battery cases has eliminated battery trouble. The new cases do prevent acid from spilling in the battery compartment in case of inflight boilover. However, boilover acid is vented to the underside of the fuselage where it can run back along the skin and enter the drag chute compartment.

5. "UNSATISFACTORY REPORTS"

a. It is desired to again acquaint all Maintenance and Flying personnel of the necessity of submitting, and the advantages to be gained from submitting Unsatisfactory Reports.

b. Numerous unsatisfactory conditions and defective items of equipment are present in all activities. Personnel complain of them but too often no action is taken to correct them. The Air Materiel Command is responsible for the proper and efficient operation of all materiel and equipment used by the Air Force, so long as the equipment is not abused by carelessness or negligent operation or maintenance. To properly perform their mission, they must be informed of all unsatisfactory conditions that exist. When they are not informed, they assume that everything is fine; no corrective action is taken, future specifications are prepared and procurement of inadequate or defective equipment is continued. It can easily be seen from the above that USAF funds are wasted, maintenance man-hours are expended needlessly and aircraft and other equipment continues to operate inefficiently or are out of commission entirely.

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

MAINTENANCE INFORMATION BULLETIN)
NUMBER - - - - - 5-54)

September 1954

The Maintenance Information Bulletin is a publication non-directive in nature and pertains to suggestions, hints, ect., on Maintenance Items of general interest to maintenance personnel and is authenticated by the Chief of Maintenance.

1. "REQUEST"

a. Any information received from maintenance personnel concerning their maintenance problems or their own opinion on improving a maintenance situation will more than be welcomed by the 22d Bomb Wing M.S.T. It need not be formal, just jot it down on a piece of paper and drop it off at the M.S.T., or else come in and talk it over with us. We definitely encourage that all Maintenance personnel utilize this agency to improve and standardize our maintenance.

2. "WATCH THAT TABBING"

a. Through information received from higher command via directives and message's pertaining to Improper Tabbings of the J-47 engines, it is deemed necessary to bring to your attention again the essence of these message's.

b. Numerous engines have had exhaust gas tabs added to compensate for faulty indicator systems after T.O. 2J-J1-208 was complied with. Adding tabs has usually been done by the crew chief to correct pilots write-up at low E.G.T., with results, several engines have been found to be operating in 705-710 degree centigrade range due to excessive tabbing. This is a serious condition in that turbine bucket expected life is reduced 64 percent of normal life span.

c. Reason for low E.G.T. reading after a few flights is caused by sudden jolts to the indicator received upon landing. This causes mushrooming effect of jewel pivots within the indicator which increases friction value of the indicator with resultant lower reading on the instrument. In view of above and to preclude any future operation of Jet Engines with excessive E.G.T., the following directive will be adhered to in the future;

d. Once engines have been properly checked and tabbed in accordance with T.O. 2J-J1-208, under no circumstances will tabs be added or removed by anyone, without first checking the aircraft indicator system with a Jet-Cal or equivalent type tester.

3. "FUEL CELL REPAIR"

a. The Field Maintenance Squadron would like to pass on to the maintenance personnel the following information. Whenever fuel cell maintenance is requested no one but the Fuel Cell crew of Aero Repair will perform the maintenance. For example, from leak to completion of repair will be performed exclusively by Aero Repair.

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LETTER NUMBER - - - -63)

HEADQUARTERS 22D BOMBARDMENT WING M
March Air Force Base
California
27 September 1954

PROCESSING AIRCRAFT
ARMAMENT-ELECTRONICS EQUIPMENT

(This publication supercedes MIL #50, 7 Sep 54, MIL #52, 8 Sep 54,
and other conflicting publications)

1. PURPOSE - To establish uniform procedures for the processing of armament-electronics equipment.
2. SCOPE - The provisions of this directive are applicable to all maintenance and supply activities within the wing responsible for handling armament-electronics equipment.
3. GENERAL - a. The provisions of this directive are in accordance with SAC Manual 65-2, "Supply Support of Specialized Aircraft Maintenance" and are intended to clarify procedures therein in order to eliminate confusion.

b. Reference paragraph 4e(5), SAC Manual 66-14, as pertains to the utilization of AF Form 48, Work Order. Utilization of AF Form 345, Parts Routing Tag, is more appropriate than AF Form 48 as it is defined in AF Manual 66-11 as the form to be used in routing items for repair to shops other than the shop to which the basic work order is assigned. Basic codes or orders are assigned to flight line aircraft and any subsequent work can be properly accomplished on a Parts Routing Tag.

c. As a matter of definition, all armament-electronics items installed in aircraft that require "In Shop" maintenance are considered to be Pre-Issue items.

d. SAC Manual 65-2, "Supply Support of Specialized Aircraft Maintenance", requires that one central place within the Armament-Electronics Squadron be designated as a centralized pick-up and delivery point for Base Supply. In addition, Pre-Issue, within the Armament-Electronics Squadron will be designated as a centralized pick-up and delivery point for the personnel of flight line, periodic and field maintenance branches within the Armament-Electronics Squadron. It is mandatory that all paper work be processed through Pre-Issue for accounting and control purposes, but equipment may be processed directly to and from any section. Example: A vehicle driver may deliver equipment that requires Calendar Inspection directly to the field shop, but the paper work must be processed through the Pre-Issue Section.

4. PROCEDURES

- a. EQUIPMENT PROCESSED TO AND FROM FLIGHT LINE AIRCRAFT WHEN ITEM IS AVAILABLE IN PRE-ISSUE:

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- (1) An A&E Specialist is dispatched to an aircraft which has a reported malfunction.
- (2) He trouble-shoots and decides that a serviceable replacement item is required.
- (3) A&E Specialist signals flight line radio vehicle. Upon arrival of the vehicle at the aircraft, he requests the item, returns to the aircraft, and removes the unserviceable item. Indicate in the Part II of the aircraft Form 1 the following information: nomenclature and serial number (when applicable) of the unit removed, disposition of the unit, date and time it was removed, reason for removal, SJR number, enter red diagonal in the appropriate block, and affix his initials to this entry. When the serviceable item is received, installed and found operationally acceptable, clear the existing red diagonal and have the SJR signed by the aircraft crew chief.
- (4) Flight line radio vehicle calls Job Control requesting that a serviceable like item be delivered to the aircraft. Job Control then relays this information to A&E Specialists Dispatch Section.
- (5) A&E Specialists Dispatch Section will dispatch driver to Pre-Issue to pick-up and deliver the equipment to the A&E Specialist at the aircraft. Driver will sign AF Form 446, Hand Receipt, for this equipment.
- (6) Vehicle driver will deliver the serviceable item to the aircraft and effect exchange for the unserviceable item.
- (7) Vehicle driver returns the unserviceable item which the A&E Specialist at the aircraft has properly tagged with AF Form 345, Parts Routing Tag, and exchanges the unserviceable item for his hand receipt with Pre-Issue.

b. WHEN ITEM IS NOT AVAILABLE IN PRE-ISSUE

- (1) Materiel Control will first research Pre-Issue, secondly, the appropriate field shop and finally, the Aircraft Service Unit for the availability of the required item and advise the A&E Specialist Dispatch Section when the item will be available.
- (2) The A&E Specialist Dispatcher will:
 - (a) Notify Job Control that the item is not available, and the estimated time that it will be available.

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- (b) Notify Job Control when the item has become available.
 - (c) File AF Form 446, Hand Receipt, in suspense with the appropriate SAC Form 10.
 - (d) Upon receipt of a new work request, forward the SJR and the suspense copy of AF Form 446, Hand Receipt, to the appropriate systems supervisor for the dispatch of the required specialist.
- (3) Job Control will:
- (a) Determine the necessary action to be taken (cannibalize, await repair or cancel) and relay, through the flight line radio vehicle, the necessary instructions to the A&E Specialist at the aircraft. If cannibalization is directed, Job Control will initiate a new SJR to the A&E Specialist Dispatch Section.
 - (b) When notified that the item has been repaired, arrange with the appropriate crew chief for rescheduling and initiate a new SJR to the A&E Specialist Dispatch Section.
- (4) The A&E Specialist will:
- (a) Through the flight line radio vehicle, request transportation and return the unserviceable unit to Pre-Issue and obtain AF Form 446, Hand Receipt. Specialist will return the completed SJR and the hand receipt to the A&E Dispatcher after coordinating with his systems supervisor.
 - (b) Upon receipt of a new SJR, obtain from his systems supervisor, along with the SJR, the completed hand receipt. Exchange the hand receipt with Pre-Issue for the serviceable item and then proceed to the appropriate aircraft for SJR completion.
- c. WHEN CANNIBALIZATION IS DIRECTED:
- (1) Job Control will:
- (a) Initiate a new SJR to the A&E Specialist Dispatch Section to include what item is to be removed, what aircraft it is to be removed from, and what aircraft it is to be installed in.

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- (b) Notify the aircraft crew chief and the A&E Specialist through flight line radio vehicle of the two aircraft concerned that the cannibalization is to be accomplished.
- (2) A&E Specialist Dispatcher will:
- (a) Dispatch, with the vehicle driver, the appropriate A&E Specialist, to the aircraft to remove the item from the aircraft that is to be cannibalized.
 - (b) When the AF Form 446, Hand Receipt (Credit), is received from the A&E Specialist, file in suspense with the SAC Form 10 of the aircraft that the item was removed from to show due-out to that aircraft
 - (c) Insure delivery of the completed SJR to the A&E Technical Analysis Branch for file in the aircraft records jacket.
- (3) The A&E Specialist dispatched to perform the cannibalization will:
- (a) Arrive at the aircraft with the SJR and then remove the item to be cannibalized. Indicate in the Part II of the aircraft Form 1 the following information: nomenclature and serial number (when applicable) of the unit removed, disposition of the unit, date and time it was removed, reason for removal, SJR number, enter red diagonal in the appropriate block, and affix his initials to this entry, and have the SJR signed by crew chief. Request transportation, required, and deliver to the A&E Specialist the serviceable item that has been removed.
 - (b) Exchange the removed (serviceable) item for the unserviceable item with the A&E Specialist at the aircraft. A&E Specialist that removes the unserviceable item will accomplish AF Form 345, indicating the aircraft serial number from which the serviceable item was removed and affix it to the unit concerned.
 - (c) Deliver the unserviceable item to Pre-Issue and obtain an AF Form 446, Hand Receipt (Credit), to show due-out to the aircraft from which the item was removed.
 - (d) After coordination with his systems supervisor, deliver the completed SJR and the credit hand receipt to the A&E Specialist Dispatcher.

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d. EQUIPMENT PROCESSED TO AND FROM PERIODIC AIRCRAFT

(1) The A&E Dock Coordinator will:

- (a) Determine equipment to be removed from the aircraft and accomplish separate AF Form 446, Hand Receipt, by A&E System, in duplicate, indicating the equipment removed.
- (b) At the appropriate time, have each unit removed and properly tagged with AF Form 345, Parts Routing Tag, and indicate on both copies of AF Form 446, the date and time the equipment is due back to the dock, consistent with established time standards for the periodic inspection.
- (c) Request transportation from the A&E Specialist Dispatch Section and instruct the driver to effect delivery of the equipment to the Pre-Issue Section with original of AF Form 446. Be responsible for the delivery of the equipment and AF Form 446 to Pre-Issue.
- (d) Upon receipt of calendared equipment from Pre-Issue, ascertain that all equipment represented on the AF Form 446 is returned or each missing item is covered by valid due-out. Contact Pre-Issue and rectify any discrepancies.
- (e) If aircraft leaves the dock before due-outs are filled, send due-outs to flight line flight chief and notify Materiel Control to change due-outs from dock to flight line.
- (f) Keep Materiel Control informed as to any time changes that effects the return of equipment to dock.

(2) The A&E Vehicle Driver will:

- (a) When instructed, proceed to the appropriate Periodic Dock and pick-up the equipment that is due for Calendar Inspection, and deliver the equipment and the original copy of the AF Form 446 to the Pre-Issue Section.
- (b) When instructed, pick-up from Pre-Issue the calendared equipment, and/or due-outs, and deliver to the appropriate Periodic Dock. Obtain from the Dock

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Coordinator the duplicate copy of AF Form 446
and return it to Pre-Issue.

(3) The Materiel Control Branch will:

- (a) Establish and assign work priorities based on Pre-Issue levels, or Job Control requirements and enter this priority on each AF Form 345 being processed into the field shops. Enter abbreviated nomenclature, priority and shop on reverse side of each tab of AF Form 345.
- (b) Maintain a suspense file by priority on all tabs removed from the AF Form 345.
- (c) Forward copies 1, 2, and 3 of AF Form 345 with the unit to the appropriate shop. Copy 3, "Estimate Copy", will be immediately returned and then will be forwarded to Job Control.
- (d) Immediately upon receipt of unserviceable equipment, forward number 3 fly of the AF Form 345 to Job Control.
- (e) When equipment is returned from the field shops, immediately forward number 2 fly of the AF Form 345 to Job Control and destroy the corresponding tab in the suspense file.
- (f) Insure that all unserviceable equipment is immediately processed to the appropriate field shop.
- (g) When NRTS, or condemned, items are returned from the field shops, immediately process them to Base Supply and requisition a like item for the Aircraft Service Unit.
- (h) Insure that all serviceable equipment received from Base Supply is bench checked upon receipt in the appropriate field shop prior to issue.
- (i) On equipment requiring Calendar Inspection, enter on the AF Form 345 the date and time the equipment is to be returned.
- (j) Keep the field shops informed of any changes in equipment priority or any time sequence changes.

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- (k) Insure that AF Form 345, Parts Routing Tag, and appropriate condition tag containing proper work code, is attached to each unit returned from the field shops.
- (l) Remove the AF Form 345, Parts Routing Tag, from each unit being returned from the field shops and forward the completed copy to Technical Analysis.
- (m) Upon receipt of equipment from Periodic Dock, ascertain that all equipment listed on the original copy of the AF Form 446 is accurate. Contact A&E Dock Coordinator to rectify any discrepancies.
- (n) Suspend the original copy of the AF Form 446 in Periodic Inspection file, by A&E Systems, according to the date and time the equipment is to be completed by the field shop.
- (o) Prepare due-outs on all equipment when serviceable equipment is not available.
- (p) When calendared equipment is received from the field shop, request transportation from the A&E Specialist Dispatch and have the vehicle driver deliver the calendared equipment and/or due-outs to the appropriate dock and pick-up the duplicate copy (suspense) of the AF Form 446.
- (q) When notified by the A&E Dock Coordinator that an aircraft that has valid due-outs against it has been returned to the control of flight line maintenance, transfer the due-outs to the Flight Line Maintenance Branch.
- (r) Upon receipt of the duplicate copy of the AF Form 446, remove the original from the file and destroy both copies.
- (s) When items are received from Base Supply on AF Form 447, the following procedures will apply:
 - (1) Originate AF Form 345 for each unit, utilizing the same work order number and priority as indicated on the AF Form 447. Enter abbreviated nomenclature, priority, and shop on reverse side of each tab. File tab in suspense by priority.

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- 8.
- (2) Forward copies 1, 2, and 3 of AF Form 345 with the unit to the appropriate shop. Copy 3, "Estimate Copy", will be immediately returned and then will be forwarded to Job Control.
 - (3) Place the AF Form 447 in suspense.
 - (4) Upon return of the equipment from the field shops, prepare new AF Form 447 (Turn-In) to Base Supply.
 - (5) Remove the AF Form 345 (Copy #1) from each unit and forward to Technical Analysis. Forward fly number 2 to Job Control and remove the tab from suspense and destroy.
- (4) The Field Shop Supervisor will:
- (a) Upon receipt of equipment, ascertain that all equipment is present and verify the completeness of each unit.
 - (b) Upon receipt of copies 1, 2, and 3 of AF Form 345 with the unit from Materiel Control, estimate the manhours required to accomplish the required maintenance, consistent with established job standards, and return copy #3 "Estimate Copy" to Materiel Control.
 - (c) File suspense copy #2 of the AF Form 345 by priority.
 - (d) Enter all work accomplished on the reverse side of original copy (cardboard copy) of the AF Form 345 which is attached to the unit at all times.
 - (e) Affix appropriate condition tag to all units.
 - (f) Remove copy #2 from suspense and attach to original copy (cardboard copy) and return unit to Materiel Control.

BY ORDER OF THE COMMANDER:

2 Incl
1. AF Form 345
2. Flow Chart

Will Thompson
WEBB THOMPSON
Major, USAF
Chief of Maintenance

COPY #3

COPY #2

COPY #1

No. C 926828

No. C 926828

No. C 926828

DATE & TIME
DUE BACK

U.S. GOVERNMENT PRINTING OFFICE
1969-004408

PARTS ROUTING TAG

COST ACCOUNT SYMBOL
EST M/H:

WORK ORDER NUMBER

AIRCRAFT SERIAL NUMBER

QUANTITY

STOCK NUMBER

NOMENCLATURE

DISPATCH STA. NO. COMPLETE SUPERVISOR

7/Line

Dock

Issue

Field

MCB

AF FORM 345 18 MAY 64
WHAT'S WRONG:

PARTS ROUTING TAG

COST ACCOUNT SYMBOL
EST M/H:

WORK ORDER NUMBER

AIRCRAFT SERIAL NUMBER

QUANTITY

STOCK NUMBER

NOMENCLATURE

DISPATCH STA. NO. COMPLETE SUPERVISOR

7/Line

Dock

Issue

Field

MCB

AF FORM 345 18 MAY 64
WHAT'S WRONG:

PARTS ROUTING TAG

COST ACCOUNT SYMBOL
EST M/H:

WORK ORDER NUMBER

AIRCRAFT SERIAL NUMBER

QUANTITY

STOCK NUMBER

NOMENCLATURE

DISPATCH STA. NO. COMPLETED INSPECTED
SUPERVISOR DATE BY DATE

7/Line

Dock

Issue

Field

MCB

REMARKS

WHAT'S WRONG:

ORGANIZATION

DATE SIGNATURE

UPON COMPLETION FILL IN THIS STUB AND FORWARD
TO PRODUCTION CONTROL SECTION.

☐ ITEM HAS BEEN REPAIRED AND RETURNED
☐ ITEM HAS BEEN CONDEMNED
☐ ITEM IS TO BE RETURNED TO REP. STOCK
☐ MANUFACTURED ITEM

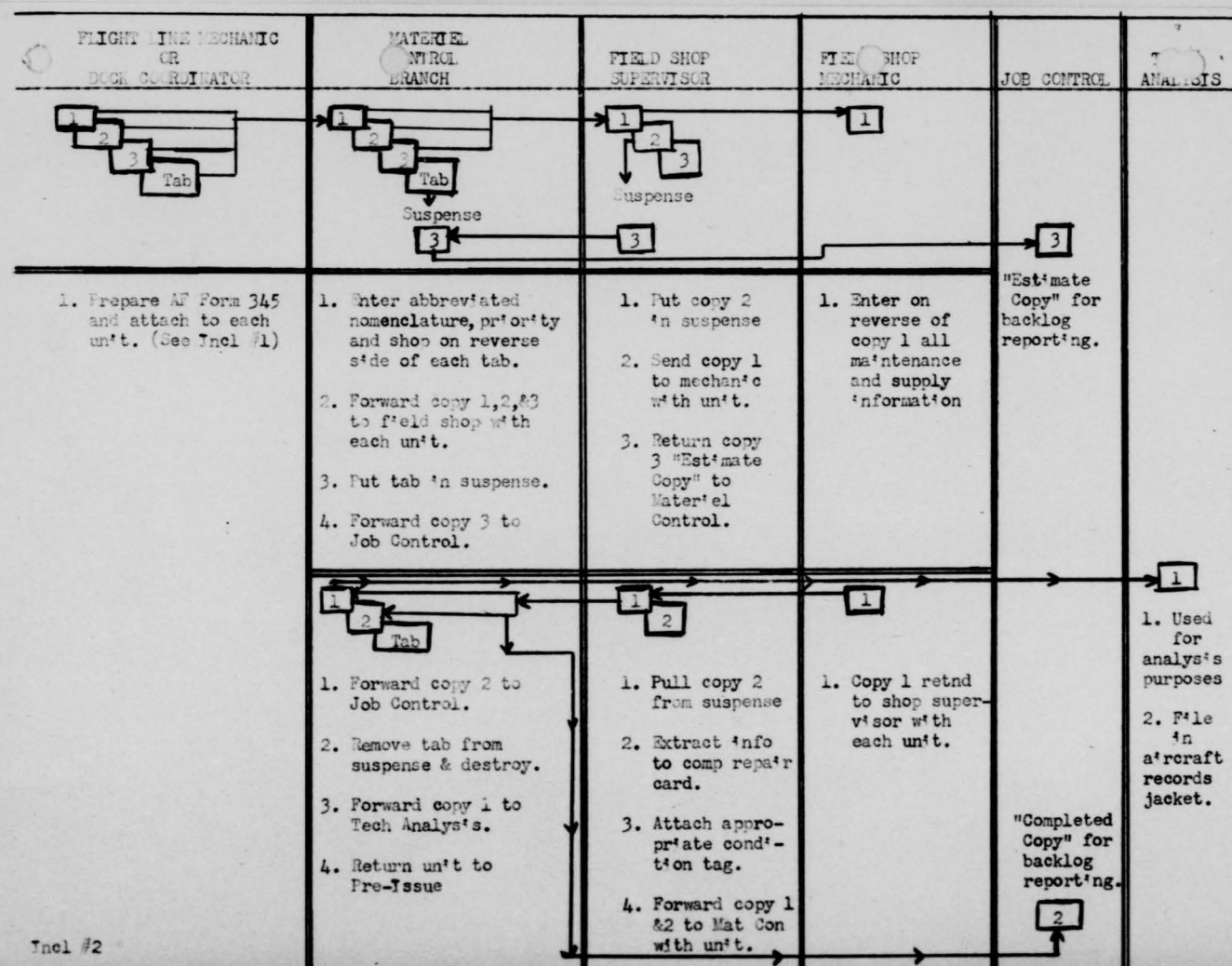
WORK ORDER NUMBER

AF FORM 345 18 MAY 64

No. C 926828

REPLACES AMC FORM 137 B. 3 JAN. 60.

AIR FORCE - HQ USAF, WASHINGTON



HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 54)

9 September 1954

LOCAL MANUFACTURE PROCEDURE

1. PURPOSE: It is the intent of this directive to reiterate the proper procedure in submitting a local manufacture work order on Nonstandard, Nonstocked or Local designed items as outlined in SAC Manual 66-14.

2. SCOPE: This directive is applicable to all Organizations of the 22D Bomb Wing.

3. RESPONSIBILITY: Commanders will insure that the provisions of this directive are complied with.

4. GENERAL: Indiscriminate local manufacture can tie up the maintenance shops and destroy the supply economy of the wing. In following the procedure outlined, local manufactured items will be controlled in accordance with current pertinent directives.

5. PROCEDURE: a. Whenever an item of nonstandard, nonstocked, or locally designed special tools or equipment is necessary for local manufacture, the organization will submit to the Job Control drawings of the item, showing all dimensions and material specifications. Stock listed items will be requested through normal supply channels.

b. Job Control will, with the aid of Quality Control or the Maintenance Standardization Team if necessary, study the drawings prior to recommending approval or disapproval.

c. When a request is approved by Job Control, Form 446 will be made up by the squadron and submitted with four copies of the drawings to the Chief of Maintenance for signature and approval. The squadron will be held responsible to insure that official correspondence is initiated to outline in detail the deficiency found in standard procured tools or equipment which made it necessary to manufacture the item in question.

(1) In the event a request is disapproved, the request will be returned to the organization with a notation as to the reason for disapproval. If the need for local manufacture still exists the request may be resubmitted to Job Control with additional information.

(2) After the Form 446 has been approved it will be returned to the organization for submission to Base Supply, who in turn will submit the work order request (SAC Form 96) to Job Control for process to Material Control Section.

d. Job Control or the Chief of Maintenance will limit manufacture of the item to minimum essential requirements and will not manufacture in excess of immediate needs.

e. The initiating squadron will forward, to the Chief of Maintenance, photos or drawings and complete description including reason for manufacture of the item, for submission through channels to Headquarters Strategic Air Command, Attention: DM4B, immediately upon completion of manufacture with recommendations for necessary action for procurement, design change in standard item ect.

BY ORDER OF THE COMMANDER

Webb Thompson
WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 56)

10 September 1954

SAFETY MEASURES WHILE WORKING ON WING
HYDRAULIC SYSTEM (B-47)

1. PURPOSE: To establish a checking procedure for maintenance personnel prior to their working on the Aileron Power Control Unit.
2. SCOPE: This directive is applicable to all maintenance personnel performing aintenance on ailerons and its power control units.
3. RESPONSIBILITY: Commanders will be responsible to insure compliance with this directive.
4. GENERAL: A recent accident occurred in this wing, where a maintenance person was seriously injured, while working on a B-47 aileron power control unit. In order to prevent reoccurring accident, this directive with MIL dated 20 Oct 53, will be brought to the attention of personnel concerned by their immediate supervisors.
5. PROCEDURE: a. Prior to any maintenance to be performed, on the aileron power control unit, the following check list will be followed.
 - (1) Turn service valve to "OPEN" position, located in the crawlway, or as an alernate measure turn the depressurization valve to the "OPEN" position, located in the bomb bay.
 - (2) Turn inter-connect valve to the "OPEN" position, located in the crawlway.
 - (3) Turn power control switch to the "OFF" position.
 - (4) Put circuit breaker for the power system to the "OUT" position.b. By following the above steps the wing hydraulic system will be made inoperative, although the aileron can be manually controlled.
c. As an extra precaution, the external power source will be disconnected whenever possible, while maintenance is being performed on the power control unit.

BY ORDER OF THE COMMANDER

Willie Thompson
WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 0-1)

22 September 1954

INDEX TO MAINTENANCE PUBLICATIONS

This MIL 0-1 dated 22 Sep 54 replaces MIL 0-1 dated 14 Apr 54

CONTENTS

- Section I General
- Section II Index to current Maintenance Instruction Letter (MIL)
- Section III Index to current Maintenance Technical Instruction (MTI)
- Section IV Index to Maintenance Information Bulletins (MIB)

1. PURPOSE: a. To establish and maintain a current index on series of MIL's, MTI's, and MIB's for all maintenance publications issued by the chief of Maintenance of this Wing.

b. It is also the intent of this index not to duplicate those publications that are thoroughly covered by higher authority in accordance with SAC Manual 66-12, dated Nov 52, AFMCD dated 6 Aug 53, and 15th AF Lt. 353 dated 9 Oct 53.

2. AUTHORITY: SAC Manual 66-12 dated Nov 52 and 22D Bomb Wing Reg 5-3 and 3A dated 12 Aug 53.

3. SCOPE: This directive is applicable to activities which maintain a maintenance information file (MIF).

4. RESPONSIBILITY: The Chief of Maintenance is responsible for the publication and distribution of all maintenance publications and for maintaining a current index.

5. DEFINITIONS: a. (MIF) Maintenance Information File. The current publications listed below, filed and posted in accordance with the published index.

b. (MTI) Maintenance Technical Instruction. A publication which is in directive in nature and pertains to performance of maintenance. It is authenticated by the Chief of Maintenance.

c. (MIL) Maintenance Instruction Letter. A publication which is directive in nature and pertains to policy and procedure within the maintenance organizations. It is authenticated by the Chief of Maintenance.

d. (MIB) Maintenance Information Bulletin. A publication nondirective in nature and pertains to suggestions, hints on maintenance, and items of general interest to maintenance personnel. It is authenticated by the Chief of Maintenance.

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 0-1)

22 September 1954

6. GENERAL: a. MIL and MTI listed in the index will remain in effect until revised or recinded. MIB's six (6) months old should be removed from the files and destroyed.

b. This MIL # 0-1 "Index to Maintenance Publications" is published listing all current publications. Any publication in present files that do not correspond with the publications listed in this index, as to number, date or title, will be removed from the file and destroyed. Whenever a new publication, MIL, or MTI is received after publication date of this index, enter title of the publication next to assigned number in index. Whenever a MIL or MTI is recinded after dated publication of this index, publication will be lined out in the index and indicated recinded. Notification of recinded publications will be expediatly forwarded to all activities. Revised publications will continue to have the same index number, except the date will be changed in the index. Monthly MIB will contain listed revisions and recinded publications.

SECTION II INDEX TO (MIL) MAINTENANCE INSTRUCTION LETTERS

<u>NO</u>	<u>DATE</u>	<u>TITLE</u>
0-1	22 Sep 54	Index to Maintenance Publications
1		
1-A	1 Jun 54	AF Form I, Part IV Entries
2	27 Apr 53	Conservation of Power Control Units
3	29 Apr 53	Prevention of J-47 Engine Choo-choo
4	12 Apr 54	Ground Movement of Aircraft
5	16 Apr 54	Operation of Maintenance Control Vehicles
6	4 Nov 53	Installation of Jet Engine Air Inlet Dust Covers
7	1 Dec 53	Installation of Compressor Intake Guards (Tilting of Engines)
8	16 Aug 54	B-47 ATO Installation
9		
10	20 Apr 53	Voltage Build Up 20 KVA Alternators System
11	9 Jul 51	Cannibilization of Aircraft
12	14 Jun 54	Engine Conditioning J-47-23 & -25 Engines
13	23 Jun 54	Pre-flight & Post-flight of Bomb-Navigation System
14		

MAINTENANCE INSTRUCTION LETTER)
 NUMBER - - - - - 0-1)

22 September 1954

<u>NO</u>	<u>DATE</u>	<u>TITLE</u>
15	25 Aug 53	Cleaning B-47 Radomes
16	17 Jun 54	Follow-up Procedure on Requests for Aircraft Parts
17	3 Nov 53	Procedure for Loading 20MM Ammunition on B-47 Aircraft
18	21 Nov 53	Calibration of B-47 Pitot-Static Navigation Instruments
19	8 Jul 54	Aircraft and Auto-pilot Cable Rigging
20	3 Nov 53	"Safe Area" Disarming Instructions for A-5 Gunnery System
21	19 May 53	Ground Crew Check List B-47
22		
23	27 Feb 53	Inverter Removal and Replacement
24		
25	21 Jun 54	Procedure Office Machine Repair Shop
26	1 Apr 54	Engine Change Work Sheet
27	16 Jul 54	Publications Familiarization
28	30 Nov 53	B-47 Cold Weather Canopy Procedure
29	21 Apr 53	Ground Operation of B-4 Turret System
30	22 Jul 54	Demarcation of Aircraft Electrical System
30 A	1 Apr 54	Hand Receipt of 263 Equipment
31	16 Apr 54	Normal Special Weapon Installation
32	12 Aug 54	Ramp Washing and Cleaning
33	14 Aug 54	Safety Inspection of Observers Ejection Seat
34	20 Aug 54	Removal of Pilots and Co-pilots Seat Cushion B-47
35	20 Aug 54	Use of Canopy Open Locks B-47 A/C
36	21 May 53	Safety Wiring of Cannon Plugs
37	29 Jul 54	Unsatisfactory Reports
38	23 Aug 54	Utilization of Special Dispatch Vehicles
39	15 Jun 53	Flaperon Disconnect Unit Shaft

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 0-1)

22 September 1954

<u>NO</u>	<u>DATE</u>	<u>TITLE</u>
40		
41	26 Aug 54	Installation of Tail Turret and Gun Covers B-47 A/C
42	1 Sep 54	Responsibility of Obtaining Ground Power Equipment after Normal Duty Hours
43	18 Sep 53	Use Handling Storage & Inspection of Emergency Radio AN/UCR-4
44	22 Sep 53	Ground Safety
45	8 Oct 53	Engines Fires
46	18 Sep 53	Technical Order Files and Publications
47	3 Sep 54	Operating Procedure for AN/ARC-27 (UHF) Radio
48	3 Sep 54	Operating Procedure for AN/ARC- (VHF) Radio
49	8 Oct 53	B-47 A/C J-47 Engine Loading Check List
50	7 Sep 54	Processing Periodic A/C Armament-Electronics Equipment
51	19 Oct 53	Cleaning of Aircraft
52	8 Sep 54	Processing of Flight Line A/C Armament & Electronics Equip.
53	20 Oct 53	Ground Check of Control Surfaces
54	9 Sep 54	Local Manufacture Procedure
55	21 Oct 53	Technical Order Compliance Procedure
56	10 Sep 54	Safety Measure While Working on Wing Hydraulic System B-47
57	15 Sep 54	Ground Power Equipment Operators School
58	8 Feb 54	Flight Test
59	16 Sep 54	Compliance With T.O. 00-20A-1
60	22 Mar 54	Installation of IFR Hydraulic Pump and Gear Box
61	30 Mar 54	Maintenance Standardization Team
62		
63		
64		
65		

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 0-1)

22 September 1954

NO	DATE	TITLE
66		
67		
68		
69		
70		
71		
72		
73		
74		
75		
76		
77		
78		
79		
80		

SECTION III INDEX TO (MTI) MAINTENANCE TECHNICAL INSTRUCTION

"A" Series "POLICY"

NO	DATE	TITLE
A-1		
A-2		
A-3		
A-4		
A-5		

"B" Series "PROCEDURES"

NO	DATE	TITLE
B-1	18 Nov 53	Seat Ejection Maintenance Procedure B-47 A/C

<u>NO</u>	<u>DATE</u>	<u>TITLE</u>
D-1	23 Jul 54	Shut-down Procedure for J-47
D-2	20 Apr 53	Re-work of Thermocouple Harness Inst.
D-3	18 May 53	Tabbing Procedure
D-3A	31 Aug 53	Tabbing Mal-practices
D-4	1 Sep 54	Interchangeability of J-47-25 & 25A Engines
D-5	19 May 53	Safetying Heat Blankets
D-6	25 Jul 53	Safetying of the Marmon Clamp
D-7	27 Jul 53	Installation of Flapper Valves
D-8	14 Aug 54	Record of Overtemperature Operation
D-9		
D-10	23 Sep 53	Use of Special Tools
D-11		
D-12	7 Oct 53	Fuel Regulators (6)

MAINTENANCE INSTRUCTION LETTER)
 NUMBER - - - - - 0-1)

22 September 1954

NO	DATE	TITLE
D-13	14 Oct 53	Insp of Combustion Chambers & Transition Liners
D-14		
D-15		
"E" Series "AIRPLANE GENERAL B-47, KC-97"		
NO	DATE	TITLE
E-1	1 Aug 51	Improper Use of Anti-Seize Compound in Oxygen System
E-2	6 Feb 53	Trim Tab Coordination
E-3	10 Apr 53	Insp & Marking of Out-Rigger Gear Fairing
E-4	11 May 53	Cotter Key Inst Outtrigger & Wheel
E-5	11 Mar 53	B-47 Landing Gear Door Actuator Ball Socket Joints
E-6	5 Jun 53	Power Control Unit Changes
E-7	15 Apr 53	Cabin Air Conditioning System B-47
E-8	18 Apr 53	Inst of Anchor Clamp on Pilot's Oxygen Tube B-47
E-9	10 Aug 54	Lubrication of Forward Main Steering Swivel B-47
E-10	18 Apr 53	Safetying of Oxygen Supply Valve on Bomb Bay Oxygen Panel
E-11		
E-12	11 Aug 52	Insp and Torquing of Hose Clamps
E-13	1 Oct 53	Adj of Landing Gear Door Latch B-47
E-14	1 Oct 53	Insp of Forward Engine Mounting Pins B-47
E-15		
E-16	14 Nov 53	Operating Inst for Emergency Landing Gear Extension
E-17	19 Nov 53	Flap Cam Carriage Inst
E-18	19 Mar 54	Use & Insp of Torque Wrenches
E-19		
E-20		
E-21		

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 0-1)

22 September 1954

NO DATE TITLE

E-22

E-23

E-24

E-25

E-26

E-27

E-28

E-29

E-30

"F" Series " PROPELLER SYSTEM KC-97"

NO DATE TITLE

F-1 6 Nov 53 Servicing & Bleeding Propellers Model 24260

F-2

F-3

F-4

F-5

"G" Series "TURBOSUPERCHARGER KC-97"

NO DATE TITLE

G-1 17 Nov 53 Pre-dock Removal of Turbo Cooling Cap

G-2

G-3

G-4

G-5

"H" Series "ELECTRICAL SYSTEM B-47 & KC-97"

NO DATE TITLE

H-1 29 Aug 52 Use of Di-Electric Compound
(8)

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 0-1)

22 September 1954

<u>NO</u>	<u>DATE</u>	<u>TITLE</u>
H-2	28 Aug 53	Electrical Maintenance
H-3	27 Aug 53	Inspection of Batteries
H-4		
H-5		

"J" Series "HYDRAULIC SYSTEM B-47 & KC-97"

<u>NO</u>	<u>DATE</u>	<u>TITLE</u>
J-1	14 Nov 53	Bleed-down Procedure B-47 Hydraulic System
J-2		
J-3		
J-4		
J-5		

"M" Series "INSTRUMENTS B-47 & KC-97"

<u>NO</u>	<u>DATE</u>	<u>TITLE</u>
M-1	24 Sep 53	Instruments Maintenance
M-2	10 Nov 53	Non-Interchangeability of Fuel Transmitter
M-3		
M-4		
M-5		

"N" Series "FUEL SYSTEM B-47 & KC-97"

<u>NO</u>	<u>DATE</u>	<u>TITLE</u>
N-1	10 Apr 53	IFR Boom Teflon Seal Maintenance
N-2		
N-3		
N-4		
N-5		

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 0-1)

22 September 1954

"P" Series "OIL SYSTEM B-47 & KC 97"

<u>NO</u>	<u>DATE</u>	<u>TITLE</u>
P-1		
P-2		
P-3		
P-4		
P-5		

"Q" Series "BOMB NAVIGATION ARMAMENT"

<u>NO</u>	<u>DATE</u>	<u>TITLE</u>
Q-1	15 Apr 53	Radar Bombsighting
Q-2		
Q-3		
Q-4		
Q-5		

SECTION IV (MIB) INDEX TO MAINTENANCE INFORMATION BULLETINS

<u>NO</u>	<u>DATE</u>
5-53	Sep 1953
6-53	Oct 1953
7-53	Nov 1953
1-54	Feb 1954
2-54	Apr 1954
3-54	Aug 1954

BY ORDER OF THE COMMANDER

Webb Thompson
WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

16 September 1954

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - -59)

COMPLIANCE WITH T.O. 00-20A-1

1. PURPOSE: It is the intent of this directive to outline the responsibilities of the crew chief and the specialist, in making the proper entries, in the AF Form 1 Part 2.
2. SCOPE: This directive is applicable to all pilots, observers, crew chiefs, mechanics and specialists in the 22D Bombardment Wing.
3. RESPONSIBILITY: Commanders will insure that the provisions of this directive are brought to the attention of all personnel mentioned in Par. 2.
4. GENERAL: It has been detected that pilots and crew chiefs do not in many cases describe a defect, in Column 26 of Part 2 AF Form 1, in sufficient detail for the specialist to properly perform his job. In other cases defects found and corrected by the specialist and mechanics are not being entered on Part 2 Form 1.
5. PROCEDURE: a. It is of the utmost importance that pilots and crew chiefs when writing in Column 26 explain just what the defect is. "Inoperative" is not an explanation, if possible, add the symptoms that led to the inoperative condition so the specialist will have the necessary information he needs to properly perform his job.
 - (1) When a defect listed on the Part 2 has been corrected, the mechanic or specialist who performed the repair or corrective action will enter briefly but specifically what he has done to correct the defect in Column 27.
 - (2) If the defect is not listed, (It may have been found during inspection or repair) the mechanic or specialist will print the defect in Column 26 and show corrective action in Column 27 of the Part 2.
 - (3) The mechanic or specialist who corrected the defect will sign his last name and first initial in Column 28, on the same line as the defect. He will show that the defect has been cleared by placing his last name initial over the symbol in Column 25.
 - (4) If the defect was serious and carried the symbol of a red cross, the mechanic or specialist will upon completion of his work call an inspector or a supervisor, designated by the Maintenance Officer, to inspect the completed work. If found satisfactory, the inspector or supervisor will make a clearance entry "Insp OK" with his name and initial on the line on which corrective action was taken. The person who accomplished the work will place his initial over the red cross symbol and enter his name in Column 28.
- b. It is the responsibility of the crew chief to see that all known discrepancies have been entered on the Part 2 in Column 26 and that proper symbols have been entered in Column 25.

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 59)

16 September 1954

(1) To standardize the location of the Form 1 whenever maintenance is being performed on the aircraft, thus eliminating confusion in locating the form; the Form 1 will be placed in the forward recess of the forward wheel well.

c. In the event a part is removed from the aircraft it is the responsibility of the mechanic or specialist to make a notation in the Part 2, Column 26, showing what items have been removed.

(1) When the item has been reinstalled in the aircraft corrective action must be shown in Column 27.

BY ORDER OF THE COMMANDER

Webb Thompson
WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - -57)

15 September 1954

GROUND POWER EQUIPMENT OPERATORS SCHOOL

1. PURPOSE: To establish a standard procedure in training personnel in the proper operation and maintenance of ground power equipment.
2. SCOPE: This directive is applicable to all Maintenance Personnel who are required to operate ground power equipment in the 22D Bombardment Wing.
3. RESPONSIBILITY: It will be the responsibility of all Commanders to insure compliance with this directive.
4. GENERAL: This directive will insure that personnel have been properly trained and indoctrinated in the operating and maintenance of all ground power equipment.
5. PROCEDURE: The Field Maintenance Squadron will assign qualified personnel from the Ground Power Maintenance Section to be instructors, who will qualify operators in the proper procedure of operation and line maintenance of ground power equipment. Civilian technical representatives if available may be utilized to implement this program.
 - a. The instructors will outline a course to cover the following subjects on all ground power equipment.
 - (1) Safety precautions
 - (2) Proper starting and stopping procedure (Normal & Emergency).
 - (3) Operating procedure.
 - (4) Flight line servicing.
 - (5) Flight line preventive maintenance instructions.
 - b. The following publications may be used for references in addition to applicable Technical Orders and Operating Instructions of the units concerned.
 - (1) AFM 32-3
 - (2) T.O. 01-1-309
 - (3) T.O. 19-1-213
 - (4) T.O. 19-45C-4
 - (5) SAC Ltr. 66-41

MAINTENANCE INSTRUCTION LETTER)
NUMBER -----57)

15 September 1954

c. Squadrons desiring to have personnel qualify for the operation of ground power equipment will submit the name, rank, serial number and AFSC of all personnel that are to attend the course outlined in Par 5a, to the Ground Power Section of Field Maintenance Squadron. It is requested that this list be restricted to maintenance personnel who will and have use of ground power equipment.

d. The Ground Power Section will notify the Squadrons concerned when classes are to start and when and how many of the personnel to send to each class.

e. Upon completion of the course, the instructors of Ground Power Equipment will forward to the Chief of Maintenance and the applicable Squadron Engineering Officers the names of personnel who have successfully completed the course. A U.S. Government Operator's Permit (DD Form 313) will be issued to the airmen, by the OIC or NCOIC of the Ground Power Section.

f. The Squadrons Engineering Officers will take the necessary action to have Squadron Personnel Action Memorandums published for individuals authorized to operate Auxiliary Power Units, under the provisions of SAC Ltr. 66-41.

BY ORDER OF THE COMMANDER


WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

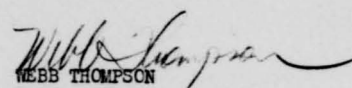
MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 22)

22 September 1954

AIRCRAFT WHEEL CHOCKS (GROUND SAFETY)

1. PURPOSE: To eliminate any possibility of the initiation of sparks caused by aircraft wheel chocks (wood structure).
2. SCOPE: This directive is applicable to all Tactical, Support and Maintenance Squadrons, that utilize aircraft wheel chocks.
3. RESPONSIBILITY: Commanders will insure the compliance of this directive.
4. GENERAL: Inspections reveal that aircraft wheel chocks are in use which have the bolt heads protruding. This constitutes a great possibility of causing a spark when handling around a concrete ramp, and makes it extremely dangerous during the servicing of aircraft (refueling and defueling).
5. PROCEDURE:
 - a. All squadrons having in their possession aircraft wheel chocks, (wood) will inspect same to detect whether the bolt or nut securing the sections of the wheel chocks contact the ground.
 - b. If the bolts or nuts are found to contact the ground, the bolt will be driven further into the recess of the block and the nut tightened.
 - c. After compliance with Par. 5b., and it is found that the bolt head or end contacts the ground, the wheel chocks will be turned into the wood shop for repair.
 - d. At no time will wheel chocks, be installed at aircraft, that have metal contact with the ground.

BY ORDER OF THE COMMANDER


WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

22 M51

30 September 1954

MAINTENANCE INSTRUCTION LETTER)
NUMBER- - - - - 9)

UNSAFE AIRCRAFT

1. PURPOSE: To insure ground safety and corrective action procedures, when aircraft are of an Unsafe Status.
2. SCOPE: This directive is applicable to all Operational and Maintenance Personnel.
3. RESPONSIBILITY: Commanders will insure compliance with this directive.
4. GENERAL: Incidents have occurred which rendered aircraft unsafe, such as major fuel leak, hot guns, etc, and the corrective action was unreasonably delayed. Such delays create a highly dangerous condition that could result in damage subject aircraft, other aircraft, installations, and injury to personnel.
5. PROCEDURES: Whenever an aircraft is termed unsafe by either the Pilot, Engineering Officer, or supervisory personnel, the following action will be taken.
 - a. Tow aircraft to isolated area (ref. Base Reg. 62-11) provided conditions permit.
 - b. When cause for an unsafe condition is determined, corrective action procedures will immediately be initiated, and will be continuous, until the aircraft is returned to a safe status. It is mandatory that the aircraft be attended at all times.
 - c. At all times the provisions of applicable ground safety directives will be observed.

BY ORDER OF THE COMMANDER:

Will Thompson
WEBB THOMPSON
Major, USAF
Chief of Maintenance

HEADQUARTERS 12TH AIR DIVISION
March Air Force Base
California

Oct 1, 1954

SUBJECT: Letter of Appreciation

THROUGH: Commander
22d Bombardment Wing (M)
March Air Force Base
California

TO: Major Edward S. Stahl
19th Bombardment Squadron
22d Bombardment Wing (M)
March Air Force Base
California

1. For the month of August 1954, you were Aircraft Commander of the crew that was selected as "Crew of the Month" for March Air Force Base. I desire to express my appreciation of your outstanding achievements in flying.

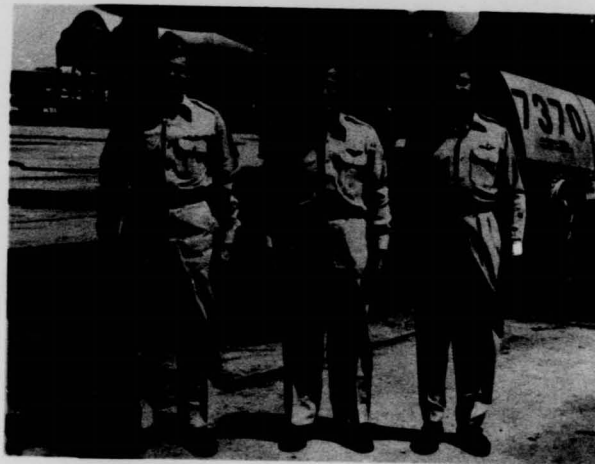
2. Your crew exhibited professional skill in handling a recent in-flight emergency. Immediately after takeoff, aircraft instruments indicated numerous malfunctions of engines 4, 5 and 6 which would normally have required shut down of all three engines. Several factors made this impractical. Climb was continued to ten thousand feet to reduce weight preparatory to an emergency landing. A chase aircraft was utilized to insure that landing gear flaps operated properly and an uneventful landing was accomplished. Proper crew analysis and procedures brought a dangerous situation to a safe conclusion.

3. The skill of your crew was further demonstrated by your advancement to lead crew status during the month of August. Your records indicated CREAs below the average with superior scores in visual bombing.

4. It gives me great pleasure to offer my personal congratulations on your flying achievements. I am certain that the United States Air Force will continue to benefit from the professional knowledge that you have acquired.

/s/ C.B. Westover
CHARLES B. WESTOVER
Brigadier General, USAF
Commander

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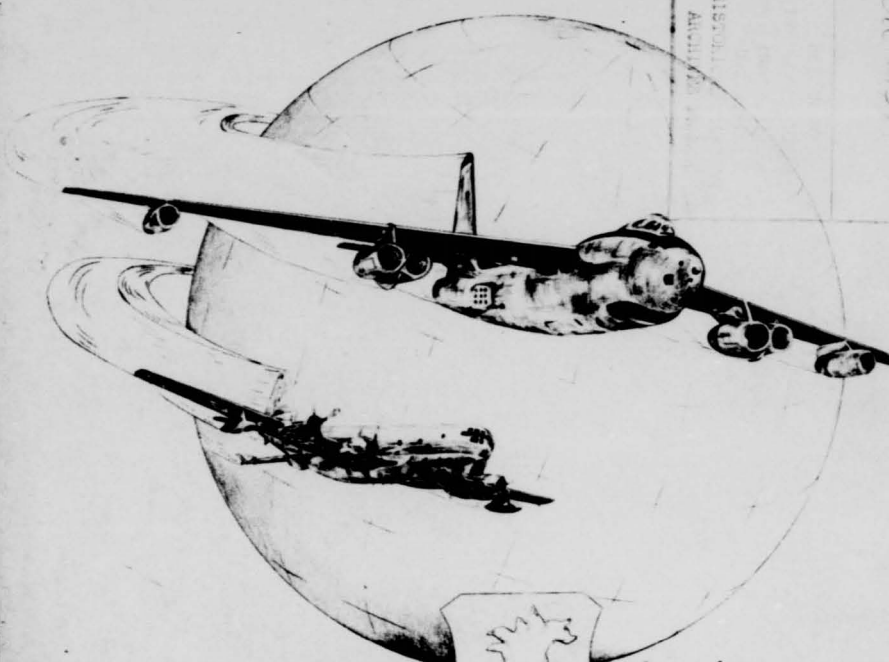
15 AF "CREW OF THE MONTH"

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Page 5-10348 Dec 57

SECRET

22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE, CALIFORNIA



Anytime



Anywhere

HISTORICAL REPORT
OCTOBER 1954

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THE HISTORY OF
22D BOMBARDMENT WING (M)

FOR

- OCTOBER 1954 -

March Air Force Base, California

Prepared by T/Sgt Paul W Galloway, AF 12 317 115

- in accordance with -

AFM 210-1 and SAC Manual 210-1

LLOYD H DALTON JR
Colonel, USAF
Commander

12th Air Division
Fifteenth Air Force
Strategic Air Command
United States Air Force

SECRET

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

MISSION^{1/}

The mission of the 22d Bombardment Wing (M) is to be prepared to conduct strategic bombing operations on short notice in any portion of the world and under any conditions of climate, terrain or weather. In order to maintain this condition of readiness, the wing performs a training program encompassing ground and air training which is designed to insure that combat crews will be capable of efficiently performing this function and that ground personnel will be able to plan and conduct operations and maintain equipment in a high state of efficiency.

ORGANIZATION

Key Personnel

The following is a list of key personnel of the 22d Bombardment Wing as of 31 October 1954.

LLOYD H DALTON JR	COLONEL	WING COMMANDER
WILLIAM L WELCH	LT COL	DIR OF OPER
EDWARD CABELKA	LT COL	DIR OF PER

^{1/} Re: 22d BWg Hist for Sept '54

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JACK D CRANE	LT COL	DIR OF MATER
WILLIAM J CRUMM	COLONEL	DEPUTY WG COMDR
DAVID A LION	MAJOR	COMPTROLLER
ALFRED J NELSON	CAPTAIN	WING ADJUTANT
RUSSELL H FRICK	CWO	HQ SQ SEC COMDR
JAMES M GRAYBEAL	LT COL	2D BOMB SQ COMDR
JAY O GRAY	LT COL	19TH BOMB SQ COMDR
PAUL H FRANCIS	LT COL	33D BOMB SQ COMDR
HORACE E HATCH	LT COL	22D AIR REFUELING SQ COMDR
EDWARD F GALLUP	LT COL	22D PERIODIC MAINT SQ COMDR
KENNETH L JOHNSON	LT COL	22D A&E SQ COMDR
GEORGE K FAIR	COLONEL	22D TAC HOSP

Changes in Organization

A major organizational change was effected during October 1954 involving the T/O (Table of Organization) authorized squadron personnel sections of the 22d Bombardment Wing. In compliance with the provisions of March Air Force Base Regulation 35-17^{2/} all personnel required to prepare morning reports, forms 20 and 60, service records, pay and 201 files were withdrawn from unit orderly rooms and relocated in building 400 under a consolidated Wing Personnel Section supervised by the 22d Bombardment Wing Director of Personnel. Unit integrity relative to the utilization of personnel would be maintained and the records of the units filed separately.

^{2/} MAFB Reg 35-17, "Consolidated Personnel Sections", dtd: 21 Oct '54

Under this reorganization, required miscellaneous functions will be integrated in accordance to their relationship to the following sub-sections which comprise the Wing Consolidated Personnel Section: Morning Reports, Airman Records (including service records); and Officer Records (including Officer Classification).

The responsibility for all squadron personnel and administrative matters, not directly related to the maintenance of records, was to be retained by squadron commanders. Additionally, squadron commanders were to be responsible for the processing of newly assigned personnel, selecting and interviewing of personnel for reassignment based on eligibility lists prepared by the Wing Consolidated Personnel Section and for effecting the necessary coordination with the losing unit.^{3/}

Formulated with a view towards increasing supervision through the pooling of knowledge and supervisory techniques of wing and squadron personnel and at the same time increasing the amount of time clerks will have for the maintenance of basic records, the new concept resulted in some confusion during the first few days of operation resulting in squadron commanders and first sergeants voicing their opinions as to its merits.

With the consolidation of all unit personnel sections, orderly rooms of units of the 22d Bombardment Wing were left with only one clerk and the first sergeant to handle the balance of administrative

^{3/} Re: 22d BWg Dir of Per Hist Report for Oct '54, filed: 22d BWg Hist Sec

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duties. This posed a problem during the latter part of October 1954 within the 22d Periodic Maintenance Squadron Orderly Room when the first sergeant of the unit received orders to attend the Fifteenth Air Force MCO (Non-Commissioned Officer) Academy beginning 2 November 1954. Additionally, the orderly room clerk began to process for discharge on 24 October 1954. As a result an inexperienced clerk, who had completed his first week of OJT (on-the-job training), was placed on duty in the squadron orderly room. The resultant confusion necessitated an appeal to the former assigned unit clerks, who were working within the Wing Consolidated Personnel Section, to return to the 22d Periodic Maintenance Orderly Room at periodic intervals to lend their efforts towards accomplishing the daily requirements relative to administrative matters. Through the utilization of all clerks in the Wing Consolidated Personnel Section, it was possible to keep the administrative traffic moving. Accordingly, orderly room personnel of the squadron felt that the purpose of the Wing Consolidated Personnel Section was defeated, inasmuch as clerks were forced to make daily walks back and forth from the wing section to the squadron orderly room to help in keeping paper work moving on time. Similar instances of this nature were reported by other units of the 22d Bombardment Wing.

During October 1954 the 22d A&F Squadron (Armament and Electronics) started planning a major organizational change in compliance

/s/ Bo: 22d Per Maint Sq Hist Report for Oct '54, filed: 22d Bwg Hist Sec

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with the requirements of the Fifteenth Air Force Standardization Team. When completed the reorganization was programmed to operate ^{5/} in accordance with Strategic Air Command (SAC) Program Plan 22-54.

New Tables of Organization were received by organizations of the 22d Bombardment Wing during October 1954, however final implementation and changes were not to be effective until the issue of competent orders. ^{6/}

ADMINISTRATIVE ACTIVITIES

A records administrative survey was conducted by personnel of the 807th Air Base Group Records Section during the period 22 October through 26 October 1954 for the 22d Bombardment Wing Director of Material. This inspection provided a much needed check which served to accelerate minor corrections to records and files. A few minor discrepancies were discovered but the inspection was appreciated inasmuch as it provided a yardstick by which to measure the efficiency of the various records maintained and compliance with records administration policies. ^{7/}

SAC Manual 66-15

The 20th of October 1954 marked the completion of three months operation within the 22d Periodic Maintenance Squadron under the ^{8/} provisions of SAC Manual 66-15, utilizing the pre-planned concept. With this amount of experience, it was felt that the organization had become qualified to submit requests for amendments to the system

^{5/} Re: 22d ABG Sq Hist Report for Oct '54, filed: 22d Bg Hist Sec
^{6/} Re: 22d Bg Dlr of Per Hist Report for Oct '54, filed: 22d Bg Hist Sec
^{7/} Re: 22d Bg Dlr of Mater Hist Report for Oct '54, filed: 22d Bg Hist Sec
^{8/} SAC Manual 66-15, "Aircraft Periodic Inspection and Maintenance", dtd: Dec '53

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and after many days of writing and rewriting and checking this activity, a letter was submitted to the 22d Bombardment Wing Director of Materiel embodying the final desired changes. With the approval of the requested changes a more complete and efficient inspection would result.

Leadership and Morale

S/Sgt Otwell A. Layton was selected as "Maintenance Man of the Month" for the 22d Periodic Maintenance Squadron during October 1954 and later during the month was chosen for the same honor for the 22d Bombardment Wing. His well deserved award was based on his achievements in modifying the wash rack and the resultant savings of time and money.

During early October 1954 the 22d Air Refueling Squadron was commended by the Commander of the 22d Bombardment Wing for setting a new record in KC-97 refueling operations within the Strategic Air Command.

The wing commander stated:

This record of accomplishment for the month has been forwarded to higher headquarters with a great deal of pride on my part, and I have learned informally, was very warmly received.

The smooth efficiency of your Squadron and the well-coordinated efforts of each section within your Squadron produced an enviable record.

SECURITY

Due to the shortage of personnel in the 807th Air Police Squadron, the 22d Periodic Maintenance Squadron was called upon to undertake

9/ Re: 22d Per Maint Sq Hist Report for Oct '54, filed: 22d BWg
Hist Sec
10/ Re: Ibid
11/ Ltr, Hq 22d BWg to Comdr 22d AR Sq, "Commendation", dtd: 1 Oct
'54.....TAB "A"

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the task of providing full security on all aircraft under its control from 0745 hours until 1700 hours daily throughout the month of October 1954. With this additional levy of responsibility the squadron found instances of too few personnel to accomplish its assigned functions, however, the overall effect wasn't too great to hinder the accomplishment of their mission. ^{12/}

^{12/} Re: 22d Per Maint Sq Hist Report for Oct '54, filed: 22d Bwg
Hist Sec

CHAPTER II

PERSONNEL

PERSONNEL FIGURES

Officer Manning

As of 31 October 1954 strength figures for the 22d Bombardment Wing revealed that 429 officers were authorized and 398 officers were assigned. The wing was 81.5 per cent effectively manned and 90.44 per cent body manned.^{1/}

Airmen Manning

As of 31 October 1954 the 22d Bombardment Wing was authorized 1,610 airmen and had a total of 1,801 assigned. This resulted in the wing being 86.2 per cent effectively manned with body manning at 100 per cent.^{2/}

Strength Figures

The 22d Bombardment Wing as of the end of October 1954 had a total of 2,230 personnel assigned with 429 of the total consisting of officers and the remaining 1,801 consisting of airmen.^{3/}

^{1/} Re: 22d BWg Dir of Per Hist Report for Oct '54, filed: 22d BWg Hist Sec

^{2/} Ibid

^{3/} Ibid

Gains and Losses

During October 1954 the 22d Bombardment Wing showed a net loss of 19 airmen. Figures for gains or losses of officers were not available.^{4/}

Shortages and Overages

Due to a major shortage of personnel on the flight line from the Hydraulic Shop of the 22d Field Maintenance Squadron, all skilled personnel previously assigned duty within the Hydraulic Shop were transferred to the flight line during October to accomplish as many flight line work orders as possible. This move was made to alleviate as well as possible the critical shortage of flight line personnel and resultant work orders that were not being accomplished. Seven airmen transferred to the shop during the month and were being given OJT to fill the gap there.^{5/}

Within the 22d Field Maintenance Squadron the following shortages and overages were reported for October:

SHORTAGES

AFSC 40433 - One

OVERAGES

AFSC 40471 - One

AFSC 40451 - One

AFSC 43156 - One

The expected loss^{6/} of all jet engine mechanics (AFSC 43153) by February 1955 necessitated a request by the Commander of the 22d Periodic Maintenance Squadron for 30 general aircraft mechanics

^{4/} Re: 22d BWg Dir of Per Hist Report for Oct '54, filed: 22d BWg Hist Sec

^{5/} Re: 22d Fld Maint Sq Hist Report for Oct '54, filed: 22d BWg Hist Sec

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(AFSC 4315LJ) to replace the anticipated jet mechanic losses. Five of the general mechanics were assigned to the 22d Periodic Maintenance Squadron from the 22d Bombardment Wing on 14 October 1954 and the remaining 25 were scheduled to report from the 320th Bombardment Wing on 5 November 1954. Eventually a new T/O was to be authorized to effect the change in personnel.^{6/}

On 20 October 1954 the Engineering Officer of the 22d Periodic Maintenance Squadron was transferred to the 33d Bombardment Squadron, 22d Bombardment Wing, resulting in the periodic maintenance squadron showing three of five officers authorized. Due to the shortage of two officers the duties of squadron adjutant and various other duties were not being accomplished causing a burden to the three officers assigned. Routine administrative duties such as Unit Historical Officer and Security Officer were delegated to the three assigned officers in addition to their regular duties causing a very heavy workload.^{7/}

Shortages of Combat Crews

The transfer of five combat crew members to other bases during October 1954 considerably impaired the combat readiness of the 2d Bombardment Squadron. A considerable amount of personnel "juggling" was essential to maintain the highest degree of combat readiness but the loss of five of the squadrons experienced crew personnel left a large gap in the crews assigned, of which no amount of "juggling" of personnel could alleviate. Of the 14 crews assigned,

^{6/} Re: 22d Per Maint Sq Hist Report for Oct '54, filed: 22d BWg Hist Sec

^{7/} Ibid

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four were not combat ready as of 31 October 1954. Of the ten remaining crews, one was select, seven were lead and two were combat ready. In summing up the transfer of the five crew members and the resultant effect on the squadron, it was stated that if the crew members were phased out over a longer period of time, the loss would not have been so strongly felt.^{8/}

Training

During the month of October 1954 the 22d Bombardment Wing Director of Personnel reported that 11 airmen entered formal training.^{9/}

On-The-Job Training

Sixty-one airmen were placed on OJT status during October 1954 within the 22d Bombardment Wing.^{10/}

Reclassification

Formal training and On-The-Job Training resulted in 79 airmen being upgraded and/or reclassified during October 1954 within units of the 22d Bombardment Wing.^{11/}

Reenlistment Rate

During the month of October 1954, 50 airmen of the 22d Bombardment Wing were discharged and eight were reenlisted.^{12/}

^{8/} Re: 22d BWg Dir of Per Hist Report for Oct '54, filed: 22d BWg Hist Sec
^{9/} Ibid
^{10/} Ibid
^{11/} Ibid

CHAPTER III

OPERATIONS AND TRAINING

OPERATIONS SUMMARY

A final accounting of operations and training activities at the end of October 1954 revealed that the 22d Bombardment Wing had flown a total of 284 sorties of which 24 were test hops for a combined total of 1,440 flying hours.^{1/} This total amounted to approximately 92 per cent of the revised wing goal of 1,523 hours.^{2/} Flying training requirements as outlined in SAC Regulation 50-8, were 80.9 per cent complete as of 31 October 1954. This figure was an increase of 28 per cent over the wing standing for the end of September 1954 and well over the 67 per cent minimum required for the end of October.

Tactical squadrons of the 22d Bombardment Wing accomplished the following breakdown of the total flying time for October 1954.^{3/}

2d Bombardment Squadron - 482 hours and 20 minutes

19th Bombardment Squadron - 449 hours and ten minutes

33d Bombardment Squadron - 508 hours and 40 minutes

1/ Re: 22d BWg Oper Sec Hist Report for Oct '54, filed 22d BWg Hist Sec

2/ SAC Reg 50-8, TRAINING, Training Program for SAC Units, dtd: 24 Nov '53

3/ Chart, Quantify Accomplishments Oct 1954, page 2.....TAB "B"

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Quantity Accomplishments

Of the 1,440 hours of total flying time for tactical units of the 22d Bombardment Wing for October 1954, the following quantity accomplishments were recorded for the month.

126	35,000 RBS Radar Runs	69	Radar Camera Runs
33	40,000 RBS Radar Runs	105	Scored Visuals
28	Malfunction Runs	35	Night Celestials
65	RBS Visual Runs	20	Day Celestials
44	Visual Camera Runs	24	Grid Legs
20	Long Range Cruises	111	Wet Hook-ups
42	Radar Rendezvous	19	Gunnery Missions
141	Hours of Formation Flying	33	Preficiency Flights
9	Standardization Board Checks	9	ATO Take-offs

FACTORS AFFECTING ACCOMPLISHMENT OF FLYING TRAINING

During October 1954 the 22d Bombardment Wing projected 1,676 flying hours for their B-47 commitment. Failure to meet the original commitment was attributed to several factors with compliance with SAC message DMAANTDL-6 21954, appearing as a primary deterrent. This message scheduled seven aircraft for compliance with Technical Order (TO) 1B-47-605, for replacement of cracked drag angles and was accomplished by the Douglas Aircraft Company at Tulsa, Oklahoma, with the original schedule calling for ten days to replace the drag angles. The schedule was later changed to 18 days per aircraft

^{4/} Chart, Quantity Accomplishments Oct 1954, page 2.....TAB "B"
^{5/} Re: 22d Bwg Oper Sec Hist Report for Oct '54, filed: 22d Bwg Hist Sec

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resulting in a loss of 67 aircraft days or 22 sorties at six hours average time per sortie for a total of 132 hours of training.

Technical Order 1B-47-305, "M-1 Camera Control", resulted in an estimated 54 hours of lost training and/or flying based on 27 aircraft days lost or approximately nine sorties of six hours duration each.

During the first ten days of October 1954 the fuel leak rate increased from a daily average of two aircraft per day to ten aircraft per day.

Additionally, 11 aircraft were out of commission for one week due to ANFE (Aircraft Not Fully Equipped) status of Polar Converters.

Weather left a toll of lost flying time with 11 hours and 15 minutes lost due to atmospheric and climatic conditions. This included four hours and 35 minutes of non-productive flying time resulting from one aircraft returning to March Air Force Base after being forced to land away from the home station. One aircraft returned to March Air Force Base 40 minutes late due to bad weather, and the cancellation of one sortie due to weather over the RBS (Radar Bomb Scoring) site resulted in an additional loss of six hours.

In addition to these factors, the entire days schedule for 6 October 1954 had to be cancelled due to a possible oxygen contamination. Although this proved to be a false alarm, it required a physical check of all aircraft with the resultant estimated additional loss of 136 hours of flying time. This loss, in conjunction with a forecast stand-down on 26 October 1954, while making plans for a mass formation flight with the 320th Bombardment Wing, necessitated a

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change in the program which became effective 18 October 1954. This change resulted in an increase in the projected total numbers of sorties for the month from 260 to 275, including test hops, and a decrease in projected flying hours from the original 1,676 figure to 1,523 hours.

The original flying goal of 1,676 hours would have been accomplished by the 22d Bombardment Wing had not the above factors occurred during the month.

7/
SPECIAL MISSIONS

Of the total flying hours accomplished during October 1954, approximately 28 per cent, amounting to 403 hours was devoted to the accomplishment of missions ordered by higher headquarters.

Operation "Quick Rise"

Consisting of 83 hours and 20 minutes, Operation "Quick Rise" was designed to test the WADF (Western Air Defense Force) facilities and procedures in establishing and ETA (Estimated Time of Arrival) of receiving aircraft for designated refueling rendezvous points, and forwarding the ETA via land line communications to the 22d Bombardment Wing Headquarters at March Air Force Base.

Of the total of ten B-47 aircraft scheduled for this operation during October, nine became airborne and successfully completed the assigned mission.

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- 6/ Re: 22d BWg Oper Sec Hist Report for Oct '54, filed: 22d BWg Hist Sec
7/ Ibid
8/ Re: 22d BWg Hist Report for Sep '54, filed: 22d BWg Hist Sec
9/ Four on 14 Oct and five on 21 Oct '54

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On 14 October 1954 the ETA as reported to the 22d Bombardment Wing Headquarters varied approximately one minute from the actual time of arrival of the B-47 aircraft at the rendezvous point. However, on 21 October this standard was not maintained as the ETA as reported back to wing headquarters varied as much as 25 minutes short, to five minutes over the actual time of arrival.

Operation "Sky Lark"

This mission which consisted of 143 hours and 43 minutes, was a combined 12th Air Division and 36th Air Division simulated radar bombing mission against industrial type targets located in Denver, Colorado; Spokane, Washington; and Los Angeles, California, on 7 and 8 October 1954. The exercise was designed to determine the current radar bombing, night celestial navigation, grid navigation, and air refueling capability of combat ready B-47 wings of the Fifteenth Air Force stationed in the Z.I. (Zone of Interior); the radar effect bombing accuracy of B-47 crews immediately following a grid navigation leg utilizing the post polar positions of the I-Systems; and the capabilities of Reconnaissance Technical Squadron Photo Interpreters to plot bomb impact points from radar scope photography obtained by bombardment wings.

The 22d Bombardment Wing scheduled 24 B-47 aircraft for the operation on 6 and 7 October 1954. Due to the grounding of all B-47 aircraft on 6 October, due to the suspected oxygen contamination, the 22d Bombardment Wing conducted its portion of the operation on 7 October 1954.

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Of the originally scheduled 24 B-47 aircraft only seven actually struck all three of the targets and completed the mission as briefed.

Air Refueling Demonstrations

Air refueling demonstrations, with a duration of seven hours and 30 minutes, occurred during October 1954 and were accomplished on 15 and 21 October 1954. Each of the demonstrations consisted of a practice low altitude refueling of one B-47 aircraft. The operations were designed to determine the practicability of including such demonstrations in air shows at future dates.

Special Weapons Loading

Consisting of ten hours and 45 minutes, this operation required dispatching B-47 aircraft to Ellsworth Air Force Base, South Dakota, for the purpose of training Special Weapons Loading Crews during October 1954.

Ferry Flights to Tulsa, Oklahoma

During October 1954 29 hours and 25 minutes were expended in ferrying B-47 aircraft to the Douglas Aircraft Company at Tulsa, Oklahoma, for compliance with TO 1B-47-605.^{10/}

In addition to these special missions, sorties flown by the Deputy Commander, Headquarters Fifteenth Air Force, accounted for five hours and 25 minutes during October 1954.

OPERATIONAL PLANS^{11/}

Publication of two operation orders consisting of 22d Bombardment Wing Operation Order 142-54 "Operation While Wind", and 22d Bombardment Wing Operation Order 269-54 "Training for November", were

^{10/} Re: This History, Chap III, pg. 13

^{11/} Re: 22d BWg Oper Sec Hist Report for Oct '54, filed: 22d BWg Hist Sec, TAB "E"

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major accomplishments of the 22d Bombardment Wing Operational Plans Section during October 1954. Filmsies were prepared for three different missions and consisted of Operation "Sky Lark", a Fifteenth Air Force ^{12/}Evaluation Mission; formation flying; and Operation "Whirl Wind", a USCM (Unit Simulated Combat Mission), in addition to a Phase II Globetrotter for 20 of the 30 aircraft participating.

Briefings were prepared and conducted for all of the above missions with the briefing for the formation flyover as a combined briefing for both wings.

Extensive mission planning staff briefings were conducted for both the 320th and 22d Bombardment Wings' joint formation mission and Operation "Whirl Wind" in addition to regular crew briefings held for all missions and Operation "Sky Lark". The quality of the briefings showed improvements as shown by favorable comments received from combat crews and the 22d Bombardment Wing Commander and his staff. ^{13/}

Considerable overtime was expended by the Operational Plans Section as a whole in planning, writing the operations order and preparing filmsies for Operation "Whirl Wind".

Amendment #1 to 22d Bombardment Wing Operation Order 268-54, "Training for October", was compiled and published.

Additional activities of the Operational Plans Section during October 1954 consisted of the following:

- a. Colonel Dalton and staff members, in addition to combat crew

^{12/} A joint 22d and 320th BWg formation of 54 B-47 aircraft.

^{13/} Re: 22d BWg Oper Sec Hist Report for Oct '54, filed: 22d BWg Hist Sec

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members, were briefed on Operation Plan 10-53, "Alert and Aircraft Evacuation Plan".

b. Colonel Dalton and authorized staff members were briefed on Operations Order 40-54, "Emergency Deployment", and Operations Order 50-54, "EMP Strikes".

c. The 22d Bombardment Wing Operations Plan 106-54, "Weather Evaluation", was completed. Pilot folders were completed in draft form and are to be published during November 1954.

d. 12th Air Division Operations Plan 10-53 was reviewed and recommendations for revisions were 30 per cent complete.

e. Preliminary planning was started on 7th Air Division Operations Plan 48-54.

f. Briefing material of the effect of special weapons on airborne aircraft was made for presentation to crews during EMP (Emergency War Plans) study sessions. Special Bombing Tables were computed to extend the coverage on hand.

IBDA (Immediate Bomb Damage Assessment) Tactics for the EMP were completed and given to flying crews on the third day for evaluation.

Due to the heavy flying schedule during October 1954, few crews studied their EMP assignments. Fourteen study sessions were conducted for a total of 111 hours consisted of unscheduled make-up periods. Nine crews made runs on the Ultrasonic Trainer for a total of 32 hours. Only 12 of the 44 scheduled periods were used by crews. Eight periods were used for Target Predication for taking photography and the trainer was out of commission for 20 periods.

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FLYING TRAINING

The following is a breakdown of the flying training accomplished during October 1954 by the 22d Bombardment Wing tactical squadrons. ^{14/}

Visual Releases

One hundred and six visual releases (500 pound training bombs) were made by 38 combat crew operators for a CEA (Circular Error Average) of 710 feet.

Visual RBS Runs

Sixty-five visual RBS runs were made by 22 combat crew operators for a CEA of 1,150 feet.

The 22d Bombardment Wing tactical squadrons maximum score for this was 88 per cent for October. The 33d Bombardment Squadron and 2d Bombardment Squadron had a 100 per cent figure for the month while the 19th Bombardment Squadron's score was 74 per cent.

Night Celestial

Out of a possible maximum score of 20 points, tactical units of the 22d Bombardment Wing averaged 100 per cent for night celestial.

Radar RBS Runs

Tactical units of the 22d Bombardment Wing had a radar RBS accuracy of 92 per cent for the month of October 1954. The 19th Bombardment Squadron's maximum score was 100 per cent while the 2d Bombardment Squadron's score was 86 per cent and the 33d Bombardment Squadron's score was 88 per cent.

14/ Re: 22d BWg Oper Sec Hist Report for Oct '54 and TAB "B"

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One hundred and fifty-four radar RBS runs were accomplished by 26 combat crew operators for a CEA of 1,696 feet.

Malfunction RBS Runs

Twenty-eight malfunction RBS runs were made by 14 combat crew operators for a CEA of 4,020 feet during October 1954.

Camera Runs Radar

Sixty-nine camera runs/radar were accomplished during October 1954 by tactical squadrons of the 22d Bombardment Wing.

Scored Crews

The 22d Bombardment Wing had 33 crews eligible for scoring resulting in 13 crews scoring a maximum per cent of 40.

One very impressive flying training operation occurred on 27 October 1954 when in accordance with a letter from the Commander of the Fifteenth Air Force, tactical B-47 aircraft of the 22d Bombardment Wing staged a mass formation flight over March Air Force Base with the 320th Bombardment Wing. This fly-over provided an excellent experience for the crews from the standpoint of training in mass formation flying as well as demonstrating the readiness and strength of the striking arm of the Strategic Air Force.

^{15/}
GROUND TRAINING

Link Trainer

Units of the 22d Bombardment Wing scheduled 197 hours and 15 minutes of link trainer during October 1954. Eighty-nine per cent or approximately 180 hours of link trainer was accomplished of the scheduled available time for the month.

^{15/} Chart, Ground Training Utilization Oct 1954, page 6....TAB "B"

T-2 Ultrasonic Trainer ^{16/}

The 22d Bombardment Wing's 2d, 19th and 33d Bombardment Squadrons and wing staff scheduled 63 hours and 45 minutes of T-2 Ultrasonic Trainer time during the month of October 1954 and utilized 40 hours or 46 per cent of the scheduled available time. Of this total the wing staff utilized time, was 11 hours as compared with a zero figure for scheduled available time.

T-1A Gunnery

Sixty-one hours of T-1A Gunnery Training were scheduled during October and of this total scheduled time, 44 hours were utilized for an average of 74 per cent for the three tactical squadrons of the 22d Bombardment Wing.

Loran Trainer

Fifty-four hours of Loran Trainer time was scheduled by the 22d Air Refueling Squadron during October 1954. Thirty hours or approximately 68 per cent of this scheduled time was utilized during the month.

KC-97 Simulator

Thirty-three hours and 20 minutes of KC-97 Simulator Training were scheduled by the 22d Air Refueling Squadron during October, of which 42 hours and 10 minutes were completed, bringing the percentage for this training over 100 per cent.

B-47 Simulator

Tactical squadrons of the 22d Bombardment Wing and wing staff personnel scheduled 135 hours of B-47 Simulator Training during

^{16/} Re: This History, Chap III, pg. 19

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October of which 100 hours were completed resulting in 69 per cent.

17/
AIRCREW PERCENTAGES OF TRAINING

Survival

The requirements of SAC Regulation 50-27^{18/} calling for one time for all crews in Base Survival was 87 per cent complete for the 22d Bombardment Wing as of 1 November 1954.

The Basic Survival Refresher Course was approximately eight per cent complete for the wing as of 1 November 1954.

Approximately 73 per cent of SAC Survival was complete as of 1 November 1954 for the 22d Bombardment Wing.

Seventy per cent of Sea Survival was completed within the 22d Bombardment Wing as of 1 November 1954.

Bomb Commander

The requirements of one time for all pilots in Bomb Commander training for the 22d Bombardment Wing was 82 per cent complete as of the end of October 1954.

Altitude Indoctrination

Altitude Indoctrination training with the 22d Bombardment Wing in accordance with SAC Regulation 50-34^{19/} was approximately 43 per cent complete as of 1 November 1954.

A-5 Gunnery

A-5 Gunnery Training in accordance with SAC Regulation 50-43^{20/} was 71 per cent complete for the 22d Bombardment Wing as of the end of October 1954.

^{17/} Re: Chart, Master Aircrew Percentage Chart.....pg 8, TAB "B"
^{18/} SAC Reg 50-27, Training Requirements for Base Survival, Communications, Evasion Resistance and Escape Training Program, dtd: 15 Oct '53
^{19/} SAC Reg 50-34, Physiological Training, dtd: 22 Sep '54
^{20/} SAC Reg 50-43, Combat Crew Training Program for B-47 & RB-47, dtd: 8 Jul '54

U-2 Releases

The percentage of U-2 Release training accomplished towards the requirements of SAC Regulation 50-43 for the 22d Bombardment Wing was 15 per cent as of 1 November 1954.

IFR

Approximately 81 per cent of the requirements for IFR training was accomplished within the 22d Bombardment Wing as of the end of October 1954.

OQ Gunnery Range

In accordance with SAC Regulation 50-43, approximately 68 per cent of OQ Gunnery Range Training was accomplished as of 1 November 1954 for the 22d Bombardment Wing.

K-Inflight Maintenance

Approximately 46 percent of K-Inflight Maintenance Training for the 22d Bombardment Wing was accomplished as of 1 November 1954.

UNIT TRAINING

During October 1954 units of the 22d Bombardment Wing continued to accomplish training requirements in accordance with SAC Regulation 50-8, Phase II, and March Air Force Base Regulation 50-15 in regard to unit training. ^{21/}

ABC Training

The requirements for 12 hours of ABC Training for the fiscal year for all personnel of the 22d Bombardment Wing was ten per cent complete for two units of the wing and over 75 per cent complete for the 22d Field Maintenance Squadron resulting in a wing average of

^{21/} Re: Chart, Unit Percentage Training, pg. 7.....TAB "B"

38 per cent.

Ground Safety

Ground Safety Training was well over the mid-way mark of six hours per year for all personnel within the 22d Bombardment Wing with the overall wing average at 78 per cent as of the end of October 1954.

Medical

The requirements of five hours yearly in medical training was 36 per cent complete for the 22d Bombardment Wing as of the end of October 1954.

Military Justice

Military Justice Training requirements for two hours for all personnel within the lower four grades of the 22d Bombardment Wing was 72 per cent complete as of 31 October 1954.

Personal Affairs

Eighty per cent of Personal Affairs Training was completed within the 22d Bombardment Wing as of the end of October 1954.

Psychological Warfare

Fifty-two per cent of the requirements for five hours of Psychological Warfare Training for all personnel of the 22d Bombardment Wing was completed as of 31 October 1954.

Arms Qualification

Over three-fourths of all personnel within the 22d Bombardment Wing had qualified in arms as of the end of October 1954, resulting in 80 per cent of arms training being accomplished.

Security Training

Seventy-three per cent of Security Training for the 22d Bombard-

26

ment Wing was accomplished as of the end of October 1954.

Character Guidance

The requirements for 12 hours of Character Guidance for all personnel of the 22d Bombardment Wing was 68 per cent completed as of the end of October 1954.

Airman's Information

Seventy-two per cent of the wing's Airman's Information Program requirements were accomplished as of 31 October 1954.

Air Base Defense

Air Base Defense Training requirements for two hours during the current year for all personnel of the 22d Bombardment Wing was 41 per cent completed as of the end of October 1954.

UTILIZATION OF MTD UNITS^{22/}

The 22d Bombardment Wing required 2,000 hours and received 2,136 hours of utilization of the KC-97 MTD (Mobile Training Detachment) Unit during October 1954. The 22d Air Refueling Squadron accomplished 100 per cent of their required training; the 22d Field Maintenance Squadron accomplished 44 per cent of their training; and the 22d Periodic Maintenance Squadron accomplished 51 per cent of their required training.

Utilization of B-47 MTD

The 22d Bombardment Wing required 3,500 hours of B-47 MTD training during October 1954 and received 3,330 hours. The 2d Bombardment Squadron accomplished 43 per cent of their required training; the 19th Bombardment Squadron, 77 per cent; and the 33d Bombardment Squadron, 42 per cent. The 22d Field Maintenance Squadron, 22d A&E Squadron,

^{22/} Re: Chart, Utilization of KC-97 and B-47 MTD Unit, pg 9. TAB "B"

27

and 22d Air Refueling Squadron each accomplished 100 percent utilization of the B-47 MTD Unit.

^{23/}
PHYSICAL CONDITIONING PROGRAM

Eleven hours were required per crew member since 1 October 1954 in the Physical Conditioning Program and all crew members of the 22d Bombardment Wing received the required hours for 100 per cent during October 1954. As of 31 October 1954 a total of 1,073 hours had been accomplished by personnel in the Physical Conditioning Unit.

^{24/}
SPECIAL WEAPONS

During October 1954 Special Weapons training participation by the squadrons of the 22d Bombardment Wing lagged considerably. As the percentages listed below will verify, the wing was in good condition, generally for the period as far as this training was concerned. However, it was felt that if this tendency to lag behind that was evident during October was not checked, it was questionable that the 100 per cent goal could be attained. The wing completed 70 per cent of the required quarterly Special Weapons Training as of 31 October 1954. Only 26 per cent of this total was accomplished during October 1954.

A breakdown of squadrons was as follows:

<u>SQDN</u>	<u>LOADING AND ASSOCIATED TNG</u>	<u>REFRESHER</u>	<u>PER CENT DURING OCT</u>	<u>TOTAL FOR QTR</u>
2d BSq	46.2%	66.7%	15.4%	56.4%
19th BSq	80.4%	68%	33.4%	74.2%
33d BSq	78.2%	80%	30%	79.1%

^{23/} Chart, Physical Conditioning Program Oct 1954, pg. 10....TAB "B"
^{24/} Re: 22d BWg Hist Report for Oper Sec, for Oct '54, filed: 22d
BWg Hist Sec, and Chart Special Weapons, Percentage Trained for
Sept-Oct-Nov Qtr, pg. 11.....TAB "B"

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^{25/}
GUNNERY

During October 1954 tactical units of the 22d Bombardment Wing conducted Fighter-Bomber Intercept Missions in accordance with the provisions of the new SAC 50-8 Regulation requirements for fighter lock-ons. The new requirements which became effective for the quarter beginning 1 September 1954 resulted in missions being coordinated with the 27th Air Division (Norton Air Force Base) insofar as informing them as to the dates, time, altitudes, and routes to be flown in order that their fighters could intercept the 22d Bombardment Wing's B-47 aircraft and practice lock-ons. By the end of October, 55 per cent of the requirements as set forth by SAC Regulation 50-8 had been completed.

A total of 18 combat lead gunnery missions were flown during the month for a total of 84.5 per cent for fire outs.

The new SAC B-47 gunnery check list was received by the wing during October and the primary change was for stowing of the weapons 180 degrees in azimuth and full up elevation prior to landing.

Co-pilots of the 22d Bombardment Wing attended the OQ Gunnery Range training at Davis-Monthan Air Force Base during the month.

^{26/}
^{27/}
RADIOLOGICAL, BACTERIOLOGICAL AND CHEMICAL

The 22d Bombardment Wing Radiological, Bacteriological and Chemical (RBC) Section conducted a typical training schedule during October 1954, however, all Tactical Radiological and Chemical Countermeasures Training had to be cancelled due to the major change

^{25/} Re: Predicated Points for 50-8 Quality Chart, Gunnery, pg. 1,

.....TAB "B"
^{26/} Re: 22d BWg Oper Sec Hist Report for Oct '54, filed: 22d BWg
Hist Sec

^{27/} Ibid

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that occurred during October in flying schedules. This however, was not too great a disturbing factor in the program. A change in air-crew requirements was made during the last week of October which eliminated any TR&CC (Tactical Radiological and Chemical Countermeasures) requirements for aircrews resulting in the program being applicable to ground maintenance personnel only. Scheduling of aircrew personnel for RBS Defense training was to be accomplished through unit I&E (Information and Education) lectures.

The 22d Bombardment Wing RBS Section undertook the completion of a major project of rewriting and revising the RBC Defense Manual during October 1954. As of the end of the month the project was one third complete.

28/
INTELLIGENCE

A Fighter-Radar Reaction Forecast for each of the EMP routes assigned to the 22d Bombardment Wing (Eighth Air Force Operations Order 50-54) was prepared by the 22d Bombardment Wing Operational Intelligence Officer and forwarded to Headquarters Eighth Air Force during October 1954. As routes, targets, altitudes and other factors change, new forecasts were to be prepared and forwarded to Eighth Air Force. The time required to complete the forecast amounted to 15 man-days.

An announcement was made by the wing intelligence section that Fighter Reaction Analysis were not being used in the EMP mission planning. It was felt that with the multitude of variables involved in such an estimate, it would be highly improbable that any semblance of accuracy could be attained in the preparation of a Fighter Reaction

28/ Ref: 22d BWg Intell Sec Hist Report for Oct '54, filed: 22d BWg Oper Sec

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Profile for use at wing level. However, it was felt that enemy GCI (Ground Control Interception) radar coverage and capabilities could be used as a fairly accurate measuring device for estimating enemy fighter reaction.

Two ground training sessions of two hours each were conducted at wing level for combat crews. Subjects discussed were: Indirect Bomb Damage Assessments. A representative from the Director of Intelligence, Headquarters Fifteenth Air Force, conducted the lecture on IBDA. Originally, a two hour flak lecture was to have been given to the combat crews rather than the ~~SEE~~ Personal Experiences. However, only a few crew members showed up for the lecture so the substitution was affected. Plans were made to give the flak lecture later during the month of November 1954.

A major problem training wise within the wing intelligence section was in getting the combat crews together in a group large enough to make the training worthwhile. No difficulty was experienced in being allotted training time but it was felt some system was necessary to be presented to the wing commander which would allow crews to be assigned on official orders for the accomplishment of required ground training.

During July 1954 a number of Russian small arms were requisitioned from ANPE in Japan and was received during October 1954. Some 99 weapons along with clips, drums, belts and ammunition were included. Plans were made to establish a weapons familiarization class to be included in Survival Intelligence Training for combat crews using the Russian small arms.

31

Photo Interpretation

During October 1954 the following projects were completed by the Photo Interpretation Section:

112 rolls of film were reviewed.

84 form X's were scored (compliance with SAC Regulation 51-11).

111 photos of camera targets were scored.

For special missions flown by tactical units of the 22d Bombardment Wing, the Photo Interpretation Section assembled target and briefing materials, scored radar photography, critiqued the participating observers, and forwarded the film to Headquarters Fifteenth Air Force.

Target Prediction

The Target Prediction Section began the preparation of target folders for EMP assignments. The total requirement was 40 folders, of which 14 were 90 per cent completed and 26 were 40 per cent completed as of 31 October 1954. Additionally, this section supervised T-2 training bomb runs on EMP targets and provided simulated photography for the St. Louis USCM with assistance in the target study.

^{29/}
FLYING SAFETY

The month of October 1954 was free of accident and/or incident reports of historical value within the 22d Bombardment Wing. AOIE violations as a result of planning and execution errors on the part of staff and crew members caused concern at 12th Air Division and Fifteenth Air Force Headquarters. Investigations of planning procedures and action by supervisory personnel to correct this situation were initiated by both agencies.

^{29/} Re: 22d BWg Oper Sec Hist Report for Oct '54, filed: 22d Bomb Wg Hist Section

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^{30/}
STANDARDIZATION BOARD

The 22d Bombardment Wing Standardization Board performed the semi-annual wing inspection of the 19th and 33d Bombardment Squadrons standardization activities during October 1954. Minor discrepancies which were noted within the squadrons were corrected.

Sixty-one per cent of the assigned crews successfully completed Standardization checks for the current half of the fiscal year. The Wing Standardization Board flew one standardization check in each squadron with all but the 2d Bombardment Squadron's check being completed as of 1 November 1954.

^{31/}
COMMUNICATIONS

The month of October 1954 was primarily devoted to the preparation of operations orders and communications films necessary to support the various requirements for the wing during October. These included a formation mission, Operation "Sky Lark", Operation "Quick Rise", and Operation "Whirl Wind".

Two hours of communications training were given to B-47 crews during the month on the use of Kiteral One Time Pads, which are coding devices used by aircrews for Escape and Evasion purposes.

^{30/} Re: 22d BWg Oper Sec Hist Report for Oct '54, filed: 22d
BWg Hist Sec
^{31/} Ibid

CHAPTER IV

MAINTENANCE AND SUPPLY

1/
MAINTENANCE

A major problem arose during October 1954 within the 22d Bombardment Wing which required immediate action being started consisting of the Quality Control Section in coordination with the Maintenance Standardization Team and the 22d Field Maintenance Squadron of the 22d Bombardment Wing conducting an investigation to determine the cause, methods of prevention, and repair damage caused by the undue amount of corrosion appearing on 22d Bombardment Wing Aircraft. The investigation revealed that a considerable amount of corrosion on the aircraft was being caused by improper washing of the aircraft and the use of cleaning compounds containing acid. Emphasis on the proper washing and type of cleaning compounds authorized was made a major part of each persons responsibility and additionally, the 22d Field Maintenance Squadron Aere Repair Section established a Corrosion Control Team to aid in alleviating this situation.

Maintenance Control Supply Unit

During the month of October 1954 the Wing Maintenance Control

1/ Re: 22d BWg Dir of Mater Hist Report for Oct '54, filed: 22d BWg Hist Sec

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Supply Unit recorded the following figures:

	<u>B-47</u>	<u>KC-97</u>
Daily Average number of aircraft AOCF	1.9	0.0
Percentage of aircraft AOCF daily	3.89%	0.0%
Average percent of aircraft ANFE daily	26.4%	24.3%

Aircraft Distribution

A total of seven aircraft were lost to Douglas Aircraft Corporation during October 1954 for remodification of the wing drag angles.
2/

Technical Order Compliance (TOC)

The following is a break-down of TOC activities during the month of October 1954 within the 22d Bombardment Wing:

	<u>B-47</u>	<u>KC-97</u>
Number of TOCs received	406	87
Number of SAC Form 85s issued	406	98
Number of manhours required for TOC	8,721	2,859
Number of completed SAC Form 85s received	473	104
Number of manhours accomplished	2,045	682

Maintenance Quality Control Section

The Base Flight Quality Control Section performed periodic inspections on eight C-54 aircraft, three aircraft, eight B-25 and five T-33 aircraft during October 1954. Additional inspections were accomplished consisting of fifteen

2/ Re: This History, Chap III, pg. 13

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special inspections on emergency escape hatches on C-45 aircraft and ten special inspections on fire extinguisher installation on B-25 aircraft.

The following routine activities were also performed during October: six B-47 and four KC-97 periodic inspections; nine B-47 and five KC-97 25 per cent flight line inspections; 21 aircraft record jacket files inspections; and processing of 629 Unsatisfactory Reports (UR).

Maintenance Job Control

A mandatory TOC was received during October 1954 for the M-1 Camera Control.^{3/} This required special depot assistance from Norton Air Force Base to accomplish the work. This particular Technical Order (#1B-47-305) was applicable only to specific aircraft by serialization and resulted in 54 hours of lost training.

The following is a break-down of figures for the Maintenance Job Control Section during October 1954:

	<u>B-47</u>	<u>KC-97</u>
Total flying time	1440	805:45
Total number of test hops	25	3
Total number of sorties	251	126
Average in-commission rate	68.5%	87.3%
Total number of engine changes	9	2
Total number of fuel leaks	26	None

^{3/} Re: This History, Chap III, pg. 14

36

Ten civilian fuel cell repairmen worked for five days, including a weekend, to alleviate the fuel leak rate which jumped from two aircraft to ten aircraft during the first ten days of October 1954.^{4/}

Eleven aircraft were out of commission due to ANFE status of Polar Converters during October before Base Supply could have the necessary parts flown in from the depot to repair a total of 30 Polar Converters.^{5/}

Maintenance Standardization Team

All 22d Bombardment Wing personnel in the 43170, 43171, 43153, 43133 and 43131 fields completed the Written Evaluation Mechanic Proficiency Tests (WEMP) during October 1954. The results of the tests indicated that the wing fell slightly below the SAC standard of "5" on a stanine score. Procedures were established to bring the personnel below the standards in more than one field up to the desired level through scheduling MTD training. Personnel whose test indicated weakness in only one specialized field were being scheduled for on-the-job training in their individual squadrons.

WEMP tests on A&E "K" systems were being conducted during the latter part of October with the results to be recorded during early November 1954.

The following listed MILs and MTIs (Maintenance Instruction Letters) (Maintenance Technical Instructions) were published during the month of October 1954:

^{4/} Re: This History, Chap III, pg. 14
^{5/} Ibid

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MIL No. 9, 30 Sep '54, "Unsafe Aircraft"

MIL No. 33, 26 Oct '54, "Safety Inspection of Pilots,
Co-Pilots and Observers Ejection Seats"

MIL No. 14, 6 Oct '54, "Aircraft Major Malfunctions"

MIL No. 66, 12 Oct '54, "Harmonization of the A-5 Fire
Control Systems"

MIL No. 71, 25 Oct '54, "Weapons Maintenance"

MIL No. 72, 1 Nov '54, "Maintenance and Operation of Servicycles"

MTI No. N-2, 13 Oct '54, "Calibration of Fuel Quality Systems
B-47 and KC-97 Aircraft"

MTI No. Q-2, 25 Oct '54, "Procedure for Checking Differential
Synchronization in APS-23 Radar"

The following MILs and MTIs were rescinded during October 1954:

MIL No. 50 on Processing Periodic Aircraft A&E Equipment

MIL No. 52 on Processing Flight Line A&E Equipment

MTI No. B-1, Seat Ejection Maintenance Procedures - B-47 Aircraft

MTI No. C-1 on Predock Removal of Turbo Cooling Cap

An inspection was conducted by the Maintenance Standardization Team to determine the causes for the failure of the 0-400 PSI gages. It was found that this type gage had been used erroneously on the high pressure side of the air compressors. The Ground Power Section was instructed to requisition correct hose lines for both the high pressure and low pressure outlets of the compressor and to remove the 0-400 PSI gages from the high pressure (approximately 1500 PSI) outlets.

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ARMAMENT AND ELECTRONICS MAINTENANCE (A&E)^{6/}

Aircraft Weapons Branch

This section, formerly named the Weapons and Release Section, but renamed the Aircraft Weapons Branch in accordance with SAC Manual 54-22 and recommendations by the Fifteenth Air Force Standardization Team, submitted Unsatisfactory Reports during October 1954 to correct an oversight of a shortage of supply on the 5202 series aircraft due to the fact that a TO 1B-47B-74 had not been accomplished at the depot.

Fire Control Flight Line

This section was undergoing a hardship in maintenance due to the critical shortage of modulator shock mounts. This modulator is a \$1,100 item and the lack of shock mounts would result in extensive and expensive damage.

Radio and Radar Flight Line

The only difficulty within this section during October 1954 was the lack of flight line transportation. No difficulty was evident within the scope of maintenance.

Auto Pilot Flight Line

Pre-Flight and Post-Flight inspections were discontinued during the month of October within the Auto Pilot Section resulting in approximately 50 per cent of the workload of this section formerly encompassing inspections being utilized for trouble shooting and training.

6/ Re: 22d A&E Squadron Hst Report for Oct '54, filed: 22d Btg
Hst Sec

Delays and extra work in maintenance on the K-1 Compass Systems and F-1 Auto Pilot were being experienced during the month due to shortages of vital equipment and parts within the Auto Pilot Section.

K-System Flight Line

Ther-K-System Flight Line Section's primary mission was to isolate malfunctions, trouble shoot, and perform maintenance on K-Systems in B-47 aircraft. During October 1954, no maintenance difficulties were encountered.

Fire Control Shop

Wall plugs were installed in the Fire Control Shop during October 1954 and with the installation of an F-2 generator, this shop will have proper power distribution of 400 volts of AC power. This generator was out of commission for several months due to a bad voltage regulator and with the receipt of a new regulator, the generator was again put into commission.

Due to the lack of an R-F head and proper size sphagnum the second APC-32A mock-up was not completed during October as expected. An additional supply problem was evident in the procurement of rubber gaskets and mounts for the modulator MD-119. The opinion was given that if proper supply action was not taken, the results would be aborting of all aircraft gunnery work.

Bomb Navigation Shop

During October 1954, 550 work orders were processed through the Bomb Navigation Shop. Additionally, 192 Unsatisfactory Reports were written and approximately 45 work orders were awaiting parts.

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Camera Repair Shop

A member of the Camera Repair Shop built a small test neck-up during October to be used to test the new type B&A Intervalometer. Maintenance was being accomplished within this section as the month progressed with very little difficulty although the needs for complete rejuvenation and constant overhaul of camera equipment was causing some concern.

7/
MAINTENANCE MAN OF THE MONTH

Staff Sergeant Robert L. Darby of the 22d Field Maintenance Squadron was submitted as "Maintenance Man of the Month" for his efforts in designing and supervising the construction of the Mobile Line Cart currently in use by the 22d Field Maintenance Squadron Propeller Shop which resulted in an increased potential of the 22d Bombardment Wing.

Due to the Propeller Shop being situated approximately one half mile from the flight line, valuable man hours were wasted and equipment tied up each time the specialists were called upon to correct a flight line propeller malfunction. Before departing the Propeller Shop on a work order, maintenance personnel had to determine the proper tools needed, check out 200 to 300 pounds of the necessary tools from the tool crib, load them on the dispatch vehicle, complete the job, unload and put away the tools, resulting in additional time for each work order for arranging for the job. While working on the flight line specialist could not be directed

7/ Re: 22d Field Maint Sq Hist Report for Oct '54, filed: 22d Bwg Hist Sec

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from one aircraft to another without returning to the shop for additional tools and parts resulting in a tie-up of vehicles, communication lines, and personnel. Additionally, flight line personnel wasted valuable time obtaining air compressors and maintenance stands prior to the arrival of the specialists.

An emergency analysis was made of this unsatisfactory situation with the resultant design of the Mobile Line Cart ^{g/} which incorporated the following advantages:

- a. Mobile - allowing personnel to transport all necessary tools and equipment from one aircraft to another, thus increasing the work potential of all Propeller Shop personnel.
- b. Maintains a stock of the necessary parts for line maintenance readily available in the immediate working area.
- c. Contains all necessary tools for the removal, minor repair, adjustments, and/or replacement of items pertaining to the Propeller Shop.
- d. Carries the compressed air and the necessary oil drain tanks for servicing the oil control units.
- e. Incorporates a built-in hydraulic lifting stand which will enable personnel to perform their duties with a greater margin of safety.
- f. Saves a minimum of two clock hours per work order thereby increasing the possibility of meeting the master schedule established by the Maintenance Control Unit.

g/ Diagram, Mobile Line Cart.....TAB "C"

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g. The complete assembly can be returned to its original configuration within 48 hours.

^{2/}
Maintenance Information Bulletin No. 5-54

During early November 1954 Maintenance Information Bulletin Number 5-54 was published by the Chief of Maintenance of the 22d Bombardment Wing.

^{2/} Maintenance Information Bulletin No. 5-54, dtd: 3 Nov '54,
.....TAB "D"

LIST OF SUPPORTING DOCUMENTS (TABS)

Ltr, fm Hq 22d Bwg to Comdr 22d Air Refueling Squadron, "Commendation"
dtd: 1 Oct '54.....TAB "A"

22d Bwg Operational and Training Charts (SECRET) for October 1954
.....TAB "B"

Drawing of Mobile Line Cart.....TAB "C"

Maintenance Information Bulletin No. 5-54, dtd: 3 Nov '54.....TAB "D"

22d Bwg Operation Order No. 269-54, dtd: 20 Oct '54.....TAB "E"

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

22C

1 October 1954

SUBJECT: Commendation

TO: Commander
22d Air Refueling Squadron
22d Bombardment Wing (M)
March Air Force Base, California

1. During the month of September 1954 your Squadron may have set a new record in KC-97 refueling operations within Strategic Air Command. This record of accomplishment for the month has been forwarded to higher headquarters with a great deal of pride on my part, and I have learned informally, was very warmly received.

2. The smooth efficiency of your Squadron and the well-coordinated efforts of each section within your Squadron produced an enviable record. Specifically, I would like to mention the following items:

a. The month of September was devoted primarily to maximum effort type missions. Such an operation did not lend itself to the most efficient accomplishment of 50-8 training requirements for your Squadron. Despite this handicap you succeeded in obtaining a very high percentage of quarterly training requirements imposed by SAC Reg 50-8.

b. Faced with supply difficulties and a varied work schedule, your Squadron was able to furnish all the tankers needed to support the maximum effort concept with an exceedingly high in-commission rate of 90.8%. Your abort rate for this period was negligible with one abort for 142 sorties flown. This was accomplished when nearly half of the aircraft flown were KC-97s with an engine life of twenty-five of forty-four engines involved varying from 600-925 hours.

3. I commend you and your squadron and offer not only congratulations but my utmost appreciation for an exceptionally well done job.

4. Please insure that this letter is brought to the attention of all members of the best refueling squadron in the Strategic Air Command.

WILLIAM F. COLEMAN
Colonel, USAF
Commander

1

AS OF 31 OCT

PREDICTED POINTS FOR 50-8 QUALITYRADAR RBS ACCURACY
(40 PTS MAX POSSIBLE)

	PROF INDEX	% MAX SCORE
2D BM SQ	53	86
19TH BM SQ	61	100
33RD BM SQ	54	88
WING	56	92

VISUAL RBS ACCURACY
(25 PTS MAX POSSIBLE)

	PROF INDEX	% MAX SCORE
2D BM SQ	61	100
19TH BM SQ	47	74
33RD BM SQ	60	100
WING	54	88

NITE CELESTIAL
(20 PTS MAX POSSIBLE)

	PROF INDEX	% MAX SCORE
2D BM SQ	12.9	100
19TH BM SQ	10.2	100
33RD BM SQ	10.3	100
WING	11.0	100

GUNNERY
(20 PTS MAX POSSIBLE)

	PROF INDEX	% MAX SCORE
	56	20
	43	10
	52	10
	50	10

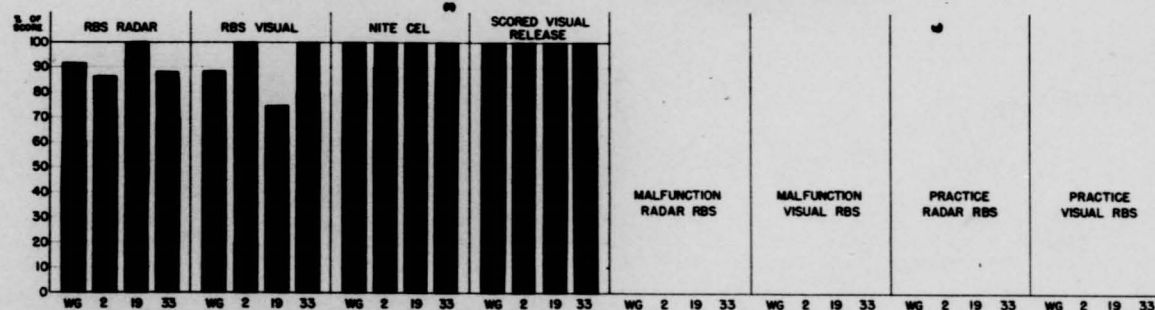
SCORED CREWS
(40 PTS MAX POSSIBLE)

	CREWS ELIGIBLE FOR SCORING	CREWS SCORED	% CREWS SCORED	% MAX SCORE
2D BM SQ	11	4	36	40
19TH BM SQ	12	4	33	35
33RD BM SQ	10	5	50	55
BM CREW TOTAL	33	13	39	40

QUANTITY ACCOMPLISHMENTS OCT. 1954

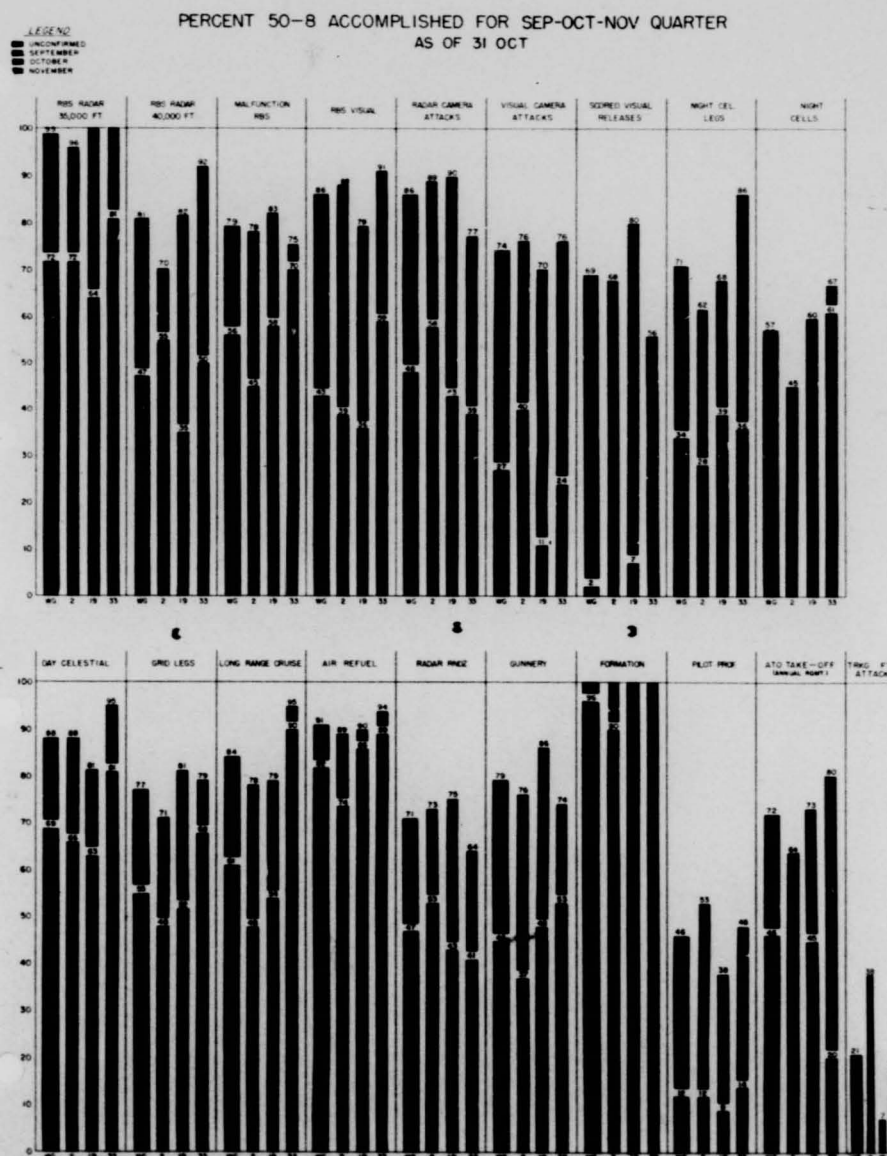
	TOTAL FLY TIME	30000 RBS RADAR	40000 RBS RADAR	MALFUNCTION RBS	RBS VISUAL	VISUAL CAMERA	RADAR CAMERA	SCORED VISUAL	NITE CEL	DAY CEL	GRD LEGS	LONG RANGE CRUISE	WET HOOK-UPS	RADAR RENDEZVOUS	RUNNERY MISSIONS	FORMATION	PILOT PROF	STD BR CHECKS	ATO TAKE-OFF	NO NITE CELS	TRNG FTR ATKS
2d Bm Sq 442-30	39	6	7	26	13	15	41	10	9	9	4	56	16	8	55-00	14	2	0	0	15	
19th Bm Sq 448-10	43	16	11	32	16	29	37	11	6	11	7	30	18	7	34-00	9	2	3	0	4	
33d Bm Sq 506-40	44	11	10	7	15	26	27	14	5	4	9	25	8	4	52-00	10	5	6	4	3	
22d Bm Wg 1440-10	126	33	28	65	44	69	105	35	20	24	20	111	42	19	1400	33	9	9	4	22	

QUALITY FOR OCTOBER 1954



CEA	888	848	888	878	888	888	888	888	888	888	888	888	888	888	888	888	888	888	888	888	888
CEP	1448	1448	1448	1448	1448	1448	1448	1448	1448	1448	1448	1448	1448	1448	1448	1448	1448	1448	1448	1448	1448
RUNS	188	48	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88

3



THIS PAGE IS DECLASSIFIED IAW EO 13526

SAC REQ 50-8 QUALITY CHART
SUPPLEMENT XVIII

THIS CHART COVERS
THE RATING SYSTEM FOR
THE FOLLOWING MONTHS: SEP OCT NOV

[illegible]

6

GROUND TRNG. UTILIZATION OCT. 1954

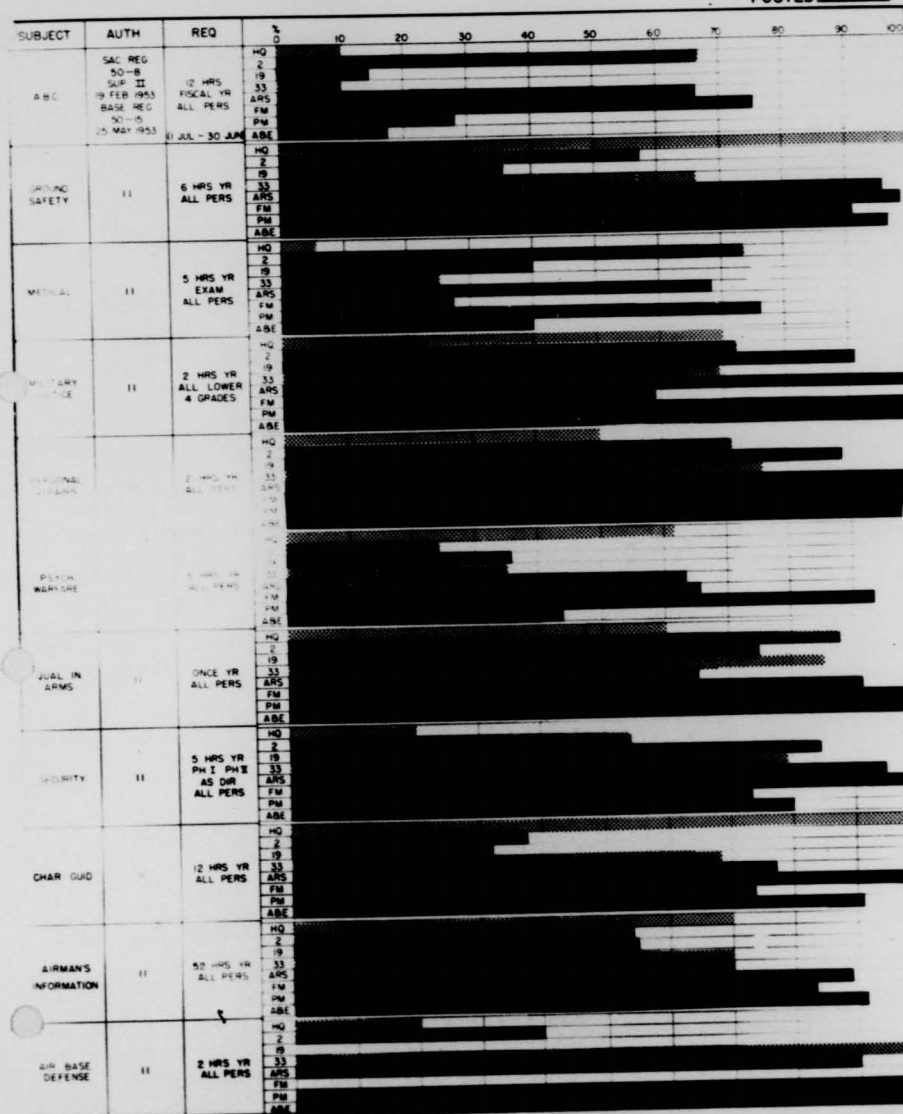
	<u>SCHED. AVAIL TIME</u>	<u>UTILIZED TIME</u>	<u>%</u>
LINK TRAINER			
WING STAFF	7:30	6:45	90
2 BOMB SQ	36:00	32:30	90
19 BOMB SQ	58:30	58:30	100
33 BOMB SQ	30:45	28:15	92
22 AIR RFLG SQ	64:30	54:00	84
T-2 ULTRASONIC TRAINER			
WING STAFF (EWP)	0:00	11:00	100
2 BOMB SQ	21:15	8:00	38
19 BOMB SQ	21:15	9:00	42
33 BOMB SQ	21:15	12:30	59
T-1A GUNNERY			
2 BOMB SQ	16:00	14:30	91
19 BOMB SQ	21:00	12:30	60
33 BOMB SQ	24:00	17:00	71
LORAN TRAINER			
22 AIR RFLG SQ	44:00	30:00	68
KC-97 SIMULATOR			
WING STAFF	33:20	42:10	100
22 AIR RFLG SQ			
B-47 SIMULATOR			
WING STAFF	15:00	7:00	47
2 BOMB SQ	36:00	30:00	83
19 BOMB SQ	45:00	42:00	93
33 BOMB SQ	39:00	21:00	54
	<u>SPACES ALLOTTED</u>	<u>SPACES FILLED</u>	<u>%</u>
BASIC SURVIVAL			
2 BOMB SQ			
19 BOMB SQ			
33 BOMB SQ			
22 AIR RFLG SQ			
SEA SURVIVAL			
2 BOMB SQ			
19 BOMB SQ			
33 BOMB SQ			
22 AIR RFLG SQ			
SAC SURVIVAL			
2 BOMB SQ	2	2	100
19 BOMB SQ	2	2	100
33 BOMB SQ	2	2	100
22 AIR RFLG SQ	2	2	100
QUOTA CANCELLED			
BOMB COMMANDER SCHOOL			
2 BOMB SQ			
19 BOMB SQ			
33 BOMB SQ			
ALTITUDE INDOCTRINATION			
2 BOMB SQ			
19 BOMB SQ			
33 BOMB SQ			
22 AIR RFLG SQ			

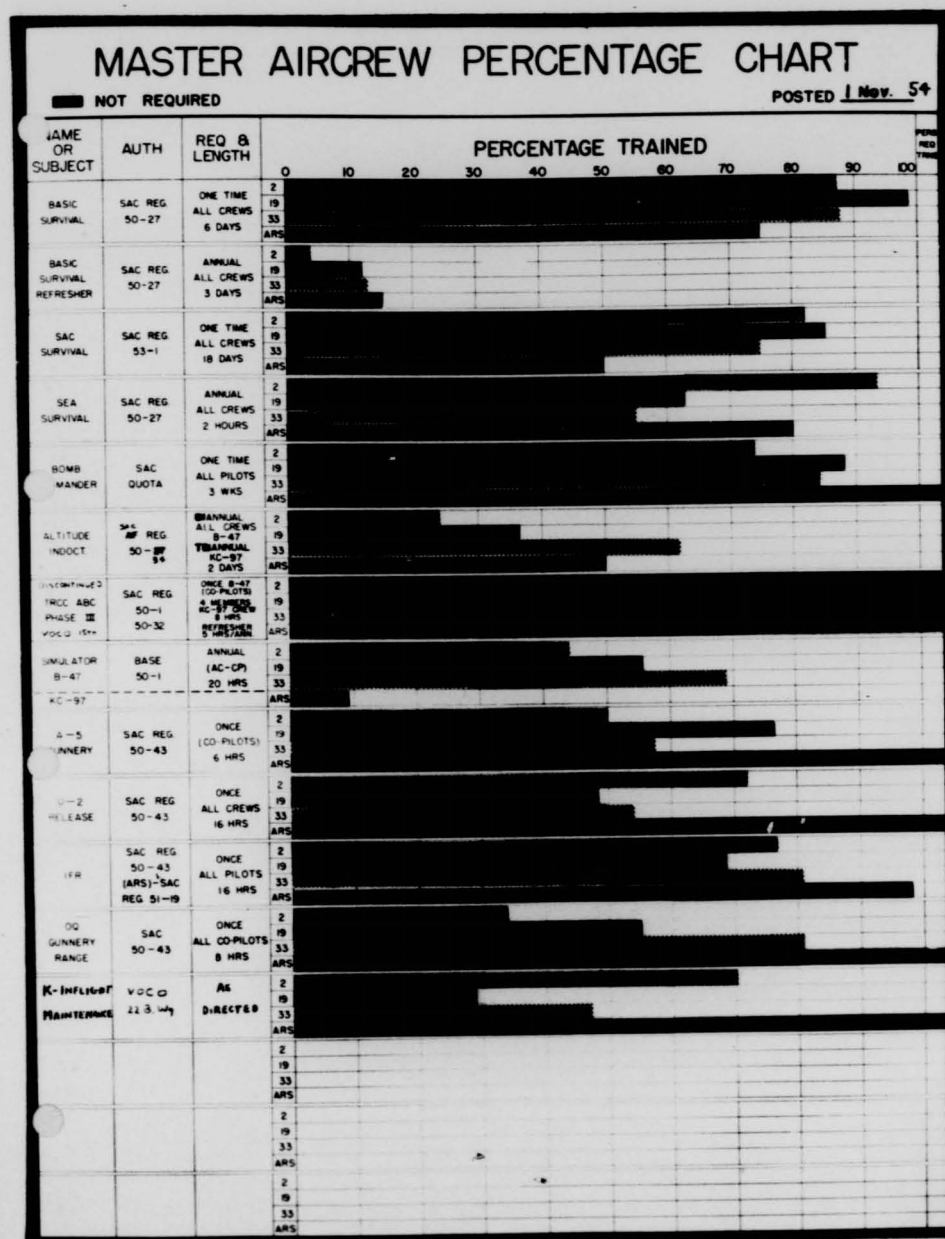
7

UNIT PERCENTAGE TRAINING CHART

22d BOMBARDMENT WING (M) JET

POSTED 1 NOV 54



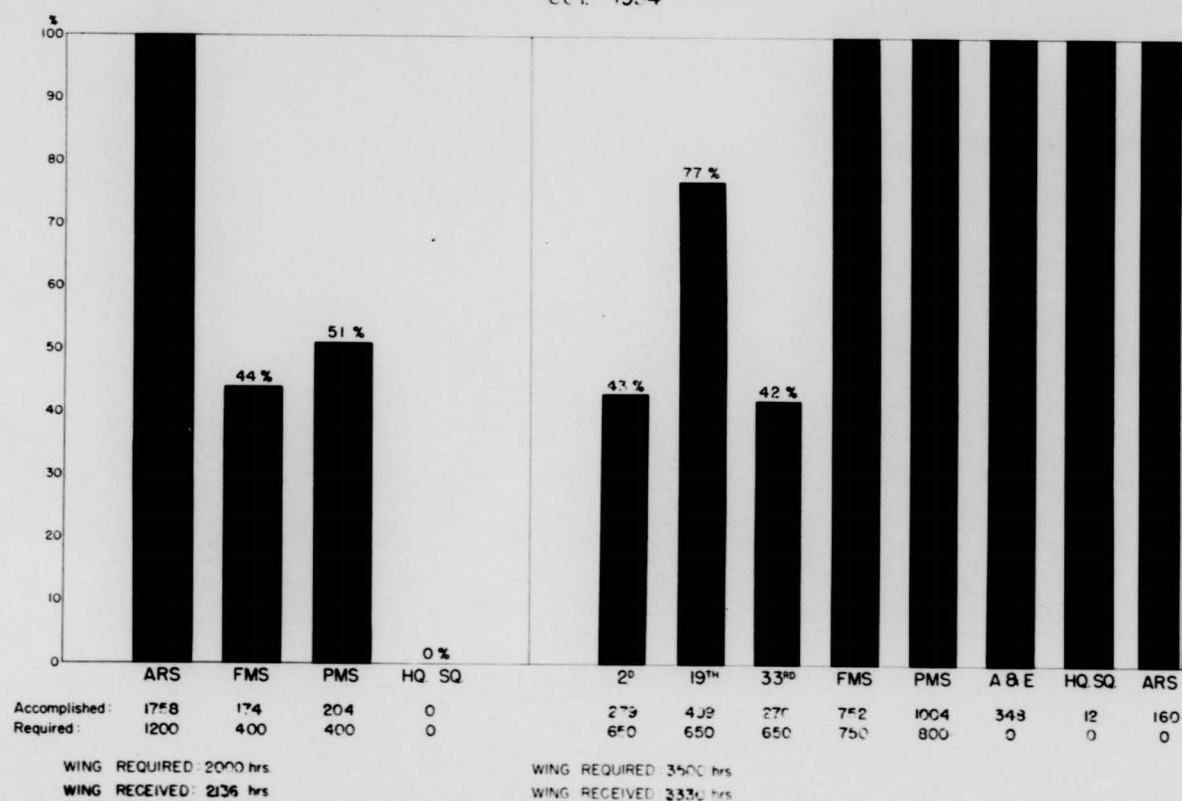


9

UTILIZATION, KC-97 MTD UNIT

UTILIZATION, B-47 MTD UNIT

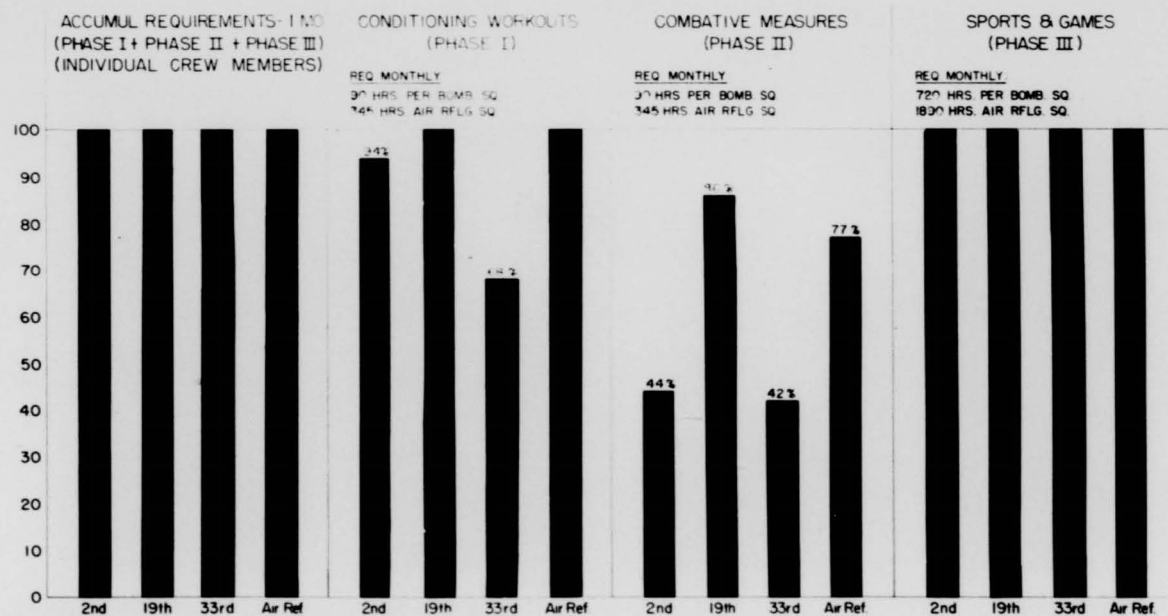
OCT. 1954



10

PHYSICAL CONDITIONING PROGRAM

OCT 1954

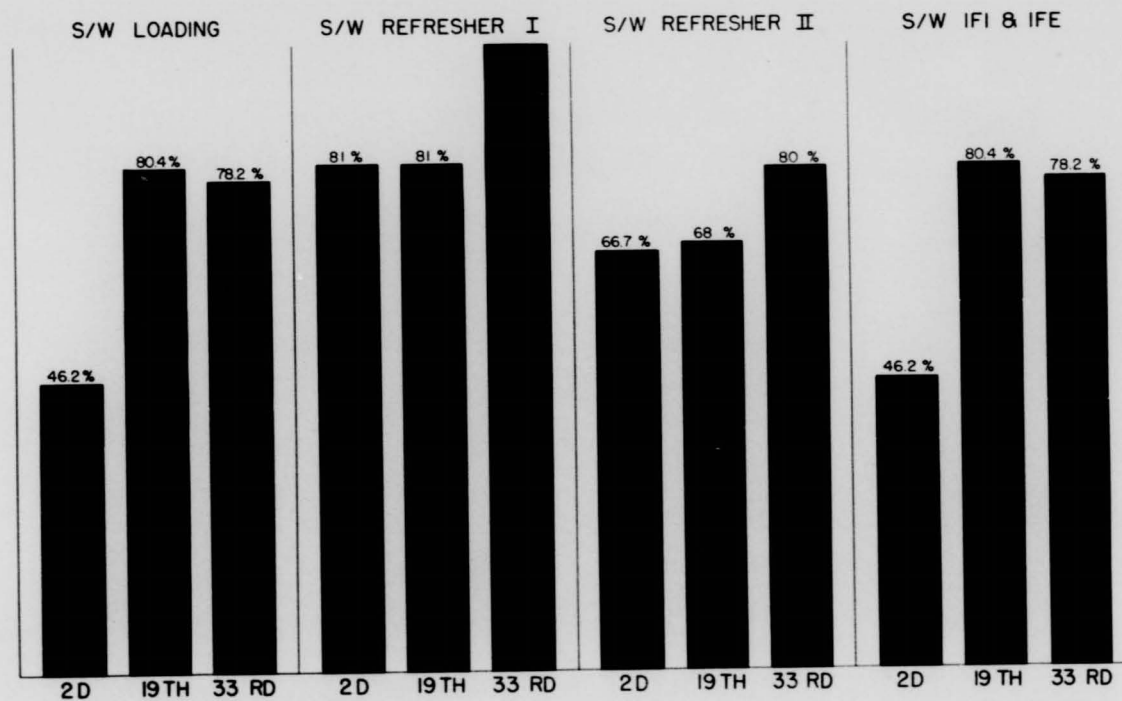


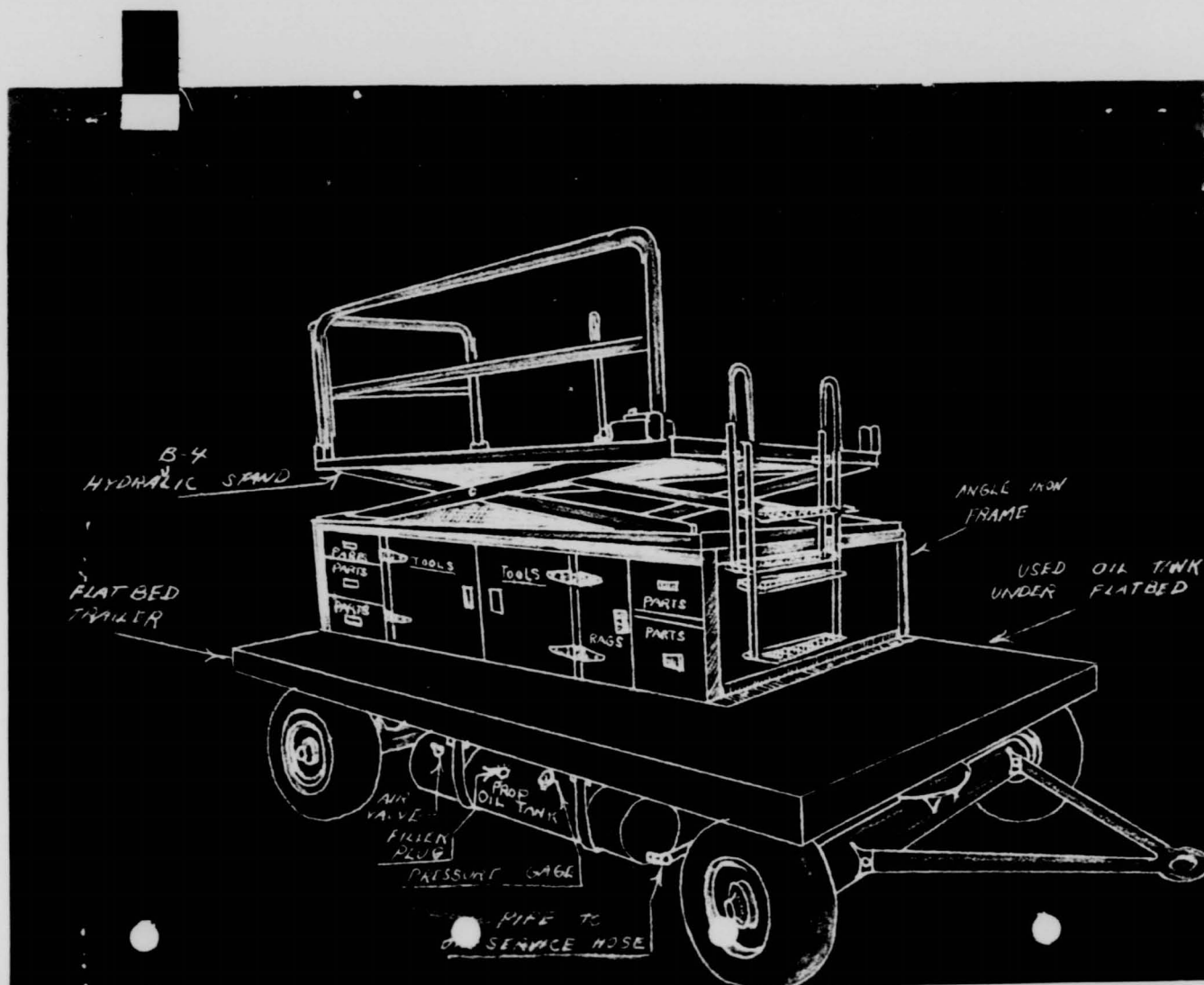
Total hrs. required per crew member since 1 Oct 54 11 HRS

416 OF 416 Crews members received the required amount of hours for 100%

11

SPECIAL WEAPONS
PERCENTAGE TRAINED FOR SEPT-OCT-NOV QTR.





0939

MAINT TIPS

MAINTENANCE INFORMATION BULLETIN No 5-54 22° B.W. MAFB CALIF. OCT-54



ARE YOU SURE YOU KNOW WHAT YOU
ARE DOING?

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

22DMST

3 NOVEMBER 1954

MAINTENANCE INFORMATION BULLETIN)
NUMBER- - - - -)

The Maintenance Information Bulletin is a publication non-directive in nature and pertains to suggestions, hints, etc, on Maintenance Items of general interest to maintenance personnel and is authenticated by the Chief of Maintenance.

1. "BELIEVE IT OR NOT"

a. Several incidents have occurred which resulted in damage to aircraft of this command during take off and flight due to failure of the ground crew members to remove aircraft Ground Cable prior to flight.

b. Engine nose domes drop off on B-47 Acft, while in flight.

c. KC-97 drop tanks being dropped on the ramp while checking circuits.

d. Maint. stands being pushed into acft. control surfaces. Believe it!

2. "MINIMUM AIR BOTTLE PRESSURE" (Navigators Hatch, Maint. Tips, Mac Dill)

a. There have been several reported "flight squawks" regarding low air bottle pressure readings in the navigators escape hatch system (in flight at altitude). The air bottle should have been charged to 2000 psi on the ground. Boeing Airplane Company tests show that this pressure will safely jettison the escape hatch.

b. However, for and in-flight condition with -65°F outside air temperature, the air bottle pressure charge will decrease to approximately 1350 psi. This is a normal reduction of pressure caused by the reduction of the temperature. Tests by Boeing Airplane Company show that an air bottle pressure of 1350 psi or greater (at -65°F) IS SUFFICIENT to safely jettison either a 4-2910 or 4-2926 navigators down ward ejection hatch. The tests further show that the hatch will jettison at -65°F with an air bottle pressure of 1070 psi but with a 12 to 15 second delay. At room temperature, the hatch will jettison immediately with 1000 psi air bottle pressure.

c. Since the delay, at altitude, of 12 to 15 seconds with an air bottle pressure of 1070 psi is considered excessive for safe ejection in an emergency, the minimum safe air bottle pressure required to jettison the hatch at -65°F temperature at altitude has been determined to be 1350 psi.

d. Therefore, (1) care should be taken to ensure a 2000 psi air bottle pressure at normal ground temperature and (2) careful monitoring of the air bottle pressure should be accomplished in flight to ensure that the pressure loss observed at altitude is restored after flight showing it was caused by temperature reduction and not system leakage.

3. "EJECTION SEAT INSPECTION"

MIL #33 Dated 26 October 1954 should be a reading must for all maintenance personnel who are required to enter a B-47 cockpit.

4. "ENGINE SCREENS"

MAINTENANCE INFORMATION BULLETIN)
NUMBER- - - - -)

3 November 1954

4. "ENGINE SCREENS" cont.

This Wing now has engine screens as required in T.O. 1B-1-140. let us use them to the utmost. It is another aid to decrease our engine change rate. They wont help us much unless maintenance personnel become "Foreign Object" concious.

5. "OXYGEN CONTAMINATION"

a. Incidents have ocured where the oxygen system has been detected as cohtaminated. The determination of contamination is very difficult to ascertain, and results in many man hours expended to investigate and attempt to determine the cause. The oxygen system if properly installed and maintained should be trouble free of contamination.

b. Listed below are improper maintenance practices that can possibly cause contamination.

- (1) Improper use of Spec MIC-C-5542 Anti-Sieze & sealing compound as follows.
 - (a) Compounds applied by dipping the end fitting into the compound, thus contaminating the interior of the fitting.
 - (b) Compounds used on straight fittings when not actually required.
 - (c) Compounds used in excessive quantities so that the compound may enter the interior of the fitting or tubing.

c. Unauthorized use of Carbon Tetrachloride.

d. The use of Spec -C-5542 S/N 7500-050200 Mfr by G.W. Barr & Co Chicago, Ill. will be discontinued until further notice, due to the presence of toxic material tentativly identified as Trichloroethelene.

e. In the event that the oxygen system should be left open, or accidentally contaminated, while installed in the aircraft, the system should be purged by filling with oxygen and refilling at least three times. The instructions contained in Par 7-12 T.O. 03-50-1, Dated 5 May 49 revised Sept. 53 should be followed. This T.O. states in part that in no case should cleaning solutions or any other solutions be used on any part of the oxygen system when it is installed in the aircraft. In no cases may gases other than oxygen be used inside any part of the oxygen when it is installed in the aircraft.

f. Special cautions & warnings on handling oxygen.

- (1) Keep oil and grease away.
- (2) Handle cylinders and valves carefully.
- (3) Never fill low pressure systems without a reducing valve.
- (4) Never mix oxygen with other gases.

6. "PRESSURE GAGES"

a. Twenty three (23) tire pressure gages were turned into the Inst. shop for calibration, seven (7) were turned into salvage, cost \$ 126.00 down

MAINTENANCE INFORMATION BULLETIN)
NUMBER - - - - - }

3 November 1954

6. "PRESSURE GAGES" cont.
the drain, all because approximately 1500 psi was used on a 0-400 psi gage. This interesting item occurred when the air hose is connected to the high pressure side of an air compressor while using a low pressure gage. "Let's learn about our auxiliary equipment."

7. TIMELY SUBJECT

As previously noted in the M.I.B.s the timely subjects will be a regular addition to all future M.I.B.s in compliance with the spirit and intent of Sac Reg. 66-9.

Maintenance Timely Subject # 13.

CORROSION CONTROL OF POWER PACKAGES, RECIPROCAL AND JET ENGINES

a. Reciprocal Engines. Reports received by this Headquarters indicate malpractices exist in shipment of power packs and/or Engines to depot for overhaul. During the past month 30 discrepancy work sheets were received from one depot alone. Recurring discrepancies were as follows: Svc plugs installed in engines, turbos open, cannon plugs not sealed, no entries on form 60 B or 60B(1), main oil line open, dehydrator plugs not installed, fuel lines open, and fuel strainers open. It is evident these cited discrepancies were due to non-compliance with Sec IV T.O. 2R-1-11 and laxity of supervisory personnel in requiring quality workmanship. Several units indicate parts required (such as tape, Proteck plugs, exhaust port plugs, etc.) are not obtainable. Establishment of adequate stock levels will avert any shortages of items and materials listed in section IX of T.O. 2R-1-11 for proper shipment of engines.

b. Jet Engines information received from overhaul activities indicates provisions of T.O. 2J-1-18 are not being complied with pertaining to the preservation of Jet Engines received for overhaul. Failure to comply with preservation requirements has resulted in necessity for immediate re-preservation of about 30% of those engines recently received by depot from the field.

c. Units preparing engines (recip. and/or jet) and power packs for shipment to depot for overhaul or rework will initiate a program to insure that proper corrosion control processes are implemented. Additional emphasis on quality of workmanship in preparing engines or power packs for shipment to depot will be stressed by supervisory personnel. A review of the overall program in regard to this subject will be initiated by supervisory personnel and noted deficiencies corrected. A review of existing directives and T.O. 2R-1-11 will be initiated and any noted deficiencies will be brought to the attention of the depot concerned by initiating U.R.s. Appropriate action will be taken wherein this review by supervisory personnel indicated assistance and action by a higher Command level. Responsible supervisory personnel will also insure compliance with T.O. 2J-1-18 and 2R-1-11 on applicable engines processed to the depot from minimum individual training, administrative, and transient aircraft.

8. " PUBLICATIONS "

MIL's and MTI's published after 22 Sept. 54

- | | | |
|-------------|-------------|---|
| 1. MIL # 9 | 30 Sept. 54 | Unsafe Aircraft |
| 2. MIL # 14 | 6 Oct. 54 | Aircraft Major Malfunctions |
| 3. MIL # 24 | 4 Oct. 54 | Submission of requests through supply controller. |

MAINTENANCE INFORMATION BULLETIN)
NUMBER - - - - -)

3 November 1954

8. " PUBLICATIONS "

a. MIL's and MTI's published after 22 Sept. 54 Contd.

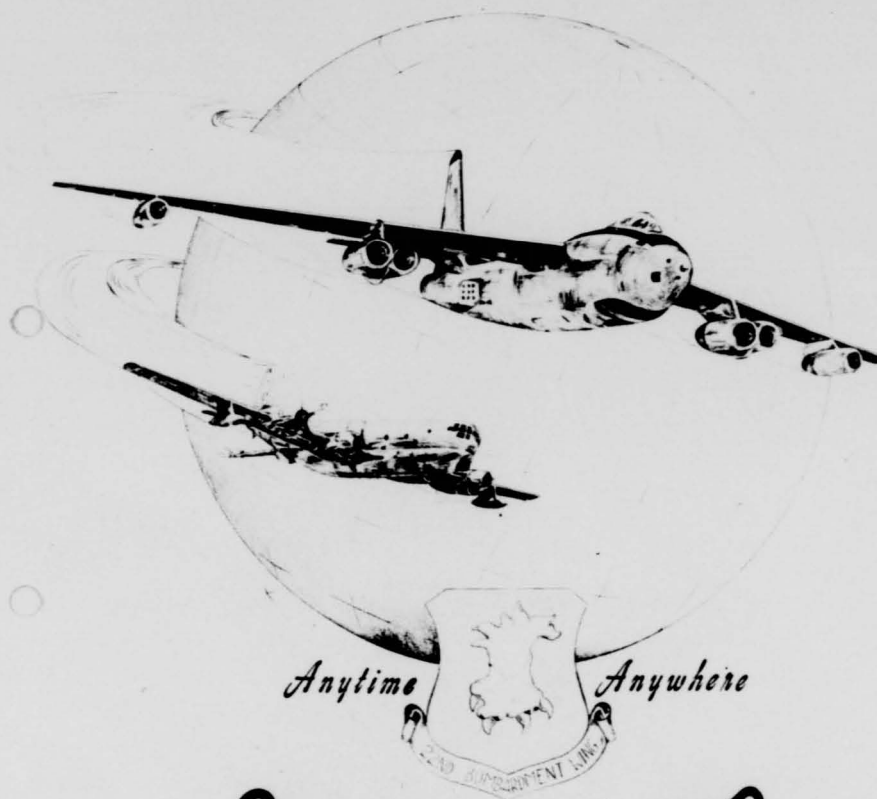
- | | | |
|--------------|-------------|--|
| 4. MIL # 33 | 26 Oct. 54 | Safety Inspection of pilots and co-pilots and observers ejection seat (B-47 Acft.) |
| 5. MIL # 66 | 12 Oct. 54 | Harmonization of the A-5 Fire control system. |
| 6. MIL # 71 | 25 Oct. 54 | Weapons Maintenance. |
| 7. MIL # 72 | 1 Nov. 54 | Maintenance and Operation of service cycles. |
| 8. MTI # N-2 | 13 Oct. 54 | Calibration of fuel quantity system (B-47 & KC-97) |
| 9. MTI # Q-2 | 25 Oct. 54 | Procedures for checking Differential Synchro in APS-23 Radar System. |
| 10. MIL # 57 | 15 Sept. 54 | Ground power equipment operators school. Change SAC Ltr. 66-51 in par. 5 b (5) and 5 F to read SAC Reg 66-7. |

b. MIL's and MTI's recinded

- | | |
|--------------|---|
| 1. MIL # 50 | Processing Periodic A/C A&E Equip. |
| 2. MIL # 52 | Processing of flight line A/C A&E Equip. |
| 3. MTI # B-1 | Seat Ejection Maintenance Procedure B-45 type Aircraft. |
| 4. MTI # G-2 | Pre-dock removal of turbo cooling cap. |

Webb Thompson
WEBB THOMPSON
MAJOR, USAF
Chief of Maintenance

22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE , CALIFORNIA



OPERATIONS ORDER
NUMBER
269-54

AIR FORCE - 100 TAP, MARCH 1954

HEADQUARTERS 22D BOMBARDMENT WING (M)
March Air Force Base, California
20 October 1954

OPERATIONS ORDER

SERIAL NO. 269-54

TRAINING FOR NOVEMBER 1954

22nd Bombardment Wing (M)
Operations Order 269-54
20 October 1954

22D BOMBARDMENT WING (M)
March Air Force Base, California
20 October 1954

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Attachment B - Special Weapons Refresher (Make-up)

Attachment C - Special Weapons Loading and IFI

Attachment D - Altitude Indoctrination

Attachment E - T-1. Trainer

Attachment F - T-2 Trainer

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23d Bombardment Wing (M)
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20 October 1954

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HEADQUARTERS 22D BOMBARDMENT WING (M)
March Air Force Base, California
20 October 1954

OPERATIONS ORDER
Number 269-54

Chart and Map References: As required. •

Task Organizations:

2nd Bombardment Squadron (M)	Lt Col James N. Graybeal
19th Bombardment Squadron (M)	Lt Col Jay O. Gray
33rd Bombardment Squadron (M)	Lt Col Paul H. Francis
22nd Air Refueling Squadron	Lt Col Horace E. Hatch
Hq Sq Sec, 22nd Bombardment Wing (M)	CWO Russel H. Frick
22nd A and E Maintenance Squadron	Lt Col Kenneth L. Johnson
22nd Field Maintenance Squadron	Lt Col Edward F. Gallup
22nd Periodic Maintenance Squadron	Lt Col Mabon A. Cornwell

1. General Situation: As of 17 Oct 54 the 22nd Bombardment Wing was approximately 72% complete on its 50-8 quarterly flying training requirements. It is desired that all subordinate units have their 50-8 requirements 100% completed by the middle of November. The last half of November will be void of higher headquarters requirements. This will enable the Squadrons to devote their full effort for the remainder of November toward individual needs and concentrate on probationary items.

a. Enemy Forces - Omitted.

b. Friendly Forces - Omitted.

22d Bombardment Wing (M)
Operations Order 269-54
20 October 1954

2. Mission: To accomplish the required monthly flying and ground training in accordance with SAC Regulation 50-8 and other applicable Regulations and directives.

3. Tasks for Subordinate Units:

a. 2nd Bombardment Squadron:

- (1) Reference paragraph 3x(9) and Annexes "B" and "D".
- (2) Will furnish one B-47 aircraft to 12th Air Division on 12, 17, 23 and 29 November.
- (3) Will provide 1 B-47 for AFDS at Ellsworth AFB 22-24 Nov 54.

b. 19th Bombardment Squadron:

- (1) Reference paragraph 3x(9) and Annexes "B" and "D".
- (2) Will furnish one B-47 aircraft to 12th Air Division on 5, 15 and 18 November.

c. 33rd Bombardment Squadron:

- (1) Reference paragraph 3x(9) and Annexes "B" and "D".
- (2) Will furnish one B-47 aircraft to 12th Air Division on 8, 16 and 19 November.

d. 22nd Air Refueling Squadron:

- (1) Reference Annex "B" and "D".
- (2) Will provide one (1) KC-97 aircraft for airlift of approximately 22 personnel and 2,500 pounds of cargo to and from Davis Monthan AFB according to schedule below:

Arrive Davis Monthan:
1600-1700Z (0900-1000 MST) 9 Nov 54
1600-1700Z (0900-1000 MST) 30 Nov 54

Depart Davis Monthan - 26 Nov 54.

22d Bombardment Wing (M)
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e. 22nd A and E Maintenance, 22nd Field Maintenance, and 22nd

Periodic Maintenance Squadrons:

(1) Reference Annexes "B" and "D".

x. General Instructions:

(1) This Operations Order becomes effective 1 November 1954.

(2) Order of Execution will be issued by the tactical squadrons in the forms of flight orders.

(3) Requests for Maintenance will be made by work order from Maintenance Control.

(4) All commitments from higher headquarters, known at this time, have been considered and included in this schedule.

(5) Squadron Commanders will insure that alternate missions are briefed for air aborts and tentative ground training scheduled when possible for ground aborts.

(6) All rated personnel must attend monthly Flight Safety meeting in the Wing Briefing Room (Bldg T-642) at 0900 hours, Saturday, 6 November 1954.

(7) Organizations possessing the following crews will insure that standardization crew checks are completed prior to date indicated: L16, R58, R20, L46, L56, R28, T13, T07 and T03. 30 November 1954.

(8) Officer Duty Rosters - All required duty rosters for 22d Bomb Wing Officers are listed in Annex "E".

22d Bombardment Wing (H)
Operations Order 269-54
20 October 1954

(9) B-47 Evaluation:

(a) The following crews will report to 3908th Strategic Evaluation Squadron, Davis Monthan AFB.

1. 9 Nov 54 - L37, L59, L24 and L51. (NOTE: In event crew L37 is reorganized or downgraded prior to 9 Nov, this requirement will be cancelled.)
2. 30 Nov 54 - L02, L19, L43, and L29.

(b) Pre-SES ground school is scheduled to begin on 15 November for those crews selected to attend SES on 30 November. Course will be approximately 2 weeks in length. Squadron Commanders concerned will insure that all crews going to SES have accomplished, prior to starting pre-SES ground school, B-47 Simulator block training and four (4) hours T-11 training for co-pilots within the last month; all pilots have attended at least the second day of Base Instrument School within past two (2) months.

(c) Bomb Squadron Commanders will take necessary action to accomplish the following:

1. Provide new summer flying suits and clean personal equipment.
2. Survival equipment will be carried including over water equipment and the four (4) man raft.
3. Special weapons certificate indicating special weapons responsibilities of individual crew members.

22d Bombardment Wing (M)
Operations Order 269-54
20 October 1954

4. Submit to 22nd Bomb Wing Logistics Officer by 1 November and 15 November names of Maintenance personnel going to Davis Monthan on the 9th and 30th of November, respectively, as required by SAC Reg 51-24, Supplement III.

5. Compliance with SAC Regulation 51-24, Supplement III.

6. Co-pilots will be evaluated on T-1A Trainer while at Davis Monthan AFB.

(d) Squadron Commanders and the Chief of Maintenance will take action to provide highly reliable aircraft and K-System.

(e) Each Squadron Commander will appoint a project officer to supervise preparation and coordination with 22nd Bomb Wing Logistics Officer. Names of project officers will be submitted to the Director of Operations and Wing Logistics not later than:

Crews reporting 9 Nov 54 - - - - 1 Nov

Crews reporting 30 Nov 54 - - - - 15 Nov

(10) The Wing will fly a maximum effort mission 2 thru 4 November 1954.

(a) Accomplishments will be formation, night formation re-fueling, tactics, one (1) camera scored run and two (2)

22d Bombardment Wing (M)
Operations Order 269-54
20 October 1954

navigation missions for each non-combat ready crew. Duration of the mission will be about ten (10) and one half hours. Duration of mission for ready, lead and select crews will be 16 hours plus an addition of two more air refuelings (for a total of 3) and one record RBS run.

(b) Recommended crew groupings are as follows:

<u>2 Nov 54</u>	<u>3 Nov 54</u>	<u>4 Nov 54</u>
Mc Grew (Col Welch)	Myers, G.	Woodward
Coleman	Reed	Ludlow
Carlson	Schrieber	Miller
Howard	Tucker	Clark (NCR)
Hoppe	Stahl	Wilkes
Harrelson	Sims	Bailey
Draper	Blaschke	Grubb
Cotton	Siebert	Boyd
Mannen	Deaton	Hirsch
Schwalier	Myers, M.	Eastham

(11) Fifteenth Air Force Evaluation Mission:

(a) Target Study for 15th Air Force Evaluation Mission will be conducted as follows:

13 Nov (Sat)	2 hrs	1000-1200
20 Nov (Sat)	4 hrs	0800-1200
29 Nov	8 hrs	0800-1200, 1300-1700
30 Nov	4 hrs	0800-1200
30 Nov	2 hrs	1300-1500 (Formal tgt study)

(b) Mission Planning will be included in the target study on the morning of 30 November.

(c) General Briefing will be held at 1500 hours on 30 Nov 54.

(d) Mission will be flown on 1, 2 or 3 December 1954.

22d Bombardment Wing (M)
Operations Order 269-54
20 October 1954

(12) Special emphasis will be placed on assisted take-offs with
ATO rockets during November. See Annex "B".

(13) Any request for changes to this order will be submitted to
the Director of Operations and Training for consideration.

4. Administration and Logistics: See Annex "D".

5. Command and Communications:

a. Command and Command Posts: Headquarters 22d Bombardment Wing,
March Air Force Base, California.

b. Communications: Omitted.

L. H. DALTON
Colonel, USAF
Commander

ANNEXES:

- A - Intelligence (Omitted)
- B - Operations and Training
- C - Communications (Omitted)
- D - Administration and Logistics
- E - Officers Duty Rosters

DISTRIBUTION:

Comdr, 15th Air Force	1 cy
Comdr, 12th Air Division	4 cys
Comdr, 22nd Bomb Wing	1 cy
22DO	16 cys
22DM	6 cys

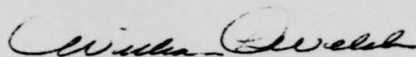
22d Bombardment Wing (H)
Operations Order 269-54
20 October 1954

3

DISTRIBUTION: (cont)

22ADJ	5 cys
22DP	1 cy
22WI	1 cy
Comdr, 2nd Bomb Squadron	6 cys
Comdr, 19th Bomb Squadron	6 cys
Comdr, 33rd Bomb Squadron	6 cys
Comdr, 22nd Air Refueling Squadron	6 cys
Comdr, Hq Sq Sec, 22d Bomb Wing	1 cy
Comdr, 22nd A&E Maint Squadron	2 cys
Comdr, 22nd Field Maint Squadron	2 cys
Comdr, 22nd Periodic Maint Squadron	2 cys
Comdr, 22nd Tactical Hospital	1 cy
Comdr, 807th Air Base Group	6 cys

OFFICIAL:


WILLIAM L. WELCH
Colonel, USAF
Director of Operations

22d Bombardment Wing (M)
Operations Order 269-54
20 October 1954

22D BOMBARDMENT WING (M)
March Air Force Base, California
20 October 1954

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 269-54

INTELLIGENCE (OMITTED)

22d Bombardment Wing (M)
Annex "A"
To Operations Order 269-54
20 October 1954

22D BOMBARDMENT WING (M)
March Air Force Base, California
20 October 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 269-54

OPERATIONS AND TRAINING

22d Bombardment Wing (M)
Annex "B"
To Operations Order 269-54
20 October 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 269-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
20 October 1954

OPERATIONS AND TRAINING

1. General: During the month of November 1954, the tactical squadrons will plan and brief their own missions with the exception of the Maximum Effort on 2 thru 4 November, in accordance with the needs of the individual crews. See Appendix 1, this Annex, for Flying Schedule.
2. ATO Take Offs: As of 14 October the Wing was 56% complete on ATO take offs. These will be accomplished during November 1954 in so far as the supply of ATO bottles will support. The following crews were in need of ATO as of 14 October 1954.
 - a. 2nd Bomb Squadron: L40, L67, R58, L02, R76.
 - b. 19th Bomb Squadron: L19, L43, L46, R18, R73.
 - c. 33rd Bomb Squadron: R28, L55, L56, L64, L29.
3. Training Priorities for November:
 - a. This paragraph sets forth the priorities of training for the month of November which are listed below in order of priority. Flying will take

22d Bombardment Wing (M)
Annex "B"
To Operations Order 269-54
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Priority over ground training except ground training involving TDY. Flying will be adjusted, when necessary, in order to meet these TDY ground training commitments.

b. It is realized that certain items mentioned in the following priority listing may, under certain conditions, be necessarily placed higher or lower than herein stated to take care of the needs of the moment. Such would be the case, for example, of test hops of high priority; higher headquarters' directed training; or Bomb Commander School quotas coming in after Operations Order was published. Changes in the following listing should not be made until after careful consideration and exercise of good judgement.

(1) B-47

(a) Flying

1. Wing Missions
2. 60-2
3. 50-8
4. Test hops.

(b) Ground Training

1. Strategic Evaluation School (TDY)
2. EWP
3. Flight Simulator (TDY)
4. Bomb Commander School (TDY)
5. S.C Survival (TDY)

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6. OQ Gunnery Range
7. Special Weapons
8. Base Instrument School
9. Altitude Indoctrination
10. Base Survival
11. ABC (TRCC) Phase III
12. Base Survival Refresher
13. Physical Conditioning
14. Unit Ground Training
15. Sea Survival
16. MTD
17. T-11 Trainer
18. T-2 Trainer
19. Link Trainer
20. Code checks
21. ECM

(2) KC-97

(a) Flying

1. Wing missions
2. 60-2
3. 50-8
4. Test Hops

(b) Ground Training

1. Flight Simulator (TDY)

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2. SAC Survival (TDY)
3. Base Instrument School
4. Base Survival
5. Altitude Indoctrination
6. Base Survival Refresher
7. Physical Conditioning
8. Unit Ground Training
9. Sea Survival
10. MTD
11. Link Trainer
12. Loran Trainer
13. Code checks

4. T-59 Drops: The following crews were in need of T-59 drops as of

19 Oct 54:

- a. 2nd Bomb Squadron : L30, L39, L40, R58.
- b. 19th Bomb Squadron: S07, L22, L43.
- c. 33rd Bomb Squadron: L24, L25, L51, L56, L64.

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APPENDIX 1

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 269-54

FLIGHT TRAINING (SCHEDULE)

22d Bombardment Wing (M)
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MONTH		Nov 1954	1	2	3 ^a	4	5	6	7	8	9	10	11	12
2	ORDERED WING	M												1AD
	SQDN.	0					4			4	4	4		3
19	ORDERED WING	N		4	3	3	1AD				1SES			
	SQDN.	0								4	2	4		4
33	ORDERED WING	Y		3	3	4		S	S	1AD	2SES			
	SQDN.						4			3	2	4		4
B-47	DAILY SORTIES													
	PROJ. DAILY SORTIES	S	10	10	10	12		A	U	12	11	12		12
	FLOW							T	N					
	ACQUM. SORTIES	T	10	20	30	42				54	65	77		89
	PROJ. ACQUM. SORTIES													
	FLOW													
	AVE. HRS. PER FLT. HRS. PER FLT. FLOWN	A	15	15	15	6				6	5.2	6		6
	DAILY HOURS	N	150	150	150	72				72	57	72		72
	PROJ. HOURS													
	FLOW													
K-197	ACQUM. HOURS	D	150	300	450	522				594	651	723		795
	PROJ. ACQUM. HOURS													
	FLOW													
	REMARKS													
	ORDERED WING	D	12	12	12						1SES			
	SQDN.					6				6	5	6		7
	DAILY SORTIES		12	12	12	6				6	6	6		7
	PROJ. DAILY SORTIES													
	FLOW													
	ACQUM. SORTIES		12	24	36	42				48	54	60		67
	PROJ. ACQUM. SORTIES													
	FLOW													
	AVE. HRS. PER FLT. HRS. PER FLT. FLOWN	N	5	5	5	5				5	5	5		6
	DAILY HOURS		60	60	60	30				30	30	30		42
	PROJ. DAILY HOURS													
	FLOW													
	ACQUM. HOURS		60	120	180	210				240	270	300		342
	PROJ. ACQUM. HOURS													
	FLOW													

Appendix 1, Annex B

10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
		LAD					LAD					LSWL	LAD	LSWL RETURN		
4		3			4	4	3	4	4			4	3	3		
					LAD			LAD								
4		4			3	4	4	3	4			3	4	4		
						LAD			LAD							
4		4	S	S	4	3	4	3	3	S	S	3	3	3		
12		12	A	U	12	12	12	11	12	A	U	11	11	11	T	F
			T	N						T	N				H	R
77		89			101	113	125	136	148			159	170	181	A	I
															N	D
6		6			6	6	6	6	6			6	6	6	S	A
															G	Y
72		72			72	72	72	66	72			66	66	66	I	
															V	
723		795			867	939	1011	1077	1149			1215	1281	1347	N	
															G	
6		7			7	7	7	7	7			7	7	7		
6		7			7	7	7	7	7			7	7	7		
60		67			74	81	88	95	102			109	116	123		
5		6			6	6	6	6	5			5	5	5		
30		42			42	42	42	42	35			35	35	35		
300		342			384	426	468	510	545			580	615	650		

Sooties	Hrs
137	720
10	15
<u>147</u>	<u>735</u>

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APPENDIX 2

ANNEX "B"

TO

OPERATIONS ORDER

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SCHEDULE OF SUPERVISORS OF FLYING

22d Bombardment Wing (M)
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APPENDIX 2

ANNEX "B"

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22D BOMBARDMENT WING (M)
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SCHEDULE OF SUPERVISORS OF FLYING

1. Schedule of Supervisors of Flying:

NOVEMBER 1954

1 - Graybeal
2 - Gray
3 - Francis
4 - Hatch
5 - Hunter
8 - Walsh
9 - Anderson, J.W.
10 - Graybeal
11 - Gray
12 - Francis
15 - Hatch

NOVEMBER 1954 (cont)

16 - Hunter
17 - Walsh
18 - Anderson, J.W.
19 - Graybeal
22 - Gray
23 - Francis
24 - Hatch
26 - Hunter
29 - Walsh
30 - Anderson, J.W.

This schedule is subject to revision as leaves and absences dictate.

Agreeable changes are authorized. Director of Operations, 22d Bomb Wing

will be notified of any changes.

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22D BOMBARDMENT WING (M)
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APPENDIX 3

ANNEX "B"

TO

OPERATIONS ORDER

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RECAP SHEET "FLYING AND GROUND TRAINING"

22d Bombardment Wing (M)
Appendix 3, Annex "B"
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22D BOMBARDMENT WING (M)
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APPENDIX 4

ANNEX "B"

TO

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GROUND TRAINING

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ANNEX "B"

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GROUND TRAINING

1. Attachments to this Appendix list detailed schedules for November of certain required ground training for combat crew personnel. Not included in the attachments are the following:

a. Base Instrument School - School will be scheduled from 8-10 November and from 22-24 November for the Squadrons' individual requirements.

b. Basic Survival - Basic Survival Refresher Classes will be held from 10 November to 12 November and from 17 November to 19 November. The 2nd, 19th and 33rd Bomb Squadrons will send three (3) crew members each and the 22nd AFS will send seven (7) crew members to each class. Personnel will report at 0800 hours to Building 973, by Gymn #2, in fatigues ready to depart for the training area. Personnel should have in their possession a canteen, web belt, heavy shoes, and field jacket or B-15 jacket. Two days will be spent in the training area.

c. Code Checks - Code checks are required each 6 months as prescribed in Supplement XVIII to SAC Reg 50-8. Squadrons are responsible for this training.

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d. Unit Training - Unit Training is required by Base Regulation 50-15 and will be scheduled and conducted (or arranged for) by each organization according to the needs of the unit. Squadron Commanders will utilize the period 0800-1100 hours on Saturdays for Unit Training and 1100-1300 hours for physical conditioning make-up except when otherwise directed by the Wing Commander.

(1) Communications Training

- (a) Survival Communications Class will be held in the Wing Briefing Room on Saturday 20 November from 1000-1100 hours for all B-47 pilots and co-pilots and all pilots, co-pilots and radio operators on KC-97 crews.
- (b) Communications Security Class will be held in the Wing Briefing Room on Saturday 20 November from 0800-1000 hours for all B-47 pilots and co-pilots and all pilots, co-pilots and radio operators on KC-97 crews.

(2) Intelligence Training:

- (a) An intelligence class will be held in the Wing Briefing Room on Saturday, 13th November from 0800-1000 hours for all KC-97 crew personnel and B-47 pilots and co-pilots.

e. MTD:

(1) B-47

- (a) 2nd Bomb Squadron 600 hours
- (b) 19th Bomb Squadron 600 hours
- (c) 33rd Bomb Squadron 600 hours

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To Operations Office 260-54
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- (d) 22nd Field Maint Squadron 750 hours
- (e) 22nd Periodic Maint Squadron 800 hours
- (f) 22nd Armt & Elect Squadron 150 hours
- (2) KC-97
 - (a) 22nd Air Refueling Squadron 1200 hours
 - (b) 22nd Field Maint Squadron 400 hours
 - (c) 22nd Periodic Maint Squadron 400 hours

f. Small Arms Firing - Squadrons will schedule the firing range through the Base Ground Training Section or contact the Wing Ground Training Section as needs arise to complete yearly requirements.

g. Bomb Commanders School - Squadrons will be notified when the next quota is received.

h. SAC Survival

- (1) The 22nd ARS will send seven (7) persons to Stead AFB for SAC Survival School starting on or about 7 November 1954.
- (2) The 2nd, 19th and 33rd will each send one (1) person to Stead AFB for SAC Survival school starting on or about 21 November 1954.

i. OQ Range (Gunnery) - Co-pilots going to SES should be scheduled for the OQ Gunnery Range at DMFB sometime during the month prior to their departure for SES. Squadrons will coordinate their OQ Range Scheduling thru the Wing Gunnery Officer. The co-pilots will get the same course at the OQ range as that required by SES.

j. AEC - (Phase III) - Each of the Bomb Squadrons will schedule four(4) aircrew members for the TRCC course of eight (8) hours duration on Tuesday,

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30 November at Building 421 (0800-1700). The requirements of this course are one crew member from each crew (B-47) preferably a co-pilot. Each squadron will contact the ABC Section and see which crews are not complete on this phase.

k. PCU

- (1) Each week day, Monday thru Friday, from 1 November to 30 November 1954, each bomb squadron will schedule a minimum of 5 combat crew members to the Physical Conditioning Unit.
- (2) The ARS will schedule a minimum of 22 combat crew members each day.

1. B-47 Flight Simulator Block Training

- (1) Base Regulation 50-1 requires a quota of one (1) crew per Bomb Squadron, comprising A/C and pilot, to attend a 4-day B-47 Emergency Procedure Refresher Course commencing Monday of each week at 0800 hours in Building 265. Each Bomb Squadron will submit the crew names to Wing Ground Training by Tuesday of the week prior to starting date of school so that orders can be published 5 days prior to start of class.
 - (a) During the week beginning 22 November, due to a holiday falling on the fourth day of the course, the crew representing the 2nd Bomb Squadron will complete their flight simulator training on Monday, 29 November. Two other crews from 19th and 33rd will complete their Block training in the 3 day period from 22 November thru

24 November.

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m. EC-97 Flight Simulator Block Training - Base Regulation 50-6 requires a quota, as set down by higher headquarters, of Pilot, Co-pilot and Engineer of each crew selected to attend a EC-97 Emergency Procedure Course at Bldg. 265. Each crew will report not later than 0730 as indicated by the Regulation. Quotas for November will be as follows:

<u>DATE</u>	<u>22ARS</u>
1 - 5 November	1 crew
15-19 November	1 crew
29 November - 3 December	1 crew

n. Target Study - Target Study will be held in Room 11, Wing Briefing Room on dates and times indicated for all B-47 Observers. This is not related to EWP Target Study.

<u>DATE</u>	<u>T.B.E</u>
Saturday, November 13	(0800-1000)
Saturday, November 20	(0800-1200)

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ATTACHMENT A

APPENDIX 4

ANNEX "B"

TO

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EMP

EMP Target Study will be held in the Wing Briefing Room on the following dates. Squadrons will furnish crews as indicated. Names of crews and times will be coordinated with the squadrons by the EMP Section.

<u>DATE</u>	<u>2nd BS</u>	<u>19th BS</u>	<u>33rd BS</u>
5 Nov 54	1 crew	1 crew	1 crew
8 Nov 54	"	"	"
15 Nov 54	"	"	"
16 Nov 54	"	"	"
17 Nov 54	"	"	"
18 Nov 54	"	"	"
19 Nov 54	"	"	"
22 Nov 54	"	"	"
23 Nov 54	"	"	"
24 Nov 54	"	"	"

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Attachment A, Appendix 4, Annex "B"
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ATTACHMENT B

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SPECIAL WEAPONS REFRESHER (MAKE-UP)

Following is the November schedule for Special Weapons Refresher, both Refresher #1 and Refresher #2 at Area 12, Bldg. 1255.

The following combat crew members have not completed Refresher #1. The Special Weapons Section desires that all crew members complete the refreshers.

2nd BS

Fiden
Butler
Draper
Ellis
Mathews
Deaton
Buccigrossi
Stocks
Hammann
Fernandez
Pershing
Pringle
Berry
Gudowski
Holmes
Douglas
Hoffman

19th BS

Carlson
Mc Cune
Cooper
Tucker
Crump
Stowers
Sanders
Howard
Cohn
Fox
Epton
Lauterbach
Marden
Devlin
Long
Larson
Kerner

33rd BS

Hensley
Clark
Kempf
Anderson
Harris
Robinson, T.
Espinosa
Wynn
Lee
Smith
Reed
Odell
Hopper

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REFRESHER #1 (MAKE-UP)

Refresher #1 will be held at Area 12, Bldg. 1255 from 0800-1700 as indicated below for those crews who have not completed Refresher #1.

<u>DATE</u>	<u>2nd BS</u>	<u>19th BS</u>	<u>33rd BS</u>
9 Nov 54	2 crews	2 crews	2 crews
10 Nov 54	2 crews	2 crews	2 crews
11 Nov 54	2 crews	2 crews	2 crews

REFRESHER #2 (MAKE-UP)

Special Weapons Refresher #2 will again be handled in two phases.

Phase I will be held in the Wing Briefing Room on the following dates and times as indicated for all those crew members who have not already attended.

<u>DATE</u>	<u>TIME</u>
Saturday, 6 November	(0800-1000)
Saturday, 13 November	(1000-1200)

Phase II will be given at Area 12, Bldg 1255 from 0800-1300 as indicated below for those crew members who have not completed Refresher #2. It is mandatory that all crew members be present not later than 0800 hours as indicated.

<u>DATE</u>	<u>2nd BS</u>	<u>19th BS</u>	<u>33rd BS</u>
12 Nov 54 (0800-1300)	2 crews	2 crews	2 crews
29 Nov 54 (0800-1300)	2 crews	2 crews	2 crews
30 Nov 54 (0800-1300)	2 crews	2 crews	2 crews

NOTE: Special Weapons Section requires an access list be furnished to them not later than 1600 hours day before class.

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ATTACHMENT C

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SPECIAL WEAPONS LOADING AND IFI

Following is the November schedule for Special Weapons Loading and
IFI at Area 12, Bldg. 1255 from 0830-1700.

<u>DATE</u>	<u>Loading and IFI</u>
1 Nov 54	1 crew, 2nd BS
11 Nov 54	1 crew, 19th BS
12 Nov 54	1 crew, 2nd BS
16 Nov 54	1 crew, 2nd BS
22 Nov 54	1 crew, 33rd BS
23 Nov 54	1 crew, 2nd BS
24 Nov 54	1 crew, 2nd BS
29 Nov 54	1 crew, 33rd BS
30 Nov 54	1 crew, 2nd BS

NOTE: Special Weapons Section requires an access list be furnished to
them not later than 1600 hours day before class.

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ATTACHMENT DAPPENDIX 4ANNEX "B"TOOPERATIONS ORDER

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ALTITUDE INDOCTRINATION

Following is the schedule for November with dates and quotas as indicated. Crew members will report at 0800 hours to Bldg. 538 on starting date of class.

B-47 Class

<u>DATE</u>	<u>2nd Sq</u>	<u>19th Sq</u>	<u>33d Sq</u>	<u>22d J&E</u>	<u>22d FM</u>
4 - 5 Nov	3 persons	3 persons	3 persons	3 persons	3 persons
8 - 9 Nov	" "	" "	" "	" "	" "
15 - 16 Nov	" "	" "	" "	" "	" "
22 - 23 Nov	" "	" "	" "	" "	" "
29 - 30 Nov	" "	" "	" "	" "	" "

KC-97 Class

<u>DATE</u>	<u>22dRS</u>
11 - 12 Nov	11 persons
18 - 19 Nov	11 persons

NOTE: The ejection seat is not scheduled due to it being out of operation at this time. It will be scheduled if and when it becomes operational.

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ATTACHMENT E

APPENDIX 4

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T-1A TRAINER

Following is the schedule for the T-1A Trainer for the month of November
as indicated:

<u>DATE</u>	<u>2nd BS</u>	<u>19th BS</u>	<u>33rd BS</u>
1 Nov 54	0830-1000	1030-1200	1400-1530
2 Nov 54	" "	" "	" "
8 Nov 54	" "	" "	" "
9 Nov 54	" "	" "	" "
11 Nov 54	" "	" "	" "
12 Nov 54	" "	" "	" "
15 Nov 54	" "	" "	" "
16 Nov 54	" "	" "	" "
22 Nov 54	" "	" "	" "
23 Nov 54	" "	" "	" "
29 Nov 54	" "	" "	" "
30 Nov 54	" "	" "	" "

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T-2 TRAINER

Following is the T-2 Trainer Schedule for the month of November held on the dates and times indicated at Bldg. 435. It is noted that certain dates are scheduled for make-up of EWP Target Study. On these dates scheduling of crews to the trainer will be coordinated by EWP Section with the squadrons concerned.

On regular T-2 periods, squadrons concerned, will schedule AOBs who need the regular T-2 Training.

<u>DATE</u>	<u>2nd BS</u>	<u>19th BS</u>	<u>33d BS</u>
1 Nov 54	1 AOB (1300-1500)		1 AOB (1500-1700)
2 Nov 54		1 AOB (1300-1500)	1 AOB (1500-1700)
3 Nov 54	1 AOB (1300-1500)	1 AOB (1500-1700)	
4 Nov 54	1 AOB (1500-1700)		1 AOB (1300-1500)
5 Nov 54		1 AOB (1300-1500)	1 AOB (1500-1700)
8 Nov 54 (EWP)	1 Cr. (1315-1445)		1 Cr. (1500-1630)
9 Nov 54 (EWP)	1 cr. (1315-1445)	1 Cr. (1500-1630)	

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<u>D. TE</u>	<u>2nd BS</u>	<u>19th BS</u>	<u>33d BS</u>
10 Nov 54 (EFP)	1 Cr. (1500-1630)	1 Cr. (1315-1445)	
11 Nov 54 (EMF)	1 Cr. (1500-1630)		1 Cr. 1315-1445)
12 Nov 54 (EMF)	1 Cr. (1315-1445)	1 Cr. (1500-1630)	
15 Nov 54	1 AOB (1300-1500)	1 AOB (1500-1700)	
16 Nov 54	1 AOB (1500-1700)		1 AOB (1300-1500)
17 Nov 54		1 AOB (1300-1500)	1 AOB (1500-1700)
18 Nov 54	1 AOB (1300-1500)	1 AOB (1500-1700)	
19 Nov 54	1 AOB (1500-1700)		1 AOB (1300-1500)
22 Nov 54		1 AOB (1300-1500)	1 AOB (1500-1700)
23 Nov 54	1 AOB (1300-1500)	1 AOB (1500-1700)	
24 Nov 54	1 AOB (1500-1700)		1 AOB (1300-1500)
29 Nov 54		1 AOB (1300-1500)	1 AOB (1500-1700)
30 Nov 54	1 AOB (1300-1500)	1 AOB (1500-1700)	

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ATTACHMENT GAPPENDIX 4ANNEX "B"TOOPERATIONS ORDER

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LINK AND LORAN TRAINER

The following schedule lists Link and Loran Trainer times by squadrons. The C-11B (Jet) Trainer is allotted exclusively to the Bomb Squadrons. The P-3A (Conventional) trainer is allotted to the 22d ARS. The AN/APN-T4 (Loran) Trainer is scheduled only for the 22d ARS Navigators. Trainers are located in Bldg. 262.

<u>DATE</u>	<u>2BS Link</u>	<u>19BS Link</u>	<u>333S Link</u>	<u>22RS Link</u>	<u>22RS Loran</u>
1 Nov 54	0830-1000	1000-1130		1330-1500 1530-1700	1300-1500 1500-1700
2 Nov 54	0830-1000		1000-1130	1330-1500	
3 Nov 54				1330-1500	1300-1500 1500-1700
4 Nov 54				1530-1700	
5 Nov 54	0830-1000	1000-1130 1500-1630	1330-1500	1330-1500 1530-1700	1300-1500 1500-1700
8 Nov 54		0830-1000	1000-1130	1330-1500 1530-1700	

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<u>Date</u>	<u>2BS Link</u>	<u>19BS Link</u>	<u>33BS Link</u>	<u>22ARS Link</u>	<u>22ARS Loran</u>
9 Nov 54	0830-1000		1000-1130	1330-1500 1530-1700	1300-1500 1500-1700
10 Nov 54				1330-1500 1530-1700	
11 Nov 54				1330-1500 1530-1700	1300-1500 1500-1700
12 Nov 54	0830-1000 1500-1630	1000-1130	1330-1500	1330-1500 1530-1700	
15 Nov 54		0830-1000	1000-1130	1330-1500 1530-1700	1300-1500 1500-1700
16 Nov 54	0830-1000	1000-1130		1330-1500	
17 Nov 54				1330-1500	1300-1500 1500-1700
18 Nov 54				1530-1700	
19 Nov 54	0830-1000	1000-1130	1330-1500 1500-1630	1330-1500 1530-1700	1300-1500 1500-1700
22 Nov 54	0830-1000	1000-1130		1330-1500 1530-1700	
23 Nov 54	0830-1000		1000-1130	1330-1500 1530-1700	1300-1500 1500-1700
24 Nov 54				1330-1500 1530-1700	
29 Nov 54		0830-1000	1000-1130	1330-1500 1530-1700	1300-1500 1500-1700
30 Nov 54	0830-1000		1000-1130	1330-1500	

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March Air Force Base, California
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ANNEX "C"

TO

OPERATIONS ORDER

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COMMUNICATIONS (OMITTED)

22d Bombardment Wing (H)
Annex "C"
To Operations Order 269-54
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22D BOMBARDMENT WING (M)
March Air Force Base, California
20 October 1954

ANNEX "D"

TO

OPERATIONS ORDER

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ADMINISTRATION AND LOGISTICS

22d Bombardment Wing (M)
Annex "D"
To Operations Order 269-54
20 October 1954

ANNEX "D"

TO

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SERIAL NO. 269-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
20 October 1954

LOGISTICS

MASTER MAINTENANCE PLAN

1. GENERAL INFORMATION:

a. The agreement reached for November 1954 between Operations and maintenance resulted from the second weekly meeting conducted in October in accordance with SAC Regulation 60-9, dated 5 August 1953. Basically, maintenance is committed to furnish the following requirements:

- (1) 1450 B -47 flying hours.
- (2) 700 KC-97 flying hours.

In order to meet this operational requirement, all personnel concerned must be thoroughly briefed to include all contents of this Annex. Officer and senior non-commissioned officer personnel in charge of sections must keep constantly abreast of current operations as the month progresses, to further insure every individual is aware of changes or additions to the maintenance plan. Changes or additions will be limited to absolute requirement and appear in the form of an amendment or appendix to this Annex. It is through

22D BOMBARDMENT WING (M)
ANNEX "D"
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sections planning resulting in complete knowledge and understanding by each individual that our mission can be met without lost motion or undue hardship.

b. Aircraft sortie schedules (see Appendix 2 and 3 of Annex "D") for B-47 and KC-97 aircraft have been coordinated with each respective squadron maintenance section including Field Maintenance and Armament-Electronics. Friday of each week, an Appendix will be published and distributed to all squadrons. Designating the tail number of aircraft with respect to forthcoming week and matched against the sortie requirement. After publication of the weekly tail number schedule, deviation may be granted only upon approval by the Chief of Maintenance.

c. Special requirements for November include the following:

- (1) Four (4) B-47 aircraft to Tucson 9 November 1954 - SES (see Appendix 6 Annex "D" for SES Package).
- (2) Four (4) B-47 aircraft to Tucson 30 November 1954 - SES (see Appendix 6 Annex "D" for SES Package).
- (3) Wing maximum effort will be flown on 2 November 1954 of 10 B-47 aircraft and 12 KC-97 aircraft and on 3 November 1954 of 10 B-47 aircraft and 12 KC-97 aircraft and on 4 November 1954 of 10 B-47 aircraft and 12 KC-97 aircraft.

d. Continuing effort will be made by the Maintenance Control Unit and all other affected activities to completely eliminate the present TOC backlog and keep abreast of the incoming TOC's. This will require each activity to be critical in monitoring the TOC program within their unit and insure 100% effectiveness in personnel utilization. If necessary, overtime will have to be scheduled.

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ANNEX "D"
OPERATIONS ORDER 269-54
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used as a process of eliminating backlog. Progress was below desired goal of accomplishment during October. It is realized that missions scheduled during October made it difficult to hold aircraft out for TOC. With a more stable flying program scheduled for November all supervisors are urged to double efforts on the TOC program to make up lost ground. The Maintenance Control Officer will be held responsible for monitoring the progress and schedule overtime TOC maintenance as necessary to accomplish this goal.

2. SPECIFICS FOR SUBORDINATE UNITS:

a. 2d Bombardment Squadron will provide.

- (1) One (1) B-47 primary aircraft and one (1) spare B-47 aircraft on 9 November 1954 for SES Tucson. (Reference Appendix 6 Annex "D").
- (2) One (1) B-47 primary aircraft, one (1) spare B-47 aircraft on 30 November 1954 for SES Tucson.
- (3) Forty-eight (48) B-47 aircraft for normal crew flying missions. (Reference Appendix 2 Annex "D").
- (4) Aircraft for 100 hour postflight inspection. (Reference Appendix published weekly, Master Schedule - flying and special weapons loading).
- (5) Two (2) B-47 aircraft for 200 hour periodic inspection. (Reference same as item 3 above).
- (6) B-47 aircraft for eight (8) days special weapons loading, on station MK VI configuration.
- (7) Two (2) B-47 aircraft flight test - periodic inspection. (See weekly Master Schedule).

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- (8) Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
- (9) Maintenance personnel and equipment to accomplish 1 through 7 above.
- b. 19th Bombardment Squadron will provide:
 - (1) One (1) B-47 primary aircraft and one (1) spare B-47 aircraft 9 November 1954 for SES Tucson. (Reference Appendix 6 Annex "D").
 - (2) Two (2) B-47 primary aircraft and one (1) spare B-47 aircraft 30 November 1954 for SES Tucson. (Reference Appendix 6 Annex "D").
 - (3) Forty-Six (46) aircraft for normal crew flying missions. (Reference Appendix 2 Annex "D").
 - (4) B-47 aircraft for 100 hour postflight inspection. (Reference Appendix published weekly, Master Schedule - flying, periodic maintenance and special weapons loading.)
 - (5) Four (4) aircraft for 200 hour periodic inspection. (Reference same as item 3 above).
 - (6) B-47 aircraft for eight (8) days special weapons loading, MK VI configuration, on station.
 - (7) Five (5) aircraft for flight test - periodic inspection. (See Weekly Master Schedule).
 - (8) Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
 - (9) Maintenance personnel and equipment to accomplish 1 thru 7 above.

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c. 33d Bombardment Squadron will provide:

- (1) Two (2) B-47 primary aircraft and one (1) spare B-47 aircraft, 9 November 1954 for SES Tucson (reference Appendix 6 Annex "D").
- (2) One (1) B-47 primary aircraft and one (1) spare B-47 aircraft 30 November 1954 for SES Tucson.
- (3) Forty-three (43) B-47 aircraft for normal crew flying missions. (reference Appendix 2 Annex "D").
- (4) B-47 aircraft for 100 hour postflight inspection. (Reference Appendix published weekly, Master Schedule, flying, periodic maintenance and special weapons loading.)
- (5) Two (2) B-47 aircraft for 200 hour periodic inspection. (Reference same as item 3 above).
- (6) B-47 aircraft for seven (7) days special weapons loading MK VI configuration, on station.
- (7) Three (3) B-47 aircraft flight test - periodic inspection. (See weekly Master Schedule).
- (8) Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
- (9) Maintenance personnel and equipment to accomplish 1 thru 7 above.

d. 22d Air Refueling Squadron will provide:

- (1) One (1) primary and one (1) spare KC-97 aircraft to Tucson on 9 November 1954 in support of B-47 aircraft for SES. One (1) primary and one (1) spare KC-97 aircraft to Tucson 30 November

22D BOMBARDMENT WING (M)
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KODAK SAFETY FILM

1954 in support of B-47 aircraft for SES. (See Appendix 6, Annex "D" for SES Package).

(2) Ninety-nine (99) KC-97 aircraft for normal crew flying. (Reference Appendix 3 Annex "D").

(3) Support for TOC program within organizations and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.

(4) Maintenance personnel and equipment to accomplish 1 thru 3 above.

e. 22d Armament and Electronics Maintenance Squadron will provide:

(1) Personnel and aircraft spares to accompany B-47 aircraft to SES. (Reference Appendix 6 for personnel package).

(2) Work schedule to provide adequate specialist coverage for:

(a) Flight Line Aircraft.

(b) Dock Aircraft.

(c) Base Flight aircraft and all tenant units.

(d) Transient aircraft.

NOTE: This coverage will be on a twenty-four (24) hour basis with peak load in conjunction with Appendix 5 Annex "D" and weekly Master Schedule - flying and special weapons loading.

(3) Pre-issue stock levels as designated in authorized pre-issue list.

(4) Specialist dispatch on work orders as directed by Maintenance Control Unit.

(5) Compass swings for 22d Bombardment Wing aircraft as required. (Reference weekly Master Schedule).

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- (6) Necessary personnel, tools and aircraft spares to support all requirements as scheduled for November and in addition other parent wing responsibilities.
 - (7) Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
 - (8) Support for Field Maintenance Ground Power Section as determined by the Chief of Maintenance.
- f. 22d Field Maintenance Squadron will provide:
- (1) Personnel to accompany B-47 aircraft to SES (Reference Appendix 6 for personnel package).
 - (2) Work schedule to insure adequate specialist coverage for:
 - (a) Flight Line aircraft.
 - (b) Dock aircraft
 - (c) Base Flight aircraft and all tenant units.
 - (d) Transient aircraft.

NOTE: This coverage will be on a twenty-four (24) hour basis with peak load in conjunction with Appendix 5 Annex "D" and Weekly Master Schedule; flying and special weapons loading.

- (3) Support for TOC program as directed for use on teams as deemed necessary by the Maintenance Control Unit.
- (4) Pre-issue stock levels as designated in authorized pre-issue list.
- (5) Specialist dispatch on work orders as directed by Maintenance Control Unit.

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- (6) Personnel, tools and equipment to support all requirements scheduled for November and in addition other parent wing responsibilities.

g. 22d Periodic Maintenance Squadron will provide:

- (1) Supervision of the Wash Rack, The 22d Periodic Maintenance Squadron will have overall responsibility for the area. Request for use of the Wash Rack facilities will be made by telephone to the 22d Maintenance Control Unit. All organizations must adhere strictly to schedule directed by the Maintenance Control Unit.
- (2) Personnel, tools and equipment to perform eight (8) 200 hour periodic inspections on B-47 aircraft.
- (3) Personnel, tools and equipment to perform four (4) periodic inspections on KC-97 aircraft.
- (4) Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.

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APPENDIX I

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO. 269-54

BASE SUPPORT REQUIREMENTS FOR MAINTENANCE PLAN

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APPENDIX I

TO

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BASE SUPPORT REQUIREMENTS FOR MAINTENANCE PLAN

1. MISSION FOR THE 807TH AIR BASE GROUP:

- a. Furnish logistical support to provide 1450 B-47 and 700 KC-97 flying hours during the month of November 1954.
- b. Furnish logistical support to provide 1200 flying hours for Base Flight aircraft during the month of November 1954.
- c. Continue to furnish a rapid and efficient supply research and delivery program. Maintenance stability stands out as the prime goal and a prerequisite is supply efficiency. One main contributing factor in flying aircraft against a planned tail number schedule is the availability of supplies. Without this support, the program is lost.

2. DETAILED SUPPORT:

- a. Base Supply activities are requested to provide the following:

- (1) Complete and/or limited support will be required on the dates and times indicated below:

1 thru 30 Nov-----0800 - 1700---Complete support except
as follows

Saturdays-----0800 - 1200---Limited support

Sat p.m. & Sundays-----Standby support

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(2) Munitions:

- (a) Bomb and ammunition loading will be accomplished in accordance with existing directives.
- (b) The A&E Squadron Supervision Section will coordinate with munitions section on exact loading times.

b. Aircraft Requirements:

(1) 22d Bomb Wing Aircraft:

- (a) Refueling: JP-4
1 thru 30 Nov 24 hours 6 hydrants (Except Sat afternoon and Sundays)
- (b) One (1) F-6 unit to "top off" as required "on call" basis.
- (c) Defueling: One (1) defueling hydrant will be required at all times, and will have an open capacity to defuel aircraft.
- (d) 1 thru 30 Nov 0800 - 2400 hours Four (4) trucks (Except Sat p.m. & Sun)
- (e) Defueling: Requirements for defueling is seldom necessary, however, facilities should be available to convert a unit into a defueler.

- (2) As indicated in coordination between the Base Petroleum Officer and 22d Maintenance Control Officer, the 22d Bomb Wing will be assigned 3 refueling pits for the month to be used for servicing JP-4 for the B-47 and KC-97 aircraft. Squadrons will obtain hydrant assignment from Job Control as required. Coordination

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APPENDIX I ANNEX "D"

will be made prior to each time requirement exist for additional pit.

- (3) Crash and fire fighting facilities will be briefed and on stand by in the refueling area for any requirement.

c. Transportation: Vehicles assigned will normally be adequate. However every effort should be exerted to maintain a maximum number of assigned vehicles in commission. A low in commission rate of tugs and towing vehicles will seriously hamper the mission of this wing.

d. Dining Facilities: Planned in accordance with present 0800 -1700 duty hours, five and one-half days a week. The requirements will continue for mid-night meals, organization making necessary arrangements with Base Food Service Supervisor.

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APPENDIX 2

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO. 269-54

B-47 SORTIE SCHEDULE

22D BOMBARDMENT WING (M)
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20 October 1954

APPENDIX 2

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B-47 SORTIE SCHEDULE

1. GENERAL INFORMATION:

- a. The number of sorties as scheduled in this Appendix will not be altered for any reason, except where the Director of Operations and the Chief of Maintenance determine a requirement exist.
- b. Mission lost in the event of a ground or air abort will be made up through turn-around flights at the discretion of the Squadron Commander.
- c. In the event of turn-around flights, advanced request will be made to the Maintenance Control Unit. This request will be made at least fifteen (15) hours prior to days flying involving a turn-around. Immediately upon landing after the first flight, the status will be furnished the Maintenance Control Unit, and the organization concerned will be informed whether or not turn-around of the aircraft is possible.
- d. Organizations will comply with Interim Policy Letter - Hq 22d Bomb Wing dated 12 May 1954 and Base Reg 65-11 with regard to refueling aircraft.
- e. Fuel loads will be as directed by Squadron Operations unless special mission aircraft. Maintenance Control Unit will provide Engineering Sections fuel load requirements on daily basis.

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2D BOMBARDMENT SQUADRON

2 Nov - 3 Sorties
 3 Nov - 4 Sorties
 4 Nov - 3 Sorties
 5 Nov - 4 Sorties
 8 Nov - 4 Sorties
 9 Nov - 4 Sorties
 10 Nov - 4 Sorties
 12 Nov - 3 Sorties
 15 Nov - 4 Sorties
 16 Nov - 4 Sorties
 17 Nov - 3 Sorties
 1 AD
 18 Nov - 4 Sorties
 19 Nov - 4 Sorties
 22 Nov - 4 Sorties
 1 SWL
 23 Nov - 3 Sorties
 1 AD
 24 Nov - 3 Sorties
 29 Nov - 1 AD
 30 Nov - 1 SES

19TH BOMBARDMENT SQUADRON

2 Nov - 4 Sorties
 3 Nov - 3 Sorties
 4 Nov - 3 Sorties
 5 Nov - 3 Sorties
 1 AD
 8 Nov - 4 Sorties
 9 Nov - 2 Sorties
 1 SES
 10 Nov - 4 Sorties
 12 Nov - 4 Sorties
 15 Nov - 3 Sorties
 1 AD
 16 Nov - 4 Sorties
 17 Nov - 4 Sorties
 18 Nov - 3 Sorties
 1 AD
 19 Nov - 4 Sorties
 22 Nov - 3 Sorties
 23 Nov - 4 Sorties
 24 Nov - 4 Sorties
 30 Nov - 2 SES

33D BOMBARDMENT SQUADRON

2 Nov - 3 Sorties
 3 Nov - 3 Sorties
 4 Nov - 4 Sorties
 5 Nov - 4 Sorties
 8 Nov - 3 Sorties
 1 AD
 9 Nov - 2 Sorties
 2 SES
 10 Nov - 4 Sorties
 12 Nov - 4 Sorties
 15 Nov - 4 Sorties
 16 Nov - 3 Sorties
 1 AD
 17 Nov - 4 Sorties
 18 Nov - 3 Sorties
 19 Nov - 3 Sorties
 1 AD
 22 Nov - 3 Sorties
 23 Nov - 3 Sorties
 24 Nov - 3 Sorties
 30 Nov - 1 SES

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APPENDIX 3

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KC-97 SORTIE SCHEDULE

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APPENDIX 3

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KC-97 SORTIE SCHEDULE

1. GENERAL INFORMATION:

a. The number of sorties as scheduled in this Appendix will not be altered for any reason, except where the Director of Operations and the Chief of Maintenance determine a requirement exists. Any major change will be accomplished at weekly 60-9 meetings.

b. Missions lost in the event of a ground or air abort will be made up through turn-around flights at the discretion of the Squadron Commander. Turn around flights will not be scheduled to gain sorties above number as set forth herein.

c. In the event of turn-around flight, advance request for such will be made to the Maintenance Control Unit. This request will be made at least fifteen (15) hours prior to days flying involving turn-around. Immediately upon landing after the first flight, the status will be furnished the Maintenance Control Unit, and the organization concerned will be informed whether or not turn-around of the aircraft is possible.

d. Organizations will comply with Intermin Policy Letter - Hq 22d Bomb Wing

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dated 12 May 1954 and Base Reg 65-11 with regard to refueling aircraft.

e. Fuel loads will be as directed by Squadron Operations unless special mission aircraft. Maintenance Control Unit will provide Engineering Sections fuel load requirements on a daily basis.

SORTIES SCHEDULED

2 November - 12 Sorties	16 November - 7 Sorties
3 November - 12 Sorties	17 November - 7 Sorties
4 November - 12 Sorties	18 November - 7 Sorties
5 November - 6 Sorties	19 November - 7 Sorties
6 November - 6 Sorties	22 November - 7 Sorties
9 November - 5 Sorties 1 SES	23 November - 7 Sorties
10 November - 6 Sorties	24 November - 7 Sorties
12 November - 7 Sorties	29 November - 7 Sorties
15 November - 7 Sorties	30 November - 6 Sorties 1 SES

NOTE: The term Sorties implies squadron or higher headquarters mission.

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March Air Force Base, California
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APPENDIX 4

ANNEX "D"

TO

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INSPECTION SCHEDULE

PERIODIC INSPECTION

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20 October 1954

INSPECTION SCHEDULE

Periodic Inspection

1. B-47 Aircraft:

<u>Acft No.</u>	<u>Date In</u>	<u>Date Out</u>	<u>Dock No.</u>
5810	5 Nov	10 Nov	1
7072	5 Nov	10 Nov	2
2026	11 Nov	16 Nov	1
5808	11 Nov	16 Nov	2
2022	17 Nov	22 Nov	1
2366	17 Nov	22 Nov	2
2024	24 Nov	29 Nov	1
2370	24 Nov	29 Nov	2

2. KC-97 Aircraft:

2754	4 Nov	9 Nov	4
2749	10 Nov	15 Nov	4
2751	16 Nov	19 Nov	4
2756	22 Nov	25 Nov	4

3. Work Schedule:

a. 0800 - 1700 hours for both Periodic Maintenance and A&E Maintenance Squadron.

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APPENDIX 5

ANNEX "D"

TO

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FLIGHT LINE WORK SCHEDULE

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FLIGHT LINE WORK SCHEDULE

1. GENERAL INFORMATION:

a. The working hours of personnel will be planned by each organization and will be programmed to meet the flying commitment. All personnel will be briefed by the maintenance officer with respect to contents of Annex "D". Additional information disseminated by the D/Mat Section to organizations as the month progress will be thoroughly broadcast to personnel as necessary.

b. There will be no aircraft substitutions unless the Wing Commander has been made cognizant and such will not be considered unless an emergency exists beyond anything generated in connection with routine flights.

c. Aircraft that are not on weekly tail number schedule, due to various reasons, which become in-commission during the week of schedule, may be added to the flight schedule by maintenance control section if it will not disrupt the programming in any way. In such instance, the Wing Commander will be briefed and will approve same. Such additions will be held to absolute minimum and will not be considered a normal function by any section.

2. PLANNING FACTORS:

a. Routine line work will be accomplished between 0800 -1700 hours daily, five and one-half days a week.

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b. Flight Line Maintenance Sections will provide adequate personnel for parking and servicing dependent upon the flight schedule from 1700 hours daily until last aircraft flying has returned and been serviced.

c. The ground crew assigned to an aircraft will normally meet the aircraft upon landing to park and service.

d. Maintenance Instruction Letter #13, dated 23 Jun 54, will be complied with relative to A&E requirements on returning aircraft.

e. Maintenance Cycle:

(1) Night maintenance

(a) Meet aircraft

(b) Refuel

(c) Park

(d) Secure

(e) Call status and work order to Maintenance Control. Status and work orders will be called in immediately after aircraft has landed.

(2) Maintenance General: When an aircraft has been committed to fly in accordance with published schedule, every effort will be made to ready the aircraft for flight. If at the expiration of normal duty hours, the aircraft is still "out of commission", work will be continued until 2200 hours in the case of aircraft scheduled to fly the following morning. At 2200 hours the condition of aircraft will be further discussed with the Senior Controller, Maintenance Control Unit, by the senior non-commissioned officer in charge of maintenance

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control particular aircraft. At this time, decision will be made to continue or discontinue maintenance. It is the responsibility of all maintenance personnel to do their utmost to insure that scheduled aircraft meet the schedule. This results in stability which is paramount to efficient maintenance operation and without which confusion reigns.

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APPENDIX 6

ANNEX "D"

TO

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SES PACKAGE

PERSONNEL AND MATERIEL

22D BOMBARDMENT WING (M)
APPENDIX 6 ANNEX "D"
OPERATIONS ORDERS 269-54
20 October 1954

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TO

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22D BOMBARDMENT WING (M)
March Air Force Base, California
20 October 1954

SES PACKAGE

PERSONNEL AND MATERIEL

1. GENERAL INFORMATION:

a. This mission requires TDY of aircraft and personnel for approximately fifteen (15) days o/a 9 November 1954 at Tucson. The importance of the aircraft and operating systems thereof receiving utmost attention prior to departure cannot be overstressed. Crew performance can only equal aircraft performance, and the maintenance job is to sell a top quality product.

b. A list of all personnel designated to participate and materiel by box number, requirements specified herein, will be forwarded to the Wing Logistics Section (Ph. 5298) from Squadron concerned by 0800 hours 3 November 1954.

2. REQUIREMENTS:

a. Personnel

(1) Maintenance technicians will be supplied by organizations as follows:

(a) For each aircraft participating:

1 One (1) 43171J, Crew Chief.

2 Two (2) 43151/54 acft or jet engine mechanics

3 One (1) 32150E K-system mechanic

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(b) From the Wing:

- 1 Two (2) 43154 Sr Acft Electricians
- 2 Two (2) 43156 Sr Acft Instr Specialists
- 3 Two (2) 42550 Sr Acft Hydraulic Specialists
- 4 Two (2) 32350C Gunnery System Tech (For max of 3 acft)
- 5 One (1) 46250 Sr Weapons Mechanic. Person qualified to handle weapons and accessory equipment and ammunition loading for the installed fire control system. (For a maximum of 3 aircraft).
- 6 One (1) 32171E K-Series System Technician (for a maximum of 3 aircraft).
- 7 One (1) 30150 Sr Airborne Elect Comm Equipment Repairman
- 8 One (1) 30170 Airborne Comm Nav Elect Maint Supv (for a maximum of 6 aircraft).
- 9 One (1) 30151 Radar Technician
- 10 One (1) 40453 Auto Pilot Technician

b. Materiel

- (1) Each aircraft will have a minimum of 60 hours remaining since last periodic inspection.
- (2) Each aircraft will be supported with a refueling panel and a maintenance stand. Organizations will furnish one each for this month, arranging with Wing Logistics a means of transporting and accountability for same.

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- (3) All photo, bombing and navigational equipment will be currently calibrated in compliance with applicable directives. Gunnery system will be harmonized in accordance with current directives.

(SAC Reg 51-24 and 137-6)

- (4) For special weapons evaluation, each aircraft will have:

- (a) Bomb-bay configuration as required for the EWP bomb to include:

- 1 Pull-out cables
- 2 Sway braces
- 3 Arming control
- 4 U-2 rack
- 5 One set K-2 slings
- 6 C-9 hoists and cables, (completely installed and operative and having all current technical orders complied with). (One spare C-9 hoist will be carried per aircraft).

- (b) Electrical "ring-out" of the bombing system in accordance with SAC special weapons check sheets and/or in accordance with current AEC technical orders. This will be accomplished in a manner to insure that the results will be available to the bomb commander for delivery to the 3908th Strategic Evaluation Squadron.

- (5) Aircraft will have provisions for a fourth crew member in accordance with current SAC directives.

- (6) Each aircraft will be equipped as follows:

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20 October 1954

- (a) Camera system-radar-scope recording, type O-15, with film.
 - (b) Camera system-radar-scope image-optical target, type O-15 with film.
 - (c) Camera-bomb spotting, K-38 with film.
 - (d) To perform aerial gunnery.
 - (e) Three hundred and fifty (350) rounds of ammunition per gun (700 rounds total) will be carried to SES in ammunition boxes, loaded on aircraft.
- (7) A complete and certified copy of each of the following will be furnished each aircraft commander:
- (a) A record of the electrical "ring-out" of the bombing system.
 - (b) A certificate from the A&E Maintenance Squadron Commander that the bomb-bay is set up for the EWP mission of the Wing.
 - (c) Preflight inspection of the bomb release systems.
- (8) Aircraft Spares Support: A small kit of aircraft spares will deploy. This kit includes Armament and Electronics spares in small quantities. These spares will be the direct responsibility of the Operations Maintenance Officer assigned.

22D BOMBARDMENT WING (M)
APPENDIX 6 ANNEX "D"
OPERATIONS ORDER 269-54
20 October 1954

22D BOMBARDMENT WING (M)
March Air Force Base, California
20 October 1954

APPENDIX 7

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO. 269-54

STANDARD A & E REQUIREMENTS

22D BOMBARDMENT WING (M)
APPENDIX 7 TO ANNEX "D"
OPERATIONS ORDER 269-54
20 October 1954

APPENDIX 7

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO. 269-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
20 October 1954

STANDARD A & E REQUIREMENTS

1. GENERAL

a. The 22d Armament & Electronics Maintenance Squadron will furnish the necessary supervisors to:

- (1) Insure that the following items are completed and operational on all missions scheduled as published on weekly master schedule:
 - (a) K-System operational
 - (b) O-15 Camera and Mag operational
 - (c) O-23 and K-38 Camera (where available)
 - (d) Gunnery set up as required
 - (e) Configuration kit where conv. bombs are required
 - (f) Special Weapons set-up where required
 - (g) Pre-Flight requirements as outlined in SAC directives
 - (h) Upon landing, all 250 series forms will be picked up at the Squadron Operations concerned by the A&E coordinator. To preclude confusion each coordinator or his representative will maintain communications with whatever units required to establish firm landing times.

22D BOMBARDMENT WING (M)
APPENDIX 7 ANNEX "D"
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20 October 1954

- (1) Coordinate with munitions section, Base Ordnance, for desired bomb and ammunition loading times.
- (j) UHF, VHF operational
- (k) Rendezvous equipment operational
- (l) Interphone system operational
- (2) Insure that all aircraft scheduled for Special Weapons Loading have the following items installed and operationally complete:
 - (a) U-2 hook forward
 - (b) Arming control, rear position
 - (c) MD 40-60 Sway braces installed
 - (d) U-2 hook operational check
 - (e) C-9 hoist operational check
 - (f) C-9 hoist, junction boxes and cables installed
 - (g) C-9 hoist "Y" type power cable aboard the aircraft
 - (h) Bomb bay door support cables aboard the aircraft
 - (i) CF (707 or 809) cable is installed as applicable
 - (j) T-127, T-21A and T-32 at aircraft when A&E post loading teams are scheduled for ground training.
 - (k) 28 volts DC power source is at aircraft
 - (l) K-2 Slings aboard aircraft
 - (m) Security curtains are aboard the aircraft
 - (n) A complete electrical wiring out
- (3) Insure that all aircraft scheduled for wing gunnery missions have the following items complete and operationally checked:

22D BOMBARDMENT WING (M)
APPENDIX 7 ANNEX "D"
OPERATIONS ORDER 269-54
20 October 1954.

- (a) The guns will be harmonized and boresighted in accordance with SAC Regulation 51-24 and 137-8.
- (b) The A-5 system and guns will be operationally checked prior to loading of ammo.
- (c) The ammo will not be torqued in until air crew station time.
- (d) The aircraft guns will be cleared immediately upon landing during normal duty hours. At landing times during hours of darkness ammo will not be removed until normal duty the following day. If aircraft ground aborts, ammo will be removed as soon as possible during normal duty hours.

(4) General Information:

- (a) K-System maintenance on scheduled aircraft will be as follows:
 - 1 On receipt of Work Order Request through Job Control to repair K-Malfunctions, mechanics will be dispatched.
 - 2 In accordance with 15AF Message DMED, 22 Apr 54, K-Technicians will not be dispatched on postflight or preflight requests. These technicians will be dispatched only on specific malfunctions as requested.
 - 3 Compass Swings will be accomplished on aircraft scheduled in Locke. This will be performed every second periodic. (All other compass swings will be the function of Flight Line).
- (b) Weapons and Release Systems: Mission requirements and direction of specialist dispatch will be furnished by Job Control to A&E at least 24 hours in advance of a scheduled take-off. It requires approximately four (4) dock hours per aircraft to set up and

22D BOMBARDMENT WING (M)
APPENDIX 7 ANNEX "D"
OPERATIONS ORDERS 269-54
20 October 1954

operationally check a conventional bombing system and in many cases, A&E has a requirement for several aircraft. The initiating organization will therefore furnish the Maintenance Control Unit necessary information to comply as set forth herein.

(c) Gunnery System:

- 1 Gunnery requirements will be furnished in accordance with paragraph 5.
- 2 Harmonization and boresighting will be accomplished on the A-5 systems when aircraft is undergoing Periodic Inspection. Other harmonization requirements will be done as required.

(d) Auto Pilot (N-1 Compass)

- 1 Auto-pilot compass swing will be accomplished during Periodic Inspection in conjunction with item 4c.
- 2 On replacement of major components, A&E Flight Line personnel will check master indicator against K-Directional Systems. If this is not within tolerance, the flight line personnel will compensate the N-1 system on the Compass Rose.

(e) Camera System:

- 1 O-15 magazines, type C-1A will be installed by flight line personnel on blanket work order.
- 2 K-36 cameras will be installed as requested in accordance with par 5a.
- 3 O-23 cameras are not operationally complete at this time, pending release of Tech Order 01-20ENE-246.

(f) Tactical Squadrons:

22D BOMBARDMENT WING (M)
APPENDIX 7 ANNEX "D"
OPERATIONS ORDER 269-54
20 October 1954

- KODAK SAFETY FILM
- 1 Will request A&E Specialist support thru Job Control (Maint Control) whenever required.
 - 2 Will furnish below listed items for compass swing when scheduled by Maintenance Control.
 - a A-2 Driver and Tractor
 - b Fifty (50) foot extension cord.
 - c Power Unit.
 - d Aircraft positioned on Compass Rose.
 - (5) Organizations will order bombs and ammunition as desired through Base Ordnance. Wing Reg 55-22, Supplement I through IV will be used for guidance.

2D BOMBARDMENT WING (M)
APPENDIX 7 ANNEX "D"
OPERATIONS ORDER 269-54
20 October 1954

22D BOMBARDMENT WING (M)
March Air Force Base, California
20 October 1954

APPENDIX 8

ANNEX D

TO

OPERATIONS ORDER

SERIAL NO. 269-54

WASH RACK FACILITIES

22D BOMBARDMENT WING (M)
APPENDIX 8 ANNEX "D"
OPERATIONS ORDER 269-54
20 October 1954

APPENDIX 8

ANNEX "D"

TO

OPERATIONS ORDER

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22D BOMBARDMENT WING (M)
March Air Force Base, California
20 October 1954

WASH RACK FACILITIES

1. The wash rack area permits location of three (3) aircraft during a single period for washing. The area is located immediately aft of 22d Bombardment Wing (M) Periodic Maintenance Docks and generally can be identified as follows:

SPOT

B-47

#2

KC-97

#1

B-47

#3

22d Bomb Wing Dock Area

320th Bomb Wing Dock Area

22D BOMBARDMENT WING (M)
APPENDIX 8 ANNEX "D"
OPERATIONS ORDER 269-54
20 October 1954

2. All squadron washing of aircraft will be scheduled by request through Maintenance Control Unit. Those aircraft entering docks for Periodic Inspection will be washed at time specified by Maintenance Control Unit and supervisors concerned will adhere strictly to time schedule furnished. One (1) spot will be utilized for B-47s for each wing and one (1) spot for KC-97 aircraft will be alternated between the two wings.

3. KC-97s will use Spot #1 and B-47s will use Spot #2 and #3 of the Wash Rack. No aircraft will be parked on the wash rack except for washing. Aircraft will be parked on spots marked only.

Periodic Maintenance Squadron is responsible for availability of wash rack facilities and will supervise and perform actual washing of aircraft entering Periodic Inspection. Squadrons will assist in policing area used; however, periodic maintenance will be held responsible for entire area.

22D BOMBARDMENT WING (M)
APPENDIX 8 ANNEX "D"
OPERATIONS ORDER 269-54
20 October 1954

22D BOMBARDMENT WING (M)
March Air Force Base, California
20 October 1954

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NO. 269-54

OFFICERS DUTY ROSTERS

22d Bombardment Wing (M)
Annex "E"
To Operations Order 269-54
20 October 1954

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

22ADJ

18 October 1954

SUBJECT: Officer Details

TO: See Distribution

1. The attached inclosures indicate the complete list of officer details for the month of November 1954. The 320th Bombardment Wing (M) will assume one-half of the duties of Tower Officer, Airdrome Officer, Assistant Airdrome Officer; the 22d Bombardment Wing (M), 320th Bombardment Wing (M), and 807th Air Base Group will divide the duty of Base Officer of the Day equally.

2. Wing Regulation 11-2 will apply in determining eligibility of the duties listed in inclosures 1 thru 5.

3. Your attention is invited to letter, this headquarters, file 22C, subject: Officer Details, dated 1 September 1954, regarding unit responsibility in connection with officer details.

4. A report by number of eligible officers, by duty, will be forwarded by each unit to arrive this headquarters NLT the 10th of each month. In addition, each organization will submit a list of the officers, by name, scheduled for each duty, to arrive this headquarters NLT 8 November 1954.

5. The attached chart (incl 6) illustrates the percentages of qualified officers assigned to each unit, by duty, and the number of officers from each unit who will perform duties for the month.

BY ORDER OF THE COMMANDER:

6 Incls
1-Tower Officer Roster
2-Airdrome Officer Roster
3-Assst AO Roster
4-OD Roster
5-Wg Duty Officer Roster
6-Chart

ALFRED J. NELSON
Captain, USAF
Adjutant

DISTRIBUTION: "B"

<u>TOWER OFFICER</u>		November
(2 per day)		
<u>DATE</u>	<u>UNIT OF RESPONSIBILITY</u>	
15	2d Bomb Sq	
17	33d Bomb Sq	
18	19th Bomb Sq	
19	2d Bomb Sq	
20	33d Bomb Sq	
21	19th Bomb Sq	
22	2d Bomb Sq	
23	33d Bomb Sq	
24	19th Bomb Sq	
25	2d Bomb Sq	
26	33d Bomb Sq	
27	19th Bomb Sq	
28	33d BS (Day) - 19th BS (Nite)	
29	2d Bomb Sq	
30	19th Bomb Sq	

incl 1

<u>DATE</u>	<u>AIRDROME OFFICER</u>	November	<u>UNITS OF RESPONSIBILITY</u>
16			19th Bomb Sq
17			2d Bomb Sq
18			22d ARS
19			22d A&E Maint Sq
20			Hq Sq Sec
21			22d ARS
22			2d Bomb Sq
23			22d ARS
24			33d Bomb Sq
25			22d ARS
26			Hq Sq Sec
27			22d ARS
28			Hq Sq Sec
29			22d ARS
30			33d Bomb Sq

Ind 2

ASSISTANT AIRDRONE OFFICER

November

DATE

UNIT OF RESPONSIBILITY

15	Hq Sq Sec
17	22d ARS
18	2d Bomb Sq
19	22d ARS
20	19th Bomb Sq
21	22d ARS
22	33d Bomb Sq
23	22d ARS
24	22d ARS
25	22d ARS
26	22d ARS
27	22d ARS
28	22d ARS
29	22d ARS
30	22d ARS

Incl 3.

<u>OFFICER OF THE DAY</u>		November
<u>P.T.:</u>	<u>UNIT OF RESPONSIBILITY</u>	
11	22d A&E Maint Sq	
12	22d Fld Maint Sq	
13	Hq Sq Sec	
14	2d Bomb Sq	
15	22d A&E Maint Sq	
16	Hq Sq Sec	
17	22d Fld Maint Sq	
18	33d Bomb Sq	
19	Hq Sq Sec	
20	22d Pdc Maint Sq	

Incl 4

<u>WING DUTY OFFICER</u>		November
<u>DATE</u>	<u>UNIT OF RESPONSIBILITY</u>	
1	Hq Sq Sec	
2	2d Bomb Sq	
3	19th Bomb Sq	
4	33d Bomb Sq	
5	22d ARS	
6	Hq Sq Sec	
7	2d Bomb Sq (Day) - 19th Bomb Sq (Nite)	
8	33d Bomb Sq	
9	22d ARS	
10	Hq Sq Sec	
11	2d Bomb Sq	
12	19th Bomb Sq	
13	33d Bomb Sq	
14	22d ARS (Day) - Hq Sq Sec (Nite)	
15	2d Bomb Sq	
16	19th Bomb Sq	
17	33d Bomb Sq	
18	22d ARS	
19	2d Bomb Sq	
20	19th Bomb Sq	
21	33d Bomb Sq (Day) - 22d ARS (Nite)	
22	2d Bomb Sq	
23	19th Bomb Sq	
24	22d ARS	
25	22d ARS	

incl 5'

WING DUTY OFFICER (Cont'd) November

DATE

UNIT OF RESPONSIBILITY

26

33d Bomb Sq

27

22d ARS

28

33d Bomb Sq (Day) - 22d ARS (Nite)

29

19th Bomb Sq

30

22d ARS

Incl 5²

WING DUTY OFFICER (Cont'd) November

UNIT OF RESPONSIBILITY

DA 3

24

27

28

29

30

33d Bomb Sq

22d ARS

33d Bomb Sq (Day) - 22d ARS (Nite)

19th Bomb Sq

22d ARS

Incl 5²

UNIT	TOWER		AO		AAO		OD		WDO	
	% Asgd	# Duties	% Asgd	# Duties	% Asgd	% Asgd	# Duties	# Duties	% Asgd	# Duties
22HSS	.0	0	23.4	3	2.8	1	27.0	3	12.2	4
2BS	31.2	10	12.8	2	8.3	1	10.8	1	17.8	6
19BS	37.6	11	14.3	1	9.7	1	2.7	0	21.1	7
33BS	31.2	9	12.8	2	7.0	1	8.1	1	18.9	7
22ARS	0	0	38.2	6	72.2	11	2.7	0	30.0	10
22AES	0	0	6.4	1	0	0	24.3	2	0	0
22PMS	0	0	2.1	0	0	0	5.4	1	0	0
22FMS	0	0	0	0	0	0	19.0	2	0	0
TOTALS	100	30	100	15	100	15	100	10	100	34



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SECRET

THE HISTORY OF
22D BOMBARDMENT WING (M)
FOR
NOVEMBER & DECEMBER, 1954
MARCH AIR FORCE BASE, CALIFORNIA

PREPARED BY
A/3C CLARENCE A. BROOKS, AFSE 19113446
IN ACCORDANCE WITH
AFM 210-1 AND SAC MANUAL 210-1

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Colonel, USAF
Commander

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Major, USAF
Information Services Officer

12th Air Division
Fifteenth Air Force
Strategic Air Command
United States Air Force

SECRET

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MISSION

The mission of the 22d Bombardment Wing is to be prepared to conduct strategic bombing operations on short notice in any portion of the world and under any conditions of climate, terrain or weather. In order to maintain this condition of readiness, the wing performs a training program encompassing ground and air training which is designed to insure that combat crews will be able to plan and conduct operations and maintain equipment in a high state of efficiency.

ROSTER OF KEY PERSONNEL

22d BOMBARDMENT WING (M)

Colonel L. H. Dalton.	Commander
Colonel William J. Crumm.	Deputy Commander
Captain Alfred J. Nelson.	Adjutant
Major David A. Lion	Comptroller
Colonel William R. Welch.	Director of Operations
Major Harry E. Arnold	Chief, Intelligence Branch
Major Kenneth G. Barzee	Director of Personnel
Lt Colonel Jack D. Crane.	Director of Materiel
Major Webb Thompson	Chief of Maintenance
Major John J. Borah	Maintenance Control Officer
Lt Colonel James M. Graybeal.	2d Bomb Squadron Commander
Lt Colonel Jay G. Gray.	19th Bomb Squadron Commander
Lt Colonel Paul H. Francis.	33d Bomb Squadron Commander
Lt Colonel Edward F. Gallup	22d Fld Maint Squadron Commander
Lt Colonel Mabon A. Cornwell.	22d Per Maint Squadron Commander
Lt Colonel Kenneth L. Johnson	22d A&E Maint Squadron Commander
Lt Colonel Horace E. Hatch.	22d Air Rflg Squadron Commander
Colonel George K. Fair.	22d Tact Hosp Squadron Commander
Colonel Ernest E. Hodgson	Veterinary Staff Officer

CHAPTER I

ORGANIZATION AND ADMINISTRATION

LEADERSHIP AND MORALE

/1

Overtime. Routine maintenance and flying commitments that were not excessive combined to make the November-December work-load fairly well regulated, with only the 224 Armament and Electronics Maintenance Squadron radio and radar section burning midnight oil to any extensive degree.

ANOL Rate. The absent without leave rate, recorded in the Monthly Analysis, remained at a minimum low, with only 11 ANOLs reported in the past four months and none occurring in December. Five November ANOLs brought the Wing ANOL rate to 1.23.

Improvement of Living Conditions. A new crew and airman's lounge was opened in the 334 Bomb Squadron just before Christmas. New carpeting was installed, and sanitation tests were made by the Base Medical Service, who posted a big "AA" certificate on the wall, the highest attainable. Squadron members, the historian reported, received the lounge enthusiastically.

/2

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1. See Chapter IV, Section A, subtitle: Maintenance Summary.
 2. Story, "334 Bomb Sq. Opens Own Coffee Bar," MAFB HERALD, 4 Feb 55, p. 4. Exhibit A.

LEADERSHIP AND MORALE (CONT'D)

After a recent inspection, "the living facilities in the 22d Periodic Maintenance Squadron area were not deemed adequate."^{3/} The assignment of 25 additional personnel to that organization during the early part of November created a housing bind, making it necessary to house them on the porch area of the barracks, an area which has inadequate lighting and no heating whatsoever. Insufficient locker space was also reported.

Information Program. A new way of keeping abreast of Squadron events was started by the 22d Air Refueling Squadron with the publication of the first "Tanker Topics."^{4/} 22d Bombardment Wing Commander Colonel Lloyd H. Dalton, in the editorial in the first issue, expressed his complete approval of this new morale betterment project.

Leaves. The 22d Bombardment Wing celebrated Christmas with as few restrictions as possible. Fifteen per cent of each squadron's strength, the maximum allowable at any one time under the provisions of the Wing's Emergency War Plan, were granted leaves. Of the remainder, most assigned personnel were able to have four and a half days away from work for the Yuletide.

3. Quote, Lt Col Mabon A. Cornwell, Cmdr, 22d Per Maint Sq.
4. "Tanker Topics," filed 22d AR Sq.

4

SECURITY

Security inspections of all sections within the Wing were conducted just before Christmas. Security of government furnished equipment was generally found to be adequate; however, recommendations for improvements were forwarded to some units. These included: composite storage of tool boxes, weapons, etc., in the same locked building; changing of certain safe combinations; and added precautions on the storage of flyaway kit stores.

GROUND SAFETY

The 22d Bombardment Wing's ground safety percentage recorded a sharp rise in November and December, although it didn't reflect in the Monthly Analysis until the later month. ¹⁵ August, it will be remembered, was the costly ground safety month, and the August figures held the ground safety score at a low ebb for the succeeding ¹⁶ three months because of the quarterly rating system.

WCO ACADEMY

With each graduating Non-Commissioned Officer's Academy class, more 22d Bombardment Wing master and tech sergeants don the blue shoulder emblem symbolic of successful completion of the course. Interviews with these graduates, who have grouped together with other WCO Academy alumni from the 320th and 807th Air Base Group to form an efficiently operating club, revealed nothing but praise for

-
5. Monthly Analysis for Dec 54. Exhibit C.
 6. Ground safety, like many other items rated in the Monthly Analysis, is scored on a four month's basis, with the current month and the three preceding months consolidated and scored together.

5

RCO ACADEMY (CONT'D)

the new activity. Only one recommendation was made for possible improvement:

"I believe, although the courses of instruction offered by the Academy are excellent, that more good could be obtained if junior RCOs - I mean the new staff sergeants with less military experience - were to attend. Take me for example. I've been in 17 years and know the service pretty well. The things I learned at the Academy won't do me as much good as they would some staff sergeant just starting his career in the Air Force."

AWARDS AND DECORATIONS

"Maintenance Man of the Month" honors were bestowed upon Airman First Class James C. Sommerville, 224 Periodic Maintenance Squadron, for his "exemplary attitude toward performance of his duties as a maintenance supply man."¹

7. Story, "224 Periodic Maint Airman Wins Base Maint. Man", NAFB Beacon, 11 Dec. 54. Exhibit D.

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CHAPTER II
PERSONNEL

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TABLE OF ORGANIZATION

The reorganization described in the October 22d Bombardment Wing history went actively into effect the following month. This change principally affected ground powered equipment operators, who transferred from the tactical squadrons into the 22d Field Maintenance Squadron, where a centralized APU (aircraft power unit) shop was being organized. The V-2 (Operational Readiness Report) of 26 November first reflected this transfer.

In order to eliminate the amount of requisitioning the Field Maintenance Squadron would have to perform, all tools, tool boxes, weapons, arctic equipment, and field equipment were hand-carried by these men to their new organization from the tactical squadrons. The usual policy in cases such as these required the new unit to re-issue equipment from their own stores, but the scarcity of tool boxes and personal equipment rendered this impossible.¹

PERSONNEL ACTIVITIES

Officer Manning. Manning in required specialties remained relatively constant throughout November and December, particularly in the field of officer personnel.

1. See Chapt IV, Sec B, subtitle: Equipment Shortages.

PERSONNEL ACTIVITIES (CONT'D)

A review of officer manning for the past three months showed:

	<u>AUTH</u>	<u>ASSIG</u>	<u>EFF MANNED</u>
October	429	398	81.5%
November	429	413	89.5%
December	429	379	88.3%

Combat crew manning, as indexed in the quarterly operational readiness report (RCS: 1-AF-V2), ¹² showed this Wing had a definite deficiency in the number of combat-ready crews assigned. Only 46 - 55 percent of the desired number of combat-ready crews were on hand at the end of the year. This problem, however, was base-wide, as the 22d's cousin Wing, the 320th, which is also assigned to March Air Force Base, was scored only slightly higher.

Airmen Manning. A slight increase was noted in the indirect support career fields for airmen. Inversely, a decrease occurred in direct support manning, principally the result of critical shortages existing in certain armament and electronics career fields.

The three months review showed:

	<u>AUTH</u>	<u>ASOD</u> ¹³	<u>EFF MANNED</u>
October	1,610	1,388	86.2%
November	1,610	1,410	87.6%
December	1,636	1,441	88.7%

2. See the 12th AMV history for Nov-Dec.
3. Number assigned in required specialties only.

PERSONNEL ACTIVITIES (CONT'D)

The over-all trend, as demonstrated by the above figures, was towards a gradual but definite increase in the MIRS (manning in required specialties) of the 22d Bombardment Wing.

PERSONNEL SHORTAGES

Combat Crew Shortages. The shortages of co-pilots and observers within the three B-47 squadrons assigned to this Wing were graphically brought out by the V-2 Report from 12th Air Division, referenced above. The shortage of tactical aircrews has necessitated a constant shuffling within the squadrons to maintain the highest possible number of effective crews. Despite this, however, quality air training items improved during the two month period this history covers, indicating that "flying personnel of this organization have attained a high level of professional capability and can maintain their effectiveness under adverse circumstances."⁴

Steps taken to alleviate the combat crew shortages included the upgrading of co-pilots to aircraft commander status and the upgrading of newly assigned second lieutenants to co-pilot status. Several new observers were assigned to the Wing between 1 November and 31 December, filling some of the shortage gaps.

4. Quote, Lt Col James M. Graybeal, Commander, 2d Bomb Sq.

PERSONNEL SHORTAGES (CONT'D)

In summation, Colonel Graybeal said:

Overall, the air crew personnel situation gives every indication of improvement during the next few months with the upgrading and training of new crew members. This will be particularly true if flying personnel are allowed to remain static and key crew personnel are not subject to transfer to fill training quotas.

Radar Technicians. As mentioned above, certain A & E skills were manned less than 50 percent. The most damaging of these was the radar technician skill level personnel.

On 30 November 1954 the Wing A & E radar section was 40 percent understrength, with further losses anticipated as the result of several terminations of enlistments. A large degree of the understrength was the result of numerous TDYs and men attending technical training schools.

By 31 December the situation had not eased. Three more discharges hurt, despite the fact that replacement airmen arrived from tech school. The replacements were inexperienced three-level men, whereas, two of the men discharged were five-level.

Camera Repairmen. Although the shortage of camera repairmen was not as severe as the radar technicians deficiencies, it was nevertheless present, forcing those men assigned to perform extra duty that ordinarily would be absorbed by the missing personnel.

10

PERSONNEL SHORTAGES (CONT'D)

"At this time, personnel is our main concern," the A & E historian, Captain Glenn R. Dody explained. "Between separations and the cadre leaving for Altus, Oklahoma, we will soon be stripped of experienced men. Replacements are coming from school quite rapidly but before they can be trained they are being sent to the Command School and the Air Police Squadron for a period of seven weeks."¹⁵

As a result of the shortage of camera repairmen, bench stock maintenance, records and reports have been neglected. There simply weren't enough men available to perform all the section's assigned jobs.

Losses of Experienced 32150Es. The same situation existed in the Bomb-Bay shops. Four 3215E mechanics were discharged before Christmas, and ten other 32 career field specialists were alerted for February shipment to Altus, Oklahoma, with the cadre. The future looked no brighter, with future discharges expected to increase the already present shortage.

CONSOLIDATED PERSONNEL SECTION.

November and December were "trial months" for the operation of the new Consolidated Personnel Section established in the 22d Bombardment Wing in October.¹⁶ From all reports, the CPS passed the

5. See this Chapt subtitle: Command School.

6. See the history of this Wing for that period.

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CONSOLIDATED PERSONNEL SECTION (CONT'D)

test with flying colors, as indicated by the following quotation from the Commander of the 2d Bomb Squadron:

The administration of records has shown a marked improvement in quality. This improvement was brought about by the close supervision received from personnel from the office of the 22d Bombardment Wing Director of Personnel. Cross-training of personnel is coming along in excellent form.

PROMOTIONS

A total of 150 enlisted men added new stripes during the month of December - three master sergeants, 12 tech sergeants, 28 staff sergeants, 66 airmen first class, and 41 airmen second class. This quota was a slight drop from the October promotion figure, and broke the trend of an increased promotion allowance with each cycle.

RE-ENLISTMENT

The official re-enlistment rate for the 22d Bombardment Wing, as rated in the Monthly Analysis for December, was 21.9 percent. As in the case with ground safety, reported in the previous chapter, this covered a four month period. Under ordinary circumstances, this rate would be considered very high, but it actually does not reflect a true picture of the number of airmen re-enlisting after completing a pre-specified tour of duty. Last summer, Headquarters USAF adopted the policy of allowing airmen on indefinite enlistments to resign and re-enlist for a specified number of years, thus obtaining the new increased bonuses. These counted on the rate, and were still reflected on the totals in November and December, since the

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RE-ENLISTMENT (CONT'D)

Monthly Analysis rating covers a four month period.

The few number of re-enlistments to fill vacancies within the Wing were one of the major reasons for the personnel problems covered on the previous pages. Many of the trained five level personnel were anticipating discharges in 1955 - exactly four years after the Air Force's "boom year" for enlistments. In the 22d Bombardment Wing, this has been especially acute in the highly specialized armament and electronics maintenance fields.

Principal reasons given for not re-enlisting within the 22d were: the schooling offered under the Korean G.I. Bill of Rights; lack of station security, and offers of higher paying jobs in civilian life.

COMMAND SCHOOL

On March Air Force Base, an indoctrination school, consisting of two weeks of practical courses, exists. All incoming personnel are required to attend immediately after they have been assigned to the organization in which they are to work.

On the surface, this would appear to be a very good idea, but Squadron Commanders and historians within the 22d Bombardment Wing have made it a point of definite, emphatic criticism. With the shortage of personnel existing in certain critical career fields mentioned above, this delay in the assignment of individuals has hurt,

13

COMMAND SCHOOL (CONT'D)

especially when five weeks of air police security duty was added to the two week command school course.

Thus, the entire situation evolves around to the old problem at March Air Force Base - insufficient number of air policemen to effect necessary flight line security. At the end of the year the problem had not been resolved, and prospective 22d Bombardment Wing maintenance men were standing midnight guard over aircraft they had been trained to repair.

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CHAPTER III
OPERATIONS AND TRAINING

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15

USCM

Background. On 16 November 1954 the 22d Bombardment was scheduled to perform a unit simulated combat mission (USCM), with St. Louis, Missouri, established by the Operations Order as the ¹target location.

Incorporated with this USCM, a "Glebetrotter" mission was planned, and air refueling support from 22d Bombardment Wing tankers was furnished. The mission was designed to test the Wing's current effectiveness in radar bombing, night celestial navigation, grid navigation, and air refueling capabilities under combat conditions.

Twenty-eight of thirty bomb carriers scheduled were effective over the target, to give the Wing a 93.3 percent effectiveness mark. Refueling was completed with 100 per cent effectiveness, and was done by the 22d Air Refueling Squadron's tankers. Bombing results (camera scored) were generally good to excellent; however, five gross errors contributed to create an "excessively" ²high CMA of 4650 feet. Principal reasons for this were the out-dated target folders that had to be used (11 years old), and the loss of the T-2 trainer for maintenance, precluding practice runs on the St. Louis simulation plate. The Wing Circular Error Probable (CEP) figure was much better - 2,000 feet.

1. Ops Order 144-54

2. Quote, 22d Directorate of Operations historical report.

16

USCM (CONT'D)

Discounting the five gross errors, the Wing's CEA was 1.945 feet, considered "indicative of actual capability against strange targets."¹³

A "Glebetrotter" mission was flown in conjunction with the USCM. Twenty crews were scheduled for this phase, which was to keep the aircraft in the sky for over twenty consecutive hours. Fourteen of the 20 completed the "Glebetrotter," earning an effectiveness percentage of 70 per cent.

Due to an administrative error in scheduling RBS time, three crews substituted camera attacks on the briefed targets for RBS runs. Authority for this substitution was received in Fifteenth Air Force message DOTO 18554, dated 17 November 1954.¹⁴

"These missions, especially the 'Glebetrotters' proved quite valuable from an accomplishment standpoint," said one 2d Bomb Squadron observer. His statement reflected the overall Wing opinion as gathered from the squadron reports. Despite the five gross errors, the mission was considered quite successful by the Wing Operations Staff.¹⁵

ALERT

A base-wide alert was called on 21 December, bringing personnel to their duty stations at 0400 hours. Normal flying schedules were carried out during this period (it was not a base evacuation alert), which lasted slightly less than eight and a half hours.

3. Ibid

4. q.v. Exhibit E.

5. This was more than opinion, for the Dec Analysis showed a 95.4% overall effectiveness score, which is considered extremely high.

OPERATIONS ORDER 146-54

Operation "Big Tent," flown under the provisions of Operations Order 146-54, was a Fifteenth Air Force evaluation mission, flown against targets in Omaha, Kansas City and Oklahoma City. The purposes of this mission, as stated in the Operations Order, were to determine the current radar bombing, night celestial, and grid navigation capability of this Wing, and to determine the radar bombing accuracy of the Wing when bomb runs were made in accordance with Strategic Air Command Manual 55-5.

The simulated combat situation had enemy forces occupying the Eastern portion of the United States. This aggressor, who two months before had supposedly threatened to break resistance in all areas of the United States east of the Rockies, had just been decisively defeated at St. Louis. Concurrently, his major supply lines through the Gulf of Mexico were cut by Air Force and Navy attacks, and he was forced to withdraw into three principal areas of resistance: - the industrial areas around Omaha, Nebraska; Kansas City, Missouri; and Oklahoma City, Oklahoma.

"Big Tent," then, was designed to destroy these centers of production, thus forcing the unnamed aggressor to lose his hold on the Middle West.

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OPERATIONS ORDER 146-54 (CONT'D)

For its part in this Fifteenth-Air-Force-Wide exercise, the 22d Bombardment Wing scheduled 23 Strato-jets (seven each from the 2d and 33d Bomb Squadrons, and nine from the 19th Bomb Squadron) for simulated strikes against the three targets. Only 15 of the 23 aircraft successfully completed the mission as briefed. Seven B-47s were aborted because of "K" systems malfunctions, and the other had to drop out when a crew member became very ill.

"From the standpoint of aircraft maintenance, supply, communications, and tactics, however," said the Director of Operations, "the mission was considered satisfactory. From the standpoint of navigation the mission was considered excellent in view of the fact that jet streams were met on both legs."

Circular errors were as follows:

Night Cel leg:	CEA: 15.2	CEP 15.
Grid Leg:	CEA: 6.6	CEP 1.

The average mach attained was .80 over Oklahoma City at 3,000 feet above optimum. The crews reported they encountered buffeting when they attempted to fly mach .81 as they had been briefed, and elected to decrease mach and maintain altitude. As a result, it was recommended to higher headquarters that mach .81 bomb runs be planned and executed at 2,000 feet above optimum.

DIVISION FLYOVER MISSION

On 21 December, the 22d Bombardment Wing participated in a division flyover mission, sending 21 planes aloft. The "sister Wing"—the 320th—also dispatched 21 aircraft, flying over San Diego and March Air Force Base with the representatives of the 22d.

The "show-off" runs were made at 5,000 feet (San Diego) and 3,500 feet (MAFB). Lt. Colonel Arnold Sipes led the 22d Bombardment Wing, and reported that no problems occurred on any aircraft during the day's flying.

"BUSY BEAVER" TESTS

"Busy Beaver" was a special weapons exercise executed on 28 and 29 December 1954, in accordance with instructions received from higher headquarters. ^{6/} Two aircraft were involved in each day of this mission, which was completed successfully. Results and recommendations of "Busy Beaver" were sent to higher headquarters.

OPERATION "SNOW FLAKES"

Between the period 5 - 14 December, this organization participated in Operation "Snow Flakes," a special weapons cold weather maneuver. ^{7/} Sixteen B-47s were sent to Travis Air Force Base, not far from the port of San Francisco, California, where a special weapons loading exercise

6. Ltr. Hq 15th AF, 14 Dec 54, subj: "Test Directive, Busy Beaver II". Filed Hq 15th AF.
7. See Section B, this chapt, subtitle: Special Weapons. Also see subtitle: Intelligence, for further detailed information on this exercise.

20

OPERATION "SNOW FLAKES" (CONT'D)

was held. Eielson AFB, Alaska, was the next stop, from which base the 16 strato-jets were to stage unit profile missions on three consecutive days. Castle AFB, California, was the post-strike and off-loading station. In addition, 14 tankers were scheduled for Air Refueling support.

The original designation of "X" Day was 0001 hours, 7 December. This date had to be moved back 24 hours when the KC-97 with the Eielson Control Team aboard could not depart March as planned, due to "zero zero" weather conditions at the California station. Below minimum conditions also existed at Travis during this period.

Despite these hampering conditions, the mission was successfully completed, and personnel gained a tremendous amount of worth-while experience. ^{/8} When the support and en route maintenance teams, bolstered by men from the 320th Bombardment Wing, arrived at Eielson, numerous maintenance and operations problems were encountered, due principally to this Wing's unfamiliarity with Arctic operations. "It was the first time our people had ever worked in the type of unfavorable weather encountered there," said the Director of Operations.

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- 8. Heavy air traffic in the San Francisco metropolitan area also was a deterrent factor.
 - 9. As stated in the Operations Report.

21

OPERATION "SNOW FLAKES " (CONT'D)

As a result of "Operation Snow Flakes," new standard operating procedures are being written at the present time to cope with problems similar to those encountered during this cold weather exercise.

PLANS

The large number of special missions during November and December made the 22d Bombardment Wing's operational plans section's list of accomplishments exceptionally long. Briefings for "Whirl Wind" and "Big Tent" were number one items during November, as were the preparation of flimsies for "Big Tent" and "Snow Flakes." Operations Orders 46-54 (Big Tent), 72-54 (Fancy II), 151-54 (Snow Flakes) and 270-54 (December Training Operations Order)^{10/} were published during the month.

Both the 12th Air Division Commander (Brigadier General Charles B. Westover) and the 15th Air Force Commander (Major General Walter C. Sweeney) were briefed on Operation "Big Tent" before the flimsies and operations order were written. This briefing was very comprehensive, covering every conceivable point related to the mission, and demanded a great deal of preparatory effort.^{11/} Then, almost immediately after the conclusion of this briefing, the operations order and flimsies had to be published.

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- 10. Dec Training Operations Order 270-54. Exhibit F.
 - 11. The Chief of Plans described the briefing required as "very plush."

22

PLANS (CONT'D)

Already pressed for time, the plans section also had Operation "Snow Flakes" on their hands, the flight plans and briefing aids for which had to be submitted by 19 November (Operation "Big Tent" began on the sixteenth). In "spare moments," the December monthly operations order was written, and was distributed on 26 November.

Fancy II - a projected mission not flown during this reporting period - then entered the picture. The Operations Order and information concerning reference points and axis of attack on each target complex carried a suspense date of 26 November. This was met.

A further bind was encountered by the plans section late in November. It was described as follows in the Operations history:

"We were unable to brief Fifteenth Air Force on 'Snow Flakes' until the 26th or 27th of November. The Operations Order and flimsies could not be written until Fifteenth put out their Operations Order. Fifteenth couldn't put out their Operations Order until we briefed them on the mission. As a result we were unable to begin our 'Snow Flakes' operations order and flimsie until Monday morning, 29 November. This forced us to work night and day in order to get the Operations Order and flimsies out 2 December and brief on 3 December."

Combat Plans. A study, directed by 12th Air Division, was made concerning Operations Plan 48-54 - Evacuation Procedures. Higher headquarters was dissatisfied with the vulnerability of the evacuation bases, and wanted three additional bases to be studied to determine the pros and cons of performance, refueling areas and tanker support, and availability and support of refueling bases of EMP (Emergency War Plan) strike missions from these new bases.

PLANS (CONT'D)

Final results on this study had not been compiled as of 31 December. Further information on this subject will be carried in the succeeding 22d Bombardment Wing history.

The loss of certain combat ready crews necessitated a reassignment of some primary and alternate FWP aiming points. Study began on these assignments during November.

3 DECEMBER UK FLIGHT

With the Commander, Fifteenth Air Force aboard, a 33d Bomb Squadron B-47, piloted by Lt Colonel Arnold Sikes, left March Air Force Base on 28 November and flew non-stop across the North American continent and North Atlantic to the United Kingdom, landing at Fairford RAF Station exactly 10 hours and 30 minutes after bidding March AFB good-bye. On 3 December, the B-47 returned, completing the other half of the trip non-stop in 13 hours and 15 minutes.

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CHAPTER III - SECTION B

OPERATIONS AND TRAINING

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FLYING TRAINING

The following is a breakdown of the flying training accomplished during November-December 1954 by the 22d Bombardment Wing tactical squadrons:

Visual Releases. Twenty-nine training releases (500 lb training bombs) were made by nine combat-crew operators for a CEA (Circular Error Average) of 892 feet, during the month of November 1954. During December, 44 releases (250 lb training bombs) were projected, but only eight (8) were made, with no scored drops. The Salton Sea was closed for a large part of the month and bad weather prevented the other scheduled drops.

Visual RBS Runs. Sixty-two RBS (Radar Bomb Score) runs were made during November by fifteen (15) combat crew operators for a CEA of 1040 feet. During December, thirty-three (33) runs were projected, but forty-one (41) runs were made by sixteen (16) combat crew operators for a CEA of 945 feet.

Night Celestial. Sixty-one (61) night celestial missions were projected; however, only twenty-eight (28) were accomplished, due to the higher priority placed on mass flight operations, radar navigation, and lead crew probationary items.

12. Re: 22d BWg Oper Sec Hist Report for Nov & Dec. Filed 22d BWg Hist Sec.

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FLYING TRAINING (CONT'D)

Radar RBS Runs

During November, ninety-seven (97) Radar RBS Runs were made by twenty-six (26) combat crew operators for a CEA of 1748 feet.

During December, one hundred and seven (107) runs were made by thirty (30) combat crew operators for a CEA of 2,080 feet.

Malfunction RBS Runs

Fifty-seven (57) Malfunction RBS Runs were made by twenty-five (25) combat crew operators for a CEA of 4,777 feet.

GROUND TRAINING

1. During the month of November, 1954, the following activities and training were conducted by the Wing Ground Training Section:

- a. A total of 880 periods were attended by personnel of the Wing in the Physical Conditioning Unit.
- b. A total of 476.25 hours of Synthetic Trainer time was accomplished by combat crew personnel.
- c. A total of 1,665 man-hours were spent by personnel in the KC-97 MTD.
- d. A total of 3,733 man-hours were spent by personnel of the Wing in the B-47 MTD.

26

GROUND TRAINING (CONT'D)

e. Seven (7) officers were placed on TDY orders for SAC Survival Course, class starting date 11 November 1954; and three (3) officers were placed on TDY orders for SAC Survival Course, class starting date 28 November 1954.

f. Seven (7) B-47 crews attended 3908th SAC Evaluation School during the month of November 1954.

g. TDY orders were published placing ten (10) B-47 crews in the Base B-47 Simulator Section and three (3) KC-97 crews to the Base KC-97 Simulator Section during the month of November 1954.

h. Wing Semi-Annual Inspections were conducted during the month of November, in the 22d AAE Sqdn and the 22d PM Sqdn.

i. W/Sgt. Henry Herdt was assigned duty as Wing OJT Supervisor on 15 November, to supervise and monitor the Wing OJT Program. On 27 November, a total of 314 airmen were engaged in formal on-the-job training in the wing.

j. All records and charts were posted to date in the Ground Training Section.

2. During the month of December, 1954, the following activities and training were conducted by the Wing Ground Training Section:

GROUND TRAINING (CONT'D)

- a. A total of 220 periods were attended by personnel of the Wing in the Physical Conditioning Unit.
- b. A total of 164 hours of Synthetic Trainer time was accomplished by combat crew personnel of the Wing.
- c. A total of 480 man-hours were spent by personnel of the Wing in the KC-97 MTD.
- d. A total of 1105 man-hours were spent by personnel of the Wing in the B-47 MTD.
- e. Twenty-three (23) men completed Basic Survival Refresher during the month of December.
- f. Three (3) B-47 Crews attended 3908th SAC Evaluation School during the month of December.
- g. TDY orders were published placing eight (8) B-47 Crews in the Base B-47 Simulator Section and two (2) KC-97 Crews to the Base KC-97 Simulator Section during the month of December.
- h. Wing Semi-Annual Inspections were conducted during the month of December in the 22d Headquarters Section, 22d Tactical Hospital Squadron and the 33d Field Maintenance Squadron.
- i. Fifteen (15) men completed the Altitude Indoctrination Course on 30 November.
- j. All records and charts were posted to date in the Ground Training Section.

28

GROUND TRAINING (CONT'D)

k. The Wing OJT Supervisor of the Ground Training Section visited all squadrons and discussed matters pertaining to the Squadron OJT Program. In addition, all squadron commanders were advised by letter of the necessary steps that must be taken to enable operation of an effective program. All squadrons will be monitored during the period 22 through 31 January 1955, and reports will be forwarded to the squadron commanders. The C & A (Classification and Assignment) List indicated that, as of 15 December, fifty-two (52) per cent of eligible personnel had been placed on OJT.

AIRCREW PERCENTAGES OF TRAINING ^{13/}

Survival. The SAC Regulation 50-27 ^{14/} calling for one time for all crews in Base Survival was ninety-one (91) per cent complete for the 22d Bombardment Wing as of 1 December 1954.

As of 1 December 1954, the Basic Survival Refresher Course was approximately thirty-four (34) per cent complete for the Wing.

Approximately seventy-three (73) per cent of SAC Survival was complete as of 1 December 1954.

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- 13. Re: Chart, Master Aircrew Percentage. Exhibit B, page 9.
 - 14. SAC Reg 50-27, Training Requirements for Base Survival, Communications, Evasion Resistance and Escape Training Program dtd: 15 Oct '53.

29

AIRCREW PERCENTAGES OF TRAINING (CONT'D)

Seventy-two (72) per cent of Sea Survival training was completed within the 22d Bombardment Wing as of 1 December 1954.

Bomb Commander

The requirements of one time for all pilots in Bomb Commander training for the 22d Bombardment Wing was eighty-six (86) per cent complete as of the end of November 1954.

Altitude Indoctrination

Altitude Indoctrination training with the 22d Bombardment Wing in accordance with SAC Regulation 50-34^{15/} was approximately forty-two (42) per cent complete as of 1 December 1954.

A-5 Gunnery

A-5 Gunnery Training in accordance with SAC Regulation 50-43^{16/} was seventy-two (72) per cent complete for the 22d Bombardment Wing as of the end of November 1954.

U-2 Releases

The percentage of U-2 Release training accomplished towards the requirements of SAC Regulation 50-43 for the 22d Bombardment Wing was seventy-four (74) per cent as of 1 December 1954.

15. SAC Reg 50-34, Physiological Training, dtd: 22 Sep '54.

16. SAC reg 50-43, Combat Crew Training Program for B-47 & RB-47, dtd: 8 Jul '54.

30

AIRCREW PERCENTAGES OF TRAINING (CONT'D)

IFR. Approximately seventy-one (71) per cent of the requirements for IFR (In-flight Refueling) training was accomplished within the 22d Bombardment Wing as of the end of November, 1954.

OQ Gunnery Range. In accordance with SAC Regulation 50-43, approximately seventy-two (72) per cent of OQ Gunnery Range Training was accomplished as of 1 December 1954.

K-Inflight Maintenance. Approximately sixty-one (61) per cent of K-Inflight Maintenance Training for the 22d Bombardment Wing was accomplished as of 1 December 1954.

UNIT TRAINING

During November 1954, units of the 22d Bombardment Wing continued to accomplish training requirements in accordance with SAC Regulation 50-8, and March Air Force Base Regulation 50-15 in regard to unit training. ^{17/}

RBC Training. The requirements for eleven (11) hours of RBC (Radiological, Bacteriological, Chemical) Training for the fiscal year of all personnel of the 22d Bombardment Wing was forty-three (43) per cent complete.

17. Re: Chart, Unit Percentage Training. Exhibit B, page 8.

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UNIT TRAINING (CONT'D)

Ground Safety

By the end of November, eighty-three (83) per cent of the six-hours-per-year Ground Safety training program had been completed.

Medical

The requirement of five (5) hours yearly in medical training was fifty-five (55) per cent complete for the 22d Bombardment Wing as of the end of November 1954.

Military Justice

Military Justice Training requirements for two hours for all personnel within the lower four grades of the 22d Bombardment Wing was eighty-six (86) per cent complete as of 30 November 1954.

Personal Affairs

Eighty-eight (88) per cent of Personal Affairs Training was completed within the 22d Bombardment Wing as of the end of November 1954.

Psychological Warfare

Seventy-one (71) per cent of the requirements for five hours of Psychological Warfare Training for all personnel of the 22d Bombardment Wing was completed as of 30 November 1954.

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UNIT TRAINING (CONT'D)

Arms Qualification. Eighty-five (85) per cent of all personnel within the 22d Bombardment Wing had qualified in arms as of the end of November 1954.

Security Training. Eighty-six (86) per cent of Security Training for the 22d Bombardment Wing was accomplished as of the end of November 1954.

Character Guidance. The requirements for 12 hours of Character Guidance for all personnel of the 22d Bombardment Wing was eighty-two (82) per cent completed as of the end of November 1954.

Airman's Information. Eighty-four (84) per cent of the Wing's Airman's Information Program requirements were accomplished as of 30 November 1954.

Air Base Defense. Air Base Defense Training requirements for two hours during the current year for all personnel of the 22d Bombardment Wing was eighty-six (86) per cent completed as of the end of November, 1954.

UTILIZATION OF B-47 MTD ^{17/}

The 22d Bombardment Wing required 3,500 hours of B-47 MTD training during November 1954 and received 3,733 hours. The 2d Bombardment Squadron accomplished 90 per cent of their required training; the 19th Bombardment Squadron, 85 per cent; and the 33d Bombardment

17. Re: Chart, Utilization of KC-97 and B-47 MTD Unit. Exhibit B, page 11.

33

UTILIZATION OF B-47 MTD (CONT'D)

Squadron, 42 per cent. The 22d Field Maintenance Squadron, 22d A&E Squadron, 22d Air Refueling Squadron each accomplished 100 per cent utilization of the B-47 MTD Unit.

18/
PHYSICAL CONDITIONING PROGRAM

Twenty-two (22) hours were required per crew member since 1 October 1954 in the Physical Conditioning Program and all crew members of the 22d Bombardment Wing received the required hours for 100 per cent during November 1954.

19/
SPECIAL WEAPONS

By the end of November 1954, the 22d Bombardment Wing's training of Select, Lead and Combat-Ready Crews was 100 per cent completed for the training quarter.

The training completion was accomplished through added emphasis on loading, training, involving close contact with the Tactical Squadron Scheduling Officers. This cooperation involved scheduling crews by name as much as one (1) month ahead of the training date.

Make-up classes were held for both refresher #1, covering mock-up simulated missions, and refresher #2, covering a new

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18. Re: Chart, Physical Conditioning Program, Page 12, exhibit B.
19. Re: Chart, Special Weapons, Percentage Trained for Sept, Oct, Nov Qtr., Page 10, exhibit B.

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SPECIAL WEAPONS (CONT'D)

weapons for the first time. While the refresher training requirement was completed, part of the credit was for training given in preparation for crew evaluation and therefore the subject matter of refresher #2 was not taught to some Lead, and Ready Crew members and not taught to a number of Non-Ready Crew members.

The non-training month of December 1954 was utilized by special weapons maneuvers: 'Snowflakes,' and 'Busy Beaver.'^{20/}

A Base Alert on 21 December 1954 required three aircraft loaded with weapons in a strike configuration ready for dispersal and/or strike mission. Due to excellent cooperation by all concerned, the aircraft were prepared prior to preparation of the weapons, and the operation was completed satisfactorily.

The 22d Bombardment Wing completed, in all phases, the required training program on Special Weapons for the three-month quarter ending 30 November 1954.

INTELLIGENCE

Training

Intelligence Training in Anti-Aircraft Artillery for combat crews was conducted during one (1) scheduled period in November

20. See Page 19, this History.

35

INTELLIGENCE (CONT'D)

after two (2) previous cancellations due to other commitments for crews. All B-47 crew members were scheduled to be in attendance; however, the head count at the beginning of the training period is conclusive proof that a new approach to the Intelligence Training problem will have to be taken during the year 1955 in order to complete the required training on schedule. A plan is presently being considered to prepare tests and questionnaires on all required subjects which will in turn be administered by Squadron Intelligence Officers. The questionnaires will be accomplished by the crew members on a proficiency basis to test their overall knowledge of the required subjects. In cases where crew members fail to indicate sufficient knowledge of a particular subject those crew members will be provided with training in the subject to bring their proficiency to the required level.

Training during the month of December 1954 was confined to Survival Refresher and Cold Weather Indoctrination for all crews and support personnel who deployed to Alaska on Operation 'Snowflakes.'^{21/}

Special Projects

Capt. Robert J. Fowler, Assistant Wing Intelligence Officer,

21. See Page 19, this History.

36

INTELLIGENCE (CONT'D)

was appointed by the Commander of the 12th Air Division to coordinate and supervise a conducted tour of March Air Force Base for fifty-two (52) Reserve Marine Officers from the Los Angeles area. This project was brought to a successful conclusion with a large percentage of the Marine Officers asking, "Where do we sign up for the Air Force?"

A large colored Wing insignia was prepared on a 30" x 40" display board by Capt. Fowler for a special briefing which was given for Maj. General Walter C. Sweeney and Brigadier General Charles B. Westover. Capt. Fowler also prepared a smaller colored wing insignia for transmittal to SAC headquarters.

Personnel from the Intelligence Section were utilized in various capacities aiding in the Annual Orange County Sports Car Races during the week end of 6-7 November 1954. Approximately ninety (90) hours of normal off-duty time were devoted to this project.

During the month of November, the Wing map and chart room was moved from the west to the east side of the Intelligence Building. This move makes available an extra room in the Operational Plans Section for target study and consolidates all Intelligence activities on the east side of the building. The Operational

37

INTELLIGENCE (CONT'D)

Intelligence Branch was divided into three rooms by partitioning and placement of map shelves and the installation of an additional door. All of the construction work, carpentry, painting and moving was done by Intelligence personnel under the supervision of Lt. Stafford T. Carter, Operational Intelligence Officer.

The additional duty of Wing Security Officer was given to Maj. Harry E. Arnold, Wing Intelligence Officer, with Lt. Lawrence Hinde, Wing Gunnery Officer being designated as Assistant Wing Security Officer in charge of flight line security. A number of security projects have already been initiated with a view toward the continued improvement of security within the Wing.

Three (3) Intelligence Annexes and one (1) Security Annex were prepared for inclusion in Operations Orders for Wing Missions flown during the month of November and the first part of December. Now that Security is a function of Intelligence, a Security Annex will be prepared for each Operations Order when Wing aircraft perform missions outside the United States.

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INTELLIGENCE (CONT'D)

Photo Interpretation

During November 1954, the following projects were completed by the Photo Interpretation Section:

118 rolls of film were reviewed.

95 forms "X" scored in compliance with SAC Reg. 51-11.

8 malfunctions of camera or radar equipment were noted by film review.

A detailed Target Study for exercise "Big Tent" was held for all participating crew observers. The observers drew predictions of the complexes being flown giving them better knowledge of the target area and the complex as a whole. They also annotated radar photos; experience in this field of Photo-Interpretation is of service to the observer and great assistance prior to the mission. Thus far, results have proven this idea to be very successful.

During December 1954, the following projects were completed by the Photo Interpretation Section:

101 rolls of O-15 film were reviewed.

9 photos of Camera Scored Targets (Non-RBS sites) scored.

11 malfunctions of camera or radar equipment were noted by film review.

INTELLIGENCE (CONT'D)

A detailed target study for the forthcoming 15th Air Force directed "Spotlight" mission, was held for the Observers of the Wing. Results of past detailed target studies proved very successful as reflected by a continued lowering of CEA's. Ninety (90) target folders for the mission were made and forwarded to the Squadrons for use on this mission.

Target Prediction

In preparation for exercise "Big Tent", the section built three (3) 3' x 4' acid-process prediction plates for the ultrasonic trainer use. T-2 trainer runs were then supervised by the section, on a continuing basis, through the month.

Briefing aids were prepared and presented to the Commanding General, 12th Air Division, and the Commanding General, 15th Air Force, during the first part of November.

Preliminary analysis was accomplished of targets projected for simulated attack in January 1955.

During December, target material and briefing aids were prepared for Operation Spotlight, and the Commander of the 15th Air Force was briefed on the mission. Radar simulation plates were constructed for use in the ultrasonic trainer. Trainer runs were required of all Observers participating in the mission.

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INTELLIGENCE (CONT'D)

A new EWP (Emergency War Plan) assignment was received during December. All of the old radar simulation plates and target materials were forwarded to Headquarters, 15th Air Force for disposition. New target assignments were analyzed and the preparation of briefing aids was started. Sufficient progress has been made so that the Wing staff could be briefed at the end of the month.

Air Installations personnel installed an acid-resistant steel sink to be used in conjunction with the acid-cutting system of radar prediction plate construction.

STANDARDIZATION BOARD

By the end of December, 1954, the 22d Bombardment Wing Standardization Board had accomplished the following:

Eighty-four per cent of select, lead, and combat ready crews of the Wing had received standardization checks during the current half of the fiscal year.

Sixty-two and one-half per cent of the staff personnel checked out in the B-47 had current standardization checks.

Four crews of the Wing successfully completed evaluation by the 3908th Strategic Evaluation Squadron.

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STANDARDIZATION BOARD (CONT'D)

Major Dowdy, B-47 Wing Standardization Board Observer, attended a conference at Barksdale AFB, La., where recommendations for change to the B-47 Observers Manual were considered and prepared for submission to SAC Headquarters.

B-47 Operations Bulletins of the 22d Bombardment Wing were completely rewritten and distributed to Combat Crews and Staff Personnel.

COMMUNICATIONS

The Communications Section devoted most of its time during November and December to planning, briefing, and analyzing communications aspects of Wing and higher headquarters directed missions. Most effort was expended on Operation 'Snow Flakes,'^{22/} the Wing cold weather exercise in Alaska. The limited communications facilities available in the north country, coupled with the usual poor communication reception required detailed planning and close coordination with the agencies involved.

A SAC survival test was also conducted by the SAC Survival School at Stead AFB, during December. This project required a concentrated training period for the three (3) crews involved. Additional communications survival training was also conducted during the month.

22. See page 19, this History.

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CHAPTER IV

MAINTENANCE & SUPPLY

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MAINTENANCE SUMMARY

"Routine" was the maintenance keyword during the November-December reporting period. Very few actual problems were uncovered; in fact, in "K" systems maintenance, the new crew chief concept, plus additional improvement factors, raised the overall achievement in that field.

One B-47 was lost during December, flying to the Douglas Aircraft factory in Tulsa, Oklahoma, to wing drag angle revision.^{1/} One KC-97 was also away, undergoing IRAN (inspection and repair as needed) at Tinker AFB, Oklahoma. On 31 December, the following figures were released by the Wing Director of Materiel:

	<u>B-47</u>	<u>KC-97</u>
Average in-commission rate:	68.8%	66.7%
Total number of engine changes during December	9	$\frac{2}{6}$

Late in the month of December, as personnel were leaving for Christmas and New Year's furloughs^{3/} and Operation "Snowflakes"^{4/} was in full swing, maintenance support was hindered. This loss

1. Six Strate-jets completed this program in November, and one tanker was given IRAN at Tinker. Four B-47Es flew their last hours for the 22d in Nov before three were transferred to the 320th Bomb Wing (also here at March AFB) and one was sent for further duty to the 813th Air Division, Pinecastle AFB, Florida.
2. Compared with November's figures: In-commission rate: 77.3% for the B-47s, 97.8% for the tankers, with eight J-47 engine changes and 12 B-4360 engine changes.
3. See Chapt I, subtitle: Leadership and Morale.
4. See Chapt III, Section A, subtitle: Operation Snowflakes.

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MAINTENANCE SUMMARY (CONT'D)

of personnel, coupled with ground power shortages,^{5/} "cut deeply into our support requirements from all sections."^{6/}

ENGINE REPAIR (B-47)

To "insure greater efficiency in the accomplishment of the mission of this Wing,"^{7/} Maintenance Instruction Letter #14 was distributed, with special attention being paid to the orientation of each maintenance man with its provisions. This document, included in the appendix (see footnote #7), defined major aircraft malfunctions and gave a detailed account of the procedures to be taken in reporting and repairing these discrepancies.

Accomplishments. Six J-47 engines were torn down and sent out for depot overhaul in November. In addition, the 22d Field Maintenance Squadron's J-47 section built up three engines, and the unit change crew changed 10 engines. Fourteen engines were minor repaired on the aircraft, and four were minor repaired in the shop.

December's figures were comparable, although no engines had to be torn down. Six J-47s were built-up to replace those sent to the depot the month previous, and five were taken from the flyaway

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5. See Chapt IV, Sec B, subtitle: Equipment Shortages.
6. Quote, 22d Field Maintenance Squadron historian.
7. Quote, Hq 22d Bomb Wing MIL #14, dtd 6 Oct 54, subj: Aircraft Major Malfunctions. Exhibit C.

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ENGINE REPAIR (B-47) (CONT'D)

kit configuration and replaced with new engines.^{8/} The minor repair crew repaired 15 engines on the aircraft, plus another one in the shop.^{9/}

Fuel Leaks. Fuel leaks continued to be a major maintenance problem. In the past, they were consistently listed as one of the three primary maintenance deterrents, the others being "I" systems malfunctions and the shortage of ground power equipment. Approximately 100 aircraft days were lost during November alone, as a result of 16 individual leaks. This was a drop from October's final figure, but still was considered unsatisfactory. December showed another decline however, indicating the development of a trend which may soon eradicate the fuel leak situation as one of this Wing's major problems.

ENGINE REPAIR (KC-97)

As reported in the summary at the beginning of this chapter, aircraft maintenance during the final two months of 1954 was strictly "routine." With the exception of certain equipment shortages, recorded in Section B of this chapter, only one

8. The "pickling date" had expired on these FAK engines.
9. A review of past histories will show a definite contrast in the number of engines repaired on the aircraft vs. those repaired in the shop. The new turbine wheel lifting device, developed during October in the combined 22d-320th Field Maintenance shops, is responsible for this improvement.

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ENGINE REPAIR (KC-97) (CONT'D)

plus-normal event occurred—the reorganization of the aircraft repair section.

Accomplishments. The reciprocating engine section (22d Field Maintenance Squadron) processed seven engines through teardown for off-base shipment during November, and the unit change crew changed seven power packs. In addition, seven B-4360-59Bs were completed by the build-up crew (four of these were placed in the flyaway kits).

The following month, December, the reciprocating engine section built-up six power packs, processed seven others through teardown for off-base shipment, and repaired five power packs. The unit change crew changed six power packs, one turbo and four carburetors. In addition, four engine changes were made in support of Base Flight aircraft.

Reorganization—Aircraft Repair Section. An aircraft crash and recovery team was implemented within the 22d Field Maintenance Squadron's aircraft repair section, affecting a total of 29 airmen. Nine men temporarily transferred from the 22d power plant section to the aircraft repair section to form this team.

"K" SYSTEMS MAINTENANCE

"K" series system maintenance, probably the primary maintenance trouble-spot in B-47 maintenance within any Wing, showed general overall improvement in the 22d Bombardment

"K" SYSTEMS MAINTENANCE

"K" series system maintenance, probably the primary maintenance trouble-spot in B-47 maintenance within any Wing, showed general overall improvement in the 22d Bombardment Wing during November and December 1954. The principal factor responsible for this improvement was traced to the new Crew Chief Concept, inaugurated in October.

During the month of December, 22d Bombardment Wing B-47s flew 1,045 "K" hours. Trouble-free flights increased approximately seven per cent over the previous month (November) and approximately 25 per cent over the trouble-free rate of October. The abort rate, correspondingly, decreased three per cent from the November rate, and approximately 10 per cent from the October rate.

"This tremendous improvement," said the 22d Armament and Electronics Maintenance Squadron Commander, "can be contributed to the new crew chief maintenance concept. Although the program has only been in effect a short time, the over-all results indicate that this type system will improve the quantity and quality of maintenance, which is our goal."

The Bomb Squadron Commanders also had praiseworthy things to say about the new system. For instance, Lt. Colonel James M. Graybeal, 2d Bomb Squadron CO, said, concerning the November RBS scores:

"K" SYSTEMS MAINTENANCE (CONT'D)

"One big item relative to the improved RBS scores was the vastly improved maintenance on K systems. It is true that the observers are constantly gaining in experience, but the bulk of the credit must go to the A&E Squadron."

The most comprehensive report on "K" systems maintenance improvements was made by the 22d Armament and Electronics Maintenance Squadron historian. It is quoted as follows:

The new crew chief maintenance concept which involves assignment of a JOE level maintenance man per aircraft was implemented on 10 November 1954. Although the program has been in effect a short time, the overall results indicate that this type system will improve the quantity and quality of maintenance. Substantiation is based upon the following:

- (1) Increase in personnel morale due to the decrease in overtime requirements.
- (2) More direct time utilization as a result of eliminating leg time awaiting work orders, power, etc.
- (3) An increase in the amount of trouble-free "K" flights. This is probably a result of the increased interest in which the personnel are showing in their individual aircraft. Approximately 50 per cent of the flights occurring since the inception of the new type maintenance program have been trouble-free. Prior to this time the trouble free flight rate has run approximately 25 to 30 per cent in addition, the overall abort rate decreased. Further use of the program should provide more reliable data in ascertaining its overall effectiveness.

RADAR MAINTENANCE

The crew chief system, described above as a boon to "K" maintenance, also affected radar maintenance. The same procedures were used--specific A & E specialists were assigned to

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RADAR MAINTENANCE (CONT'D)

maintain the radar sets on certain aircraft. "With this system in effect," said 19th Bomb Squadron historian, "they (the A & E specialists) take more pride in their work and will be aware of every minute problem with the radar."

SUPPLY SUMMARY

A summary of the two month supply situation in the 22d Bombardment Wing for November and December was simple and brief:

Improving.

EQUIPMENT SHORTAGES

The shortages of equipment within this Wing were less on 31 December than they had been for many, many months. Bench stock status was at its best since the implementation of Strategic Air Command Manual 65-2, "Supply Support for Specialized Aircraft Maintenance."

During "Operation Snowflakes,"^{10/} supply demands were considered "exceptional,"^{11/} but this was the only occasion during the sixty days covered by this history that an acute supply problem arose. "This parts shortage," the Wing DM continued, "cannot be attributed to oversight on the part of our personnel as none of the items cannibalized were 'found on the base' at a later time."

The number of AOCs resultant from bench stock or pre-issue shortages was low in comparison to previous months. The few

10. See Chapt III, Section A, subtitle: "Operation Snowflakes."

11. Quote, Director of Materiel's history.

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EQUIPMENT SHORTAGES (CONT'D)

that were accrued were generally caused by instrument shortages.

AOCP Rate. Out of commission because of parts (AOCP) was not a problem, as demonstrated by the .09% B-47 AOCP rate and .3% KC-97 AOCP rate during December. The percentage of aircraft AOCP was also extremely low: .02 per cent for the bombers and .9 per cent for the KC-97s.

Aircraft not fully equipped (ANFE) was a slightly different story, with 24 per cent of the 22d's swift Strato-jets falling into this category. The tankers maintained a good percentage, however. Two-tenths of one per cent (.2) were ANFE.

Transportation. Adequate transportation has long been a problem at March Air Force Base. Improvement has definitely been attained since last spring, when the problem was most acute. During the June-July-August TDY of the 320th Bombardment Wing, transportation was easier to obtain, but with their return in September transportation shortages reverted to their former status.

Since that time gradual improvement has been realized, although many complaints are still forthcoming, especially

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EQUIPMENT SHORTAGES (CONT'D)

during missions when the demand is greater. The motor pool ^{12/} has established a working system with the bomb squadrons whereby they furnish all vehicles, plus daytime drivers. Second shift men (1600 hours - 2400 hours) provide their own drivers, thus easing the 807th's motor vehicle operator problem.

Power Units. The shortage of some parts for the Gremco power systems still existed on 31 December. At that time, five Hi-Pressure Air Compressors were out for contract maintenance, and eight other units were out of commission for valve work being done in the local shop. ^{13/}

The individual aircraft sortie rate for training missions dropped considerably during November and December, largely the result of ground power shortages. ^{14/} During the Operation "Snowflakes," ^{15/} six C-26 units were lost to the rest of the Wing, accentuating this shortage. To date, no solution is in sight.

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- 12. A unit of the 807th Air Base Group Motor Vehicle Squadron.
 - 13. This work was 80 per cent complete on 31 December.
 - 14. See Chapt III, Section B, subtitle: Flying Training
 - 15. Msg, Hq 15th AF, DM, dtd 18 Nov 54. Filed Hq 15th AF.

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EQUIPMENT SHORTAGES (CONT'D)

Personal Equipment. Another shortage field in which definite progress has been made was the procurement of personal equipment. According to the Bomb Squadron personal equipment sections, Base Supply has been filling a number of back orders on both tools and clothing.

Again, however, the fight has not yet been won. Bladders for B-5 vests were still on the critical item list, although promises for near-future fulfillment were received from Fifteenth Air Force. ^{16/} An emergency shipment of bladders was supposed to be received during December, but was not forthcoming.

Seventy-seven (77) PK-2 life rafts were also on the badly needed list. Requisitioned through Base Supply, these did not arrive, and a supply difficulty letter was sent out to expedite their shipment. Verbal answer was received a few days later, indicating that the life rafts were on hand with the exception of a few essential parts.

DL-2 Survival Kits were also incomplete at the end of 1954, but were in much better shape than they had been in the three months previous. Headsets (type H-46A) were also on requisition, as they have been since May of 1954. Two of the required 176 were available.

16. Msg, Hq 15th AF, DM, dtd 18 Nov 54. Filed Hq 15th AF, DM.

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EQUIPMENT SHORTAGES (CONT'D)

with the others not expected until May 1955. A supply difficulty letter was submitted on this item also. ^{17/}

A & E Test Equipment. Test equipment, still another long time shortage item, was "still one of our greatest hindrances." ^{18/}

Camera Parts Shortages. Due to delays incurred on ordered parts, several C-1 cameras were doing the Wing no service at the end of December. Additionally, the need for 28 VDC (variable direct current) power in order to electrically check photo equipment before tagging it as serviceable has become apparent.

One important camera shop shortage was relieved, however, when an air compressor was installed in their building.

Collins Radio Parts. Load units for the Collins 1834 radios installed last May were absent from supply shelves, forcing A & E mechanics to "cannibalize" other aircraft. Other than these small components, radio stocks were in complete supply at the month's finish.

Lumber and Fabric Shortages. Bench stock issue in the wood and fabrication branches of the 22d Field Maintenance Squadron continued to increase through November and December until 82 per cent of the items once on the shortage list had been received. Wood and fabric shortages were no longer considered extreme on 31 December.

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- 17. Supply Difficulty Letter - H-46A Headsets, dtd 12 Nov 54.
Filed Bomb Squadron Hq.
 - 18. Quote, 22d Armament and Electronics historian.

EQUIPMENT SHORTAGES (CONT'D)

Tire Shop Tools. Although the tire shop pre-issue stocks were up-to-date, and repairable pick-ups and supply delivery had improved, necessary maintenance tools had not been received to enable the tire shop to fully comply with its work-load. Additional storage and shop space was also desired, but this was not pressed as emphatically as the requests for tire changing tools.

AIC Adapters. Aircraft indirect current adapters, a new item with no Air Force stock number, were not on hand from 1 November to 31 December. The lack of the stock number precluded the Wing from requisitioning the items, and made follow-up action impossible. The 22d's requirements in the way of these adapters were submitted to higher headquarters after a survey was conducted to determine the quantities needed. Additional information from Headquarters 15th Air Force indicated that when all the requirements are known, Gentile Air Depot will make equitable shipments to partially satisfy requisitions from all units encountering this problem. Further shipments from the manufacturer could not be expected before early 1955.

JATO Bottles. Combat crew training suffered from the lack of sufficient JATO (jet assisted take-off) bottles. Even the EWP (Emergency War Plan) kits did not include the appropriate number prescribed in the plan itself. Original requisition of these were made last September, with follow up correspondence submitted every 15 days thereafter, but no results were forthcoming before Christmas.

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EQUIPMENT SHORTAGES (CONT'D)

Shortage of 6J6 Tubes. During mid-November, the shortage of 6J6 tubes for the ARC-27 radios caused 14 sets to be immobilized. Before the end of the month, however, enough tubes arrived through Base Supply to return all ARC-27s to workable condition.

H-1 Compasses. The new H-1 compasses, which were installed on the KC-97Cs only, came into the lack of equipment picture for the first time in November. H-1 compass and auto-pilot equipment, although not holding any aircraft AOCF, were definitely on the short end when it came to spares. Being new equipment, malfunctions have been few and replacements unnecessary, but if those conditions were to arise the A & E Squadron would be unable to keep the tankers on a fully equipped flying status.

LIST OF EXHIBITS

- A Story, "33d Bomb Sq. Opens Own Coffee Bar," MAFB REAGON, 4 February 1955, page 4.
- B 22d BWg Operational and Training Charts for Sept., Oct., Nov., 1954. (SECRET)
- C Monthly Analysis for December 1954. (SECRET)
- D Story, "22d Period. Maint. Airman Wins Base Maint. Mod." MAFB REAGON, 11 December 1954.
- E 15th AF Message, DOTO 18554, 17 November 1954.
- F Operations Order Number 270-54.
- G Maintenance Instruction Letter #14, 6 October 1954.

33rd Bomb Sq. Opens Own Coffee Bar

Coffee breaks are a real pleasure of the men of 33rd Bombardment Squadron who have recently opened their own coffee bar in hanger No. 4 according to 1st Lt. Albert B. Whittemore, squadron Adjutant.

The bar was built with money and work donated entirely by men of the squadron and is considered by each and every man to be a real asset. After the original investment of work and money, the bar has become self supporting.

Located in an unused portion of hanger No. 4, the bar is close enough to the men's place of work to allow them more time when they have a coffee break. Before the bar was built, the men had to walk about three or four blocks to the BX, gulp down a cup of hot coffee and then rush back to work. Needless to say, it was hard on the throat, stomach and legs. Most important, there was no real relaxation, which is the real purpose of coffee breaks.

Honor System

Another interesting and highly acclaimed feature of the 33rd Bomb. Sq. coffee bar, is its honor system. If an airman finds that he is short of cash, he can still have his coffee and pay up later. This system has worked out very well, with no problems and everyone within the squadron seems happy with it.

The bar is built in the style of a cocktail bar of the type found in homes. Not only coffee is available there, but coffee cakes and doughnuts as well. Tables and chairs are also provided.

The entire operation has proved a success, not only financially, but morale-wise, too, according to squadron Adjutant Lt. Whittemore.



Taking a break in their recently completed squadron coffee bar are (L to R) M/Sgt. Jack B. Hauss and S/Sgt. Francis W. Besseck. Handing Sgt. Besseck his cup of coffee is Airman Fred Ashworth. All are members of 33rd Bombardment Squadron.

CONFIDENTIAL

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PREDICTED PTS FOR 50-8 QUALITY
SEP OCT NOV

RADAR RBS ACCURACY (40 PTS MAX POSSIBLE)					
	PROF INDEX	% MAX SCORE	POINTS		
2a BM SQ	52.0	84			
19th BM SQ	54.0	88			
33a BM SQ	53.9	88			
WING	53.2	86			34

VISUAL RBS ACCURACY (25 PTS MAX POSSIBLE)					
	PROF INDEX	% MAX SCORE	POINTS		
2a BM SQ	57.4	94			
19th BM SQ	54.4	88			
33a BM SQ	62.8	100			
WING	57.4	94			23.5

WET HOOK-UPS PROFICIENCY (20 PTS MAX POSSIBLE)					
	ATTEMPTS	SUCCESS	% SUCCESS	% MAX SCORE	POINTS
2a BM SQ	240	237	99		
19th BM SQ	200	198	99		
33a BM SQ	164	163	99		
22a AIR RFLG SQ	528	528	100		
WING	1132	1126	99	99	19.8

RADAR RENDEZVOUS PROFICIENCY (20 PTS MAX POSSIBLE)					
	ATTEMPTS	SUCCESS	% SUCCESS	% MAX SCORE	POINTS
2a BM SQ	55	55	100		
19th BM SQ	50	50	100		
33a BM SQ	37	37	100		
22a AIR RFLG SQ	184	184	100		
WING	326	326	100	100	20

SCORED CREWS (50 PTS MAX POSSIBLE)					
	CREWS ELIGIBLE FOR SCORING	CREWS SCORED	% CREWS SCORED	% MAX SCORE	POINTS
2a BM SQ	10	9	90	100	
19th BM SQ	11	11	100	100	
33a BM SQ	10	9	90	100	
BM CREW TOTAL	31	29	94	100	40
AIR RFLG. CREWS	19	19	100	100	10
TOTAL SCORED CREW POINTS					50

COMBAT READY CREWS (20 PTS MAX POSSIBLE)			
	TOTAL COMBAT READY CREWS	% MAX SCORE	POINTS
2a BM SQ	10		
19th BM SQ	11		
33a BM SQ	11		
BM CREW TOTAL	32	10	4
AIR RFLG. CREWS	20	100	10
TOTAL COMBAT READY CREWS			14

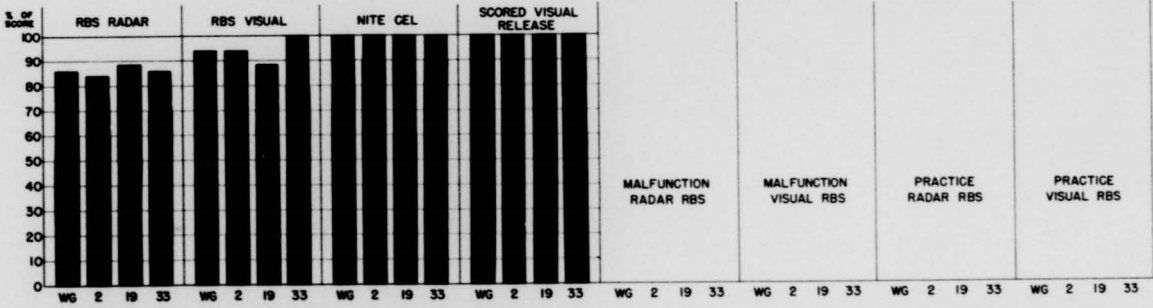
NITE CELESTIAL NAV (20 PTS MAX POSSIBLE)			
	CEA	% MAX SCORE	POINTS
2a BM SQ	13.7		
19th BM SQ	14.0		
33a BM SQ	11.0		
22a AIR RFLG. SQ	9.9	100	
WING	11.8	100	20

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QUANTITY ACCOMPLISHMENTS
NOV. 1954

	TOTAL FLY TIME	35,000 RBS RADAR	40,000 RBS RADAR	MALFUNCTION RBS	RBS VISUAL	VISUAL CAMERA	RADAR CAMERA	SCORED VISUAL	NITE CEL	DAY CEL	GRID LEGS	LONG RANGE CRUISE	WET HOOK-UPS	RADAR RENDEZVOUS	GUNNERY MISSIONS	FORMATION	PILOT PROF	STD BD CHECKS	ATO TAKE-OFF	NO NITE CELS	TRNG FTR ATKS
2d Bm Sq	50025	34	8	11	14	3	25	14	33	9	13	8	73	18	3	65:00	12	-	-	10	21
19th Bm Sq	541:15	24	5	20	31	7	20	2	29	11	11	13	74	16	5	60:00	17	1	-	7	33
33d Bm Sq	506:25	14	12	26	17	5	30	13	26	7	11	15	50	16	5	61:00	15	4	-	6	24
22d Bm Wg	54805	72	25	57	62	15	75	29	88	27	35	36	197	50	13	186:00	44	5	-	23	78

QUALITY FOR NOVEMBER 1954



CEA	1748	1744	1715	1732	1040	1067	980	1888	13.0	13.7	14.0	11.0	885	983	685	862	4777	5702	4925	4288	840	-	-	840	3770	3626	3306	4028	4827	2380	273	-
CEP	1900	1825	1880	1340	980	810	900	1100	10.0	10.0	13.0	9.3	875	938	343	700	8400	8880	2775	1900	720	-	-	720	2280	1850	2850	2300	1700	2300	1285	-
RUNS	97	42	29	25	62	14	31	17	88	33	29	26	29	14	2	13	57	11	20	26	3	-	-	3	82	25	33	24	7	1	6	-

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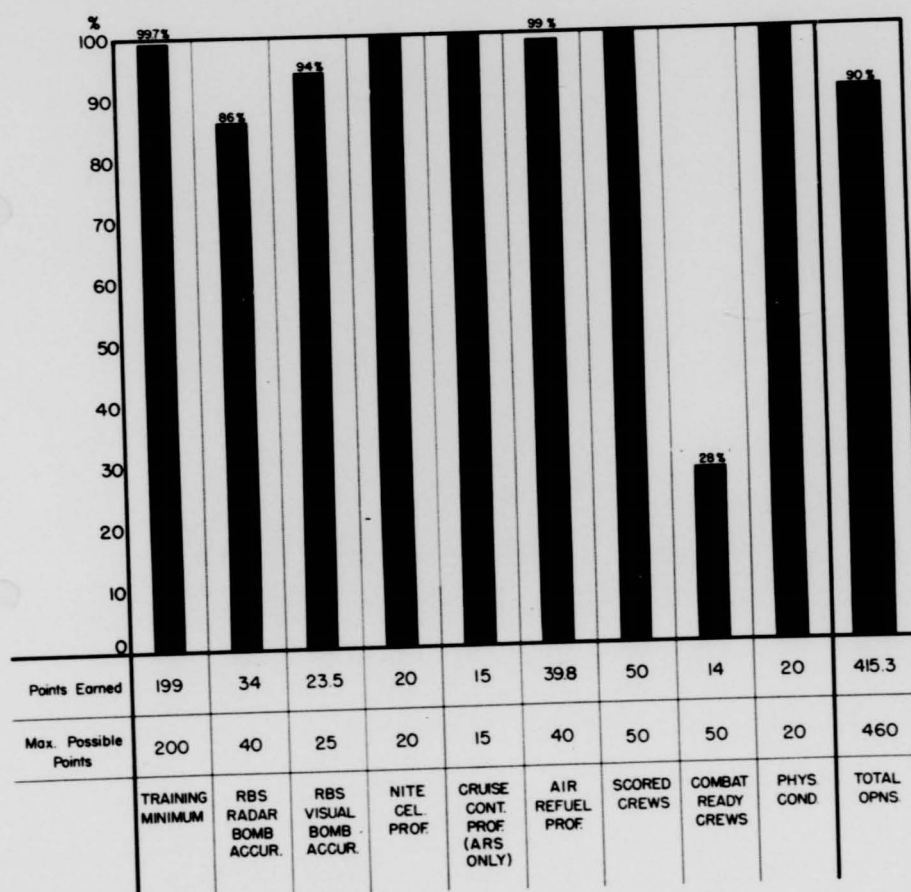
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PREDICTED SAC RATING SYSTEM POINTS FOR OPERATIONS SEP-OCT-NOV



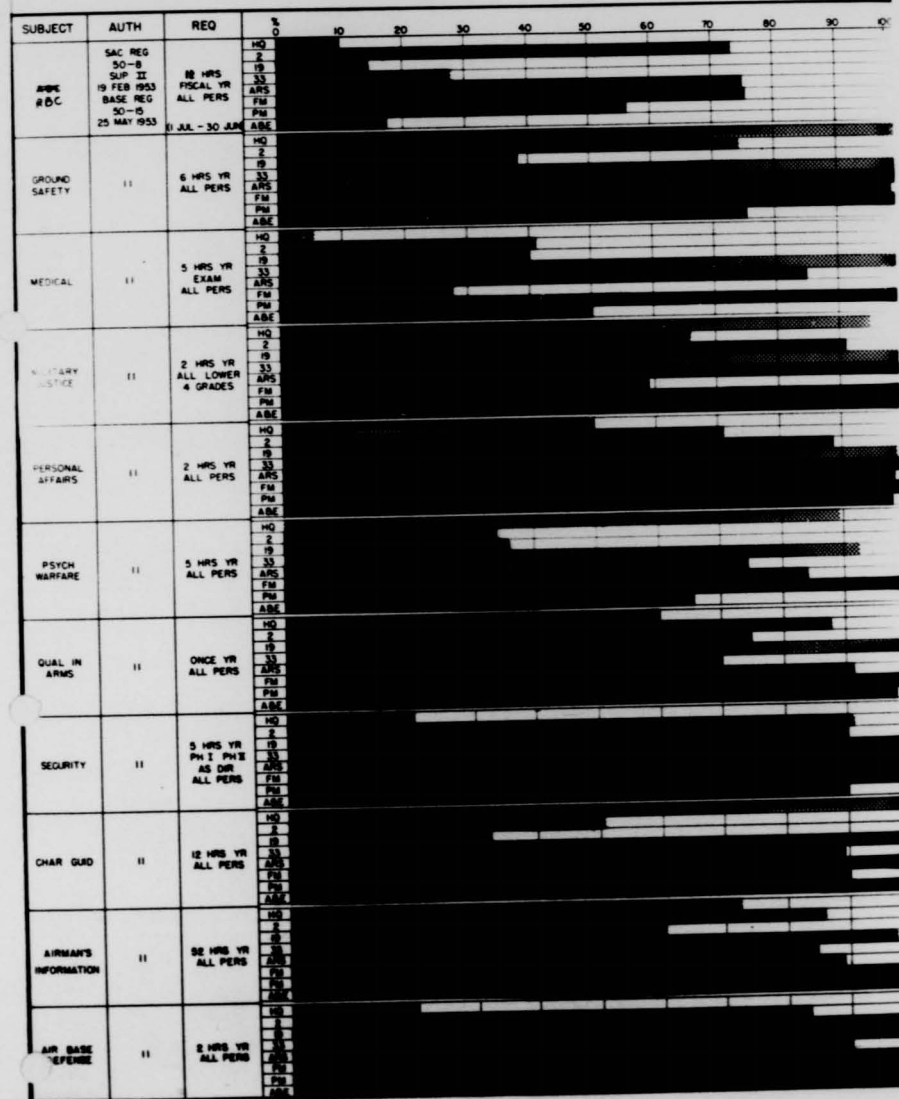
GROUND TRNG. UTILIZATION NOV. 1954

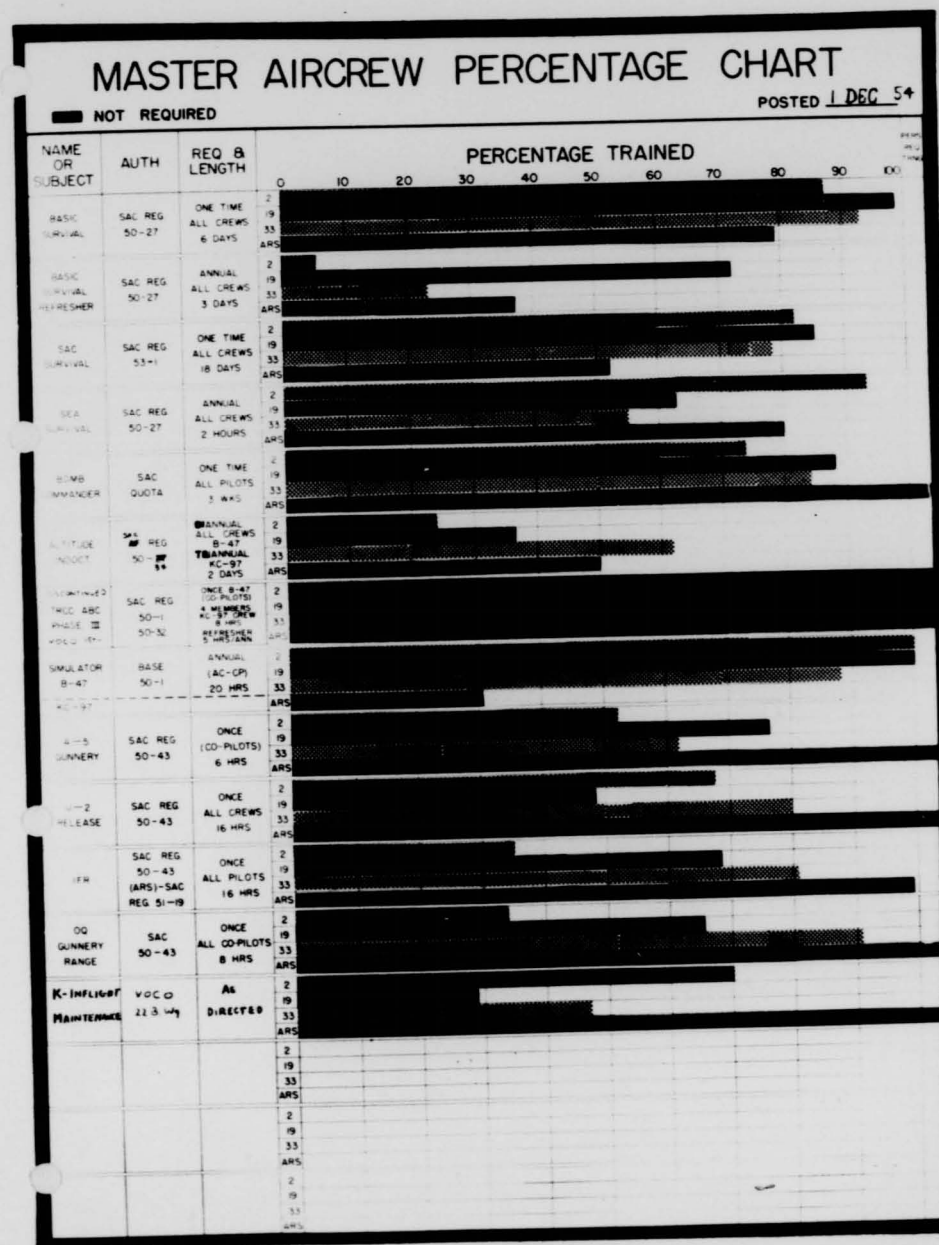
	<u>SCHED. AVAIL. TIME</u>	<u>UTILIZED TIME</u>	<u>%</u>
LINK TRAINER			
WING STAFF	00:00	0:00	0
2 BOMB SQ	50:00	52:00	95
19 BOMB SQ	38:00	36:00	100
33 BOMB SQ	40:00	44:00	98
22 AIR RFLG SQ	58:00	46:00	78
T-2 ULTRASONIC TRAINER			
WING STAFF (EWP)	0	12:00	100
2 BOMB SQ	0	22:00	100
19 BOMB SQ	0	17:00	100
33 BOMB SQ	0	26:00	100
T-1A GUNNERY			
2 BOMB SQ	40:00	13:00	33
19 BOMB SQ	52:00	35:00	67
33 BOMB SQ	44:00	26:00	59
LORAN TRAINER			
22 AIR RFLG SQ	0:00 (INOP)	0:00	0
KC-97 SIMULATOR			
WING STAFF	0:00	0:00	0
22 AIR RFLG SQ	57:00	57:00	100
B-47 SIMULATOR			
WING STAFF & S.B.	11:00	9:00	82
2 BOMB SQ	39:00	31:00	79
19 BOMB SQ	36:00	24:00	67
33 BOMB SQ	36:00	33:00	92
<u>SPACES ALLOTTED</u> <u>SPACES FILLED</u> <u>%</u>			
BASIC SURVIVAL			
2 BOMB SQ	6	1	17
19 BOMB SQ	6	4	67
33 BOMB SQ	6	6	100
22 AIR RFLG SQ	14	14	100
SEA SURVIVAL			
2 BOMB SQ			
19 BOMB SQ			
33 BOMB SQ			
22 AIR RFLG SQ			
SAC SURVIVAL			
2 BOMB SQ	1	1	100
19 BOMB SQ	1	1	100
33 BOMB SQ	1	1	100
22 AIR RFLG SQ	7	7	100
BOMB COMMANDER SCHOOL			
2 BOMB SQ	2	2	100
19 BOMB SQ	1	1	100
33 BOMB SQ	1	1	100
ALTITUDE INDOCTRINATION			
2 BOMB SQ			
19 BOMB SQ			
33 BOMB SQ			
22 AIR RFLG SQ			

UNIT PERCENTAGE TRAINING CHART

22d BOMBARDMENT WING (M) JET

POSTED 1 DEC 54





SPECIAL WEAPONS
PERCENTAGE TRAINED FOR SEPT-OCT-NOV QTR.

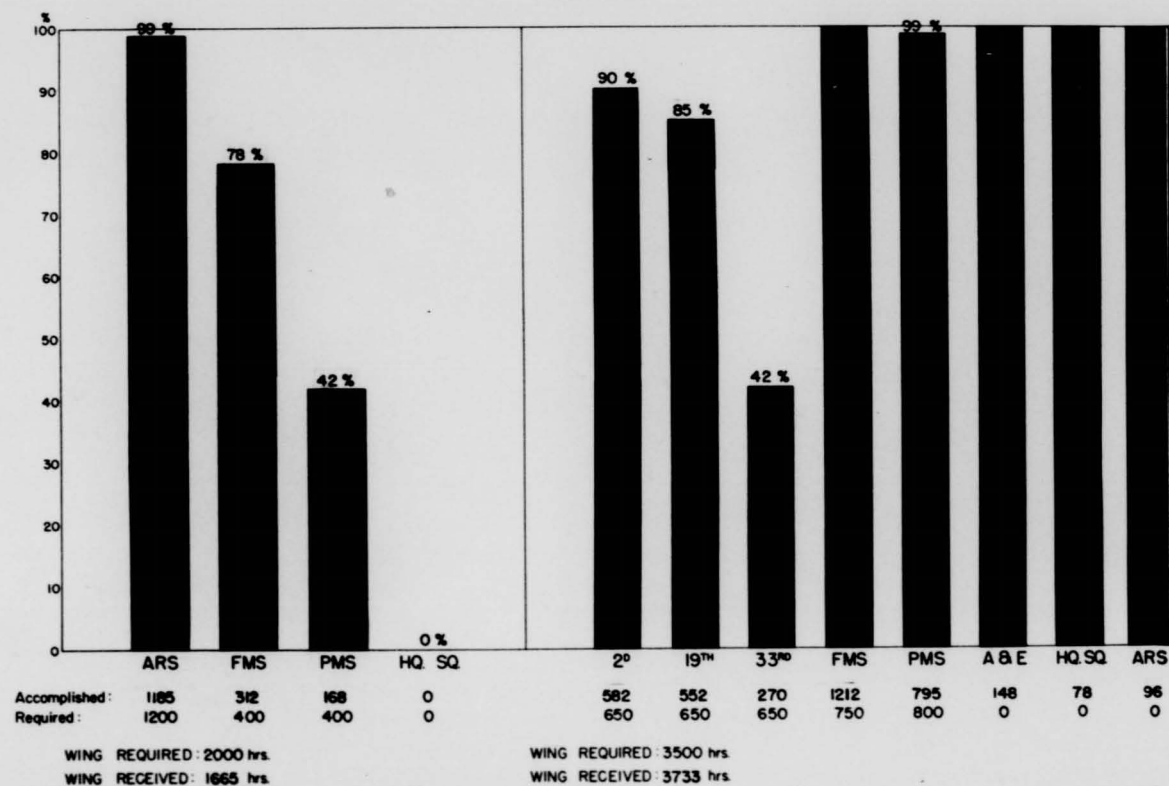


11

UTILIZATION, KC-97 MTD UNIT

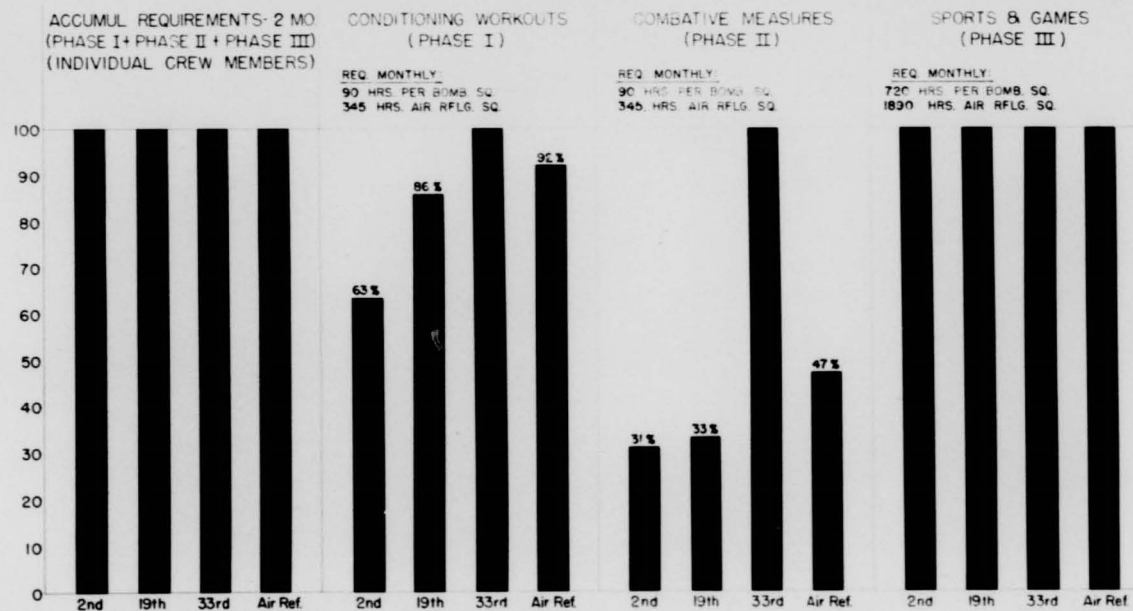
UTILIZATION, B-47 MTD UNIT

NOV. 1954



12

PHYSICAL CONDITIONING PROGRAM NOV. 1954



Total hrs. required per crew member since 1 Oct. 54 22 HRS

403 OF 403 Crews members received the required amount of hours for 100%

SECRET

HEADQUARTERS
22D BOMBARDMENT WING (H)
March Air Force Base, California

Class: ~~SECRET~~
Auth: ~~CHAP. 2.20~~
Date: 11 Jan 55
and ~~Don~~

22AC

SUBJECT: Monthly Analysis for December 1954
(RCS: 15-02)

TO: Commander
Fifteenth Air Force
ATTN: OCMA
March Air Force Base
California

(SECRET) SECTION I)
FORECAST OF SAC MANAGEMENT CONTROL SYSTEM SCORES

	Max Score	% of Max Score November	% of Max Score December	Score
A. Personnel				
1. Manning in Req Specialties				
a. Officers	30	70.0%	70.0%	21.0
b. Airman (Direct Support)	150	80.0%	70.0%	105.0
(Indirect Support)	25	100.0%	100.0%	25.0
2. AWOL Rate	30	100.0%	100.0%	30.0
3. Ground Safety	25	65.8%	90.0%	22.5
4. Readiness Rate	40	40.0%	20.0%	8.0
5. WTD Utilization	20	97.0%	98.3%	19.7
TOTAL	355	77.3%	72.3%	231.2
B. Material				
1. Flying Hours as a % of Required	60	96.3%	96.3%	58.0
2. Reports of Survey	20	100.0%	85.0%	17.0
3. Tech Order Compliance	60	N/A	N/A	N/A
TOTAL	140 (60)	97.3%	93.8%	75.0
C. UGM & Flying Safety				
1. UGM	80	95.4%	95.4%	76.3
2. Flying Safety	40	95.0%	100.0%	38.0
TOTAL	120	95.2%	97.7%	114.3

* Scores earned during training quarter Sep-Oct-Nov 1954.

SECRET

M27116.

13571

SECRET

Hq 22d Bomb WG (H) 22nd Sqn: Monthly Analysis for December
(MOS 15-12)

CLASS: SECRET
Auth: AWAC 22dW
DATE: 18 Dec 51
Name: Don

D. Description

Max Max Score
Score Max-Of-100 Score

1. Training Problems

a. Subelement - Total		100	99.65	119.3
Bombing	35	100.05		35.0
Navigation	25	100.05		25.0
Ordnance Control	10	100.05		10.0
Alt Ref & Fuel Rembs	25	100.05		25.0
Weather	10	100.05		10.0
Abnormal Weapns	10	100.05		10.0
Unskillaneous	15	99.65		14.9
Flying Time	20	97.05		19.4
b. Tasking - Total		90	89.15	140.5
Wet Backups & RR	15	100.05		15.0
Navigation	10	100.05		10.0
Ordnance Control	5	100.05		5.0
Unskillaneous	10	99.15		9.9
Flying Time	10	86.15		6.6
2. Hqs Under Bombing Accuracy		40	84.05	31.4
2nd Visual Bombing Accuracy	25	96.05		24.0
Right Out Navigation Prof	20	100.05		20.0
3rd Proficiency	40	N/A		N/A
Ordnance Control Proficiency	15	100.05		15.0
Live Gunnery Proficiency	20	90.05		10.0
Alt Refueling Proficiency	20	100.05		20.0
Wet Backups	20	100.05		20.0
a. Radar Subelement	20	100.05		20.0
b. Subelement	40	100.05		40.0
c. Subelement	10	100.05		10.0
10. Combat Ready Group		40	80.05	6.0
a. Subelement	10	100.05		10.0
b. Subelement	30	100.05		30.0
11. Physical Conditioning		100(100)	90.35	50.3
TOTAL				
GRAND TOTAL		2100 (1000)	85.65	855.7

figures are those earned during training quarter Sep-Oct-Nov 1951.

SECRET

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SECRET

Hq 224 Bomb Wg (M) 22AC Subj: Monthly Analysis for December 1954
(RCS: 15-02)

SECTION II**A. Personnel****1. Manning in Required Specialties****a. Officers (Max Score 30)(Pts Earned 21.0) (1 month)**

Number of Officers Authorized	429
Number of Officers "IRS"	379
% "IRS"	88.3%
% of Score	70.0%
Score	21.0

b. Airmen - Direct Support (Max Score 150)(Pts Earned 105.0)(1 month)

Number of Airmen Authorized	1091
Number of Airmen "IRS"	932
% "IRS"	85.4%
% of Score	70.0%
Score	105.0

c. Airmen - Indirect Support (Max Score 25)(Pts Earned 25.0)(1 month)

Number of Airmen Authorized	245
Number of Airmen "IRS"	209
% "IRS"	85.4%
% of Score	100.0%
Score	25.0

Manning in required specialties remained relatively constant throughout the month of December particularly in officer personnel. A slight increase was noted in the in-direct support career fields for airmen with a slight decrease in direct support manning. Critical shortages continue to exist in the Armament and Electronics Fields.

2. ANGL Rate (Max Score 30)(Pts Earned 30.0) (1 month)

Number of ANGL's	11
Man Strength	971
ANGL Rate	1.23
% of Score	100.0%
Score	30.0

No ANGL's were reported for the Wing during the month of December. This is a decrease from the previous two months which were Oct (4) and Nov (5).

SECRET

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SECRET

Hq 22d Bomb Wg (M) 22AG Subj: Monthly Analysis for December 1954
(RCS: 15-02)

3. Ground Safety (Max Score 25)(Pts Earned 22.5)(A months)

	<u>Military</u>	<u>Civilian</u>	<u>Vehicles</u>
Number of Accidents	14	0	0
Number Man Days Exposed	276,947	-	-
Number Hours Exposed		23,708	-
Total Mileage			99,227
Ground Safety Index		5.06	
Accident Cost		\$9831.00	
Mean Strength		9224	
Accident Cost Index		8.63	
% of Score		90.0%	
Score		22.5	

Dropping the month of August 54 from the computation accounts for the increase in % of score earned November (65.0%) - December (90.0%). The high cost index experienced in August has held the score at a low level for the past four months.

4. Recruitment Rate (Max Score 40)(Pts Earned 8.0)(A months)

Number of Airmen Discharged	183
Number Recruitments	40
Four Months Rate	21.9
% of Score	20.0%
Score	8.0

During the month a large number of personnel were discharged under the Christmas Early Release Policy. For the Wg, (89) airmen were separated and of (80) eligible, (12) recruited. Two (2) of the 12 were resignations which do not count in the computation of the recruitment rate.

A slight increase (9.9%) was noted over the November rate. It was also noted that some personnel took advantage of the policy in effect allowing recruitment at March for assignment to another station within USAF.

5. NTD Utilization (Max Score 20)(Pts Earned 19.7)(3 months Sep-Oct-Nov)

	<u>B-47</u>	<u>B-29</u>	<u>Total</u>
Desired Utilization	10,500	6,000	16,500
Actual Utilization	10,286	6,000	16,286
% Utilization	97.4%	100.0%	98.3%
% of Score			98.3%
Score			19.7

For the month of December the B-47 NTD reported 1105 hours utilized against the requirement of 3500 hours; the B-29 NTD reported 480 hours utilized against the requirement of 2000 hours. This is a considerably lower amount of utilization than previous months attributed to the fact that the NTD's were closed much of the month for the purpose of installing new equipment. For this reason a waiver of December's requirements was requested and granted by Hq SAC Message, OOA 4764, dated 30 Dec 54.

SECRET

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SECRET

Hq 22d Bomb Wg (H) 22AC Subj: Monthly Analysis for December 1954
(RCS: 15-02)

B. Material**1. Flying Hrs as a % of Req (Max Score 60)(Pts Earned 58.0)(3 months)**

	B-47	HC-97	Totals
Flying Hours Utilized	4327	2211	6538
Hours Required	4537	2239	6776
% of Required	95.4%	98.9%	96.5%
% of Score			96.5%
Score			58.0

Scores reported above are those earned during the Training Quarter Sep-Oct-Nov 1954. For the month of Dec 54 the Wing attained 100% utilization. (Total Required: 1875. Total Utilized: 1932).

2. Reports of Surveys (Max Score 20)(Pts Earned 17.0)(1 month)

Number of Surveys	19
Total Dollar Cost	\$1439.99
EDM Strength	9130
Average Cost Per Survey	\$75.75
Rate per 1000 Population	2.08
% of Score	85.0%
Score	17.0

High dollar cost of Surveys registered in December cause % of score earned to drop 15%. The 22ABW registered the two largest surveys totaling \$704.22 for flying clothing, jackets, and gloves. Both surveys have been forwarded to Hq 19th AF for disposition.

3. Tech Order Compliance (Max Score 60)(Pts Earned - Not rated)

The status of Tech Order Compliance will not be rated until further notice in accordance with Message # 2142, Hq 19th AF, dated 31 Aug 54.

C. USCM and Flying Safety**1. Unit Simulated Combat Mtn (Max Score 80)(Pts Earned 76.3)**

Unit simulated combat mission flown on 2-3-4 Nov 54 for Training Quarter. Net USCM Effectiveness score 95.4, earning 76.3 points for Quarter Sep-Oct-Nov 54.

2. Flying Safety (Max Score 40)(Pts Earned 40.0)(1 month)

Number of Hours Flown	8756
Number of Accidents	1
Aircraft Accident Rate	11.4
% of Score	100.0%
Score	40.0

No aircraft accidents reported during Dec 54. Last accident reported was in Nov 54 (landing gear collapse on HC-97 aircraft.)

SECRET

SECRET

Hq 22d Bomb Wg (M) 22AC Subj: Monthly Analysis for December 1954
(RCS: 15-02)

D. Operations

This section not scored during Special training month of December.
(November T-12 correction report included in original computations).
For percent of max score earned Sep-Oct-Nov 1954, refer to Section 1.

SECTION III
ANALYSIS OF TRAINING

Submitted at the end of each Training Quarter in accordance with
Par 4a(3), 15th AFR 170-1, 21 Jun 54. Last report submitted as of 30
Nov 54 with next analysis to be submitted as of 31 Mar 55.

SECTION IV
COMMANDER'S REMARKS

Commander's remarks thoroughly covered in Air Training Reports for
22d Bomb Wing (RCS: 3-SAC-T-12), and 22d Air Refueling Squadron (RCS:
4-SAC-T-12) for the month of December 1954.

SECTION V
RECONCILIATION OF SCORES

Reconciliation of scores can not be made at this time due to non-
receipt of SAC Management Control Statement for quarter Sep-Oct-Nov 54.

SECTION VI
PERSONNEL ASSIGNED

In compliance with Paragraph 10, 15th Air Force Management Control
Statement, Sep 54, dated 2 Nov 54, the following information is submitted:

Major David A. Lien	PAFSC 6747	DAFSC 0051C
Capt. Paul E. Kath	PAFSC 6521	DAFSC 6741
T/Sgt Herbert G. Hall	PAFSC 73270	UAFSC 80170
A/2C Duane R. Gehlen	PAFSC 70230	UAFSC 70250

L.N. DALTON
Colonel, USAF
Commander

"EXEMPLARY ATTITUDE"

22d Period. Maint Airman Wins Base Maint. Nod

A/IC James C. Sommerville, 22d Periodic Maintenance Sq. has been selected as MAFB Maintenance-Man-of-the-Month and recommended as SAC Maintenance-Man-of-the-Month for November, according to an announcement this week from Base Flying Safety.

Airman Sommerville was praised for his "exemplary attitude toward performance of his duties as a maintenance supply man."

A letter recommending him for the SAC honor stated: "His mission has been difficult in that he has handled the Supply Section of 22d Periodic Maintenance Squadron alone since 1 April 1954, when four (4) of the supply people were placed D/S to A and E and Field Maintenance squadrons. He is aided in stock chasing only by aircraft mechanics who have been designated from each deck for that purpose."

Also, according to the announcement, Airman Sommerville developed an illustrated parts listing notebook containing a listing of B-47 parts, classes 01 through 08. This notebook was illustrated with his own drawings.

He was also credited with compiling another parts listing notebook for the KC-97 aircraft in the same manner, but without illustra-



A/IC JAMES C. SOMMERVILLE

COMAF 15 MARCH AFB CALIF

171445 U NOV 54 UNCLASSIFIED

ROUTINE

XX

COMAIRDIV 12 MARCH AFB CALIF /COURIER/

/UNCLASSIFIED/ DOTO 18554. Reference Phase II Globetrotter
Msn flown on 3 Nov 54 by the 22d BomWg. Credit for camera attacks
in lieu of RBS runs approved for crews L-04B0, S-C7, and L-19.

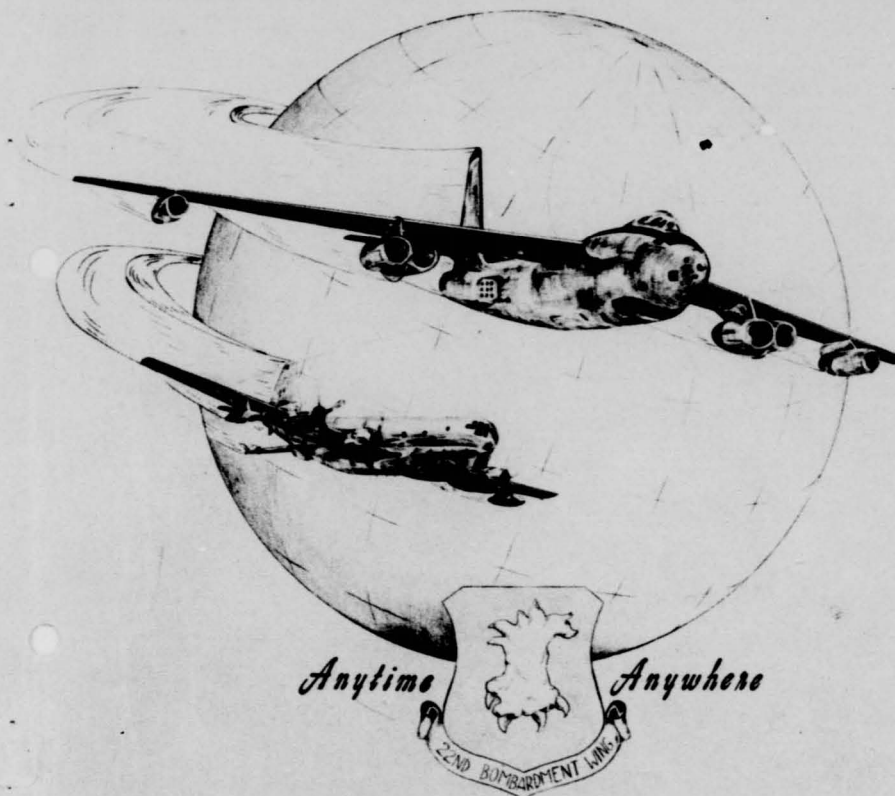
UNCLASSIFIED

1 1

DOTO/rbs

FREDERICK BOCKELMAN, JR., Major, USAF
Acting Chief, Observer Branch Tng

22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE , CALIFORNIA



OPERATIONS ORDER
NUMBER
270-54

AIR FORCE - 101 TRAF, MARCH 1954

22D BOMBARDMENT WING (M)
March Air Force Base, California
24 November 1954

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Attachment B - T-1A Trainer

Attachment C - T-2 Trainer

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22d Bombardment Wing (M)
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24 November 1954

HEADQUARTERS 22D BOMBARDMENT WING (M)
March Air Force Base, California
24 November 1954

OPERATIONS ORDER

SERIAL NO. 270-54

TRAINING FOR DECEMBER 1954

22d Bombardment Wing (M)
Operations Order 270-54
24 November 1954

HEADQUARTERS 22D BOMBARDMENT WING (M)
March Air Force Base, California
24 November 1954

OPERATIONS ORDER
Number 270-54

Chart and Map References: As required.

Task Organizations:

2nd Bombardment Squadron (M)	Lt Col James N. Graybeal
19th Bombardment Squadron (M)	Lt Col Jay O. Gray
33rd Bombardment Squadron (M)	Lt Col Paul H. Francis
22nd Air Refueling Squadron	Lt Col Horace E. Hatch
Hq Sq Sec, 22nd Bombardment Wing (M)	CWO Russel H. Frick
22nd A and E Maintenance Squadron	Lt Col Kenneth L. Johnson
22nd Field Maintenance Squadron	Lt Col Edward F. Gallup
22nd Periodic Maintenance Squadron	Lt Col Mabon A. Cornwell

1. General Situation: In accordance with paragraph 5c, SAC Regulation 50-8, the month of December 1954 is designated a special training month. Approximately 60% of the projected flying training time for December will be consumed in the execution of missions ordered by Wing and higher headquarters. Although the major portion of the month's flying time will not be available for exclusive unit planning and scheduling, concurrence with the "ordered" missions will realize many of the same training accomplishments as would be accomplished from individual scheduling.

22d Bombardment Wing (M)
Operations Order 270-54
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- a. Enemy Forces - Omitted.
- b. Friendly Forces - Omitted.
- 2. Mission: Preparation, implementation, and supervision of a detailed training program in accordance with paragraph 6c, SAC Reg 50-8. Special emphasis will be placed on:
 - a. Areas of operational weakness.
 - b. Lead Crew probation items and further training to increase the effectiveness of lead crews.
 - c. Training and upgrading of non-combat ready crews.
 - d. Training in seasonal or unfamiliar climatic tactics.
 - e. Experimentation with new tactics and techniques.
 - f. Continuation of proficiency training under the principles outlined in 15th Air Force Letter 55-2.
 - g. GPI runs.
- 3. Tasks for Subordinate Units:
 - a. 2nd Bombardment Squadron:
 - (1) Reference paragraph 3x and Annexes "B" and "D".
 - (2) Will furnish one B-47 aircraft to 12th Air Division on 7, 13 and 21 December.
 - (3) Will provide seven (7) B-47 aircraft and crews for Mass Formation Flyovers on 16 and 21 December.
 - b. 19th Bombardment Squadron:
 - (1) Reference paragraph 3x and Annexes "B" and "D".

22d Bombardment Wing (M)
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24 November 1954

(2) Will furnish one B-47 aircraft to 12th Air Division on 9, and 15 December.

(3) Will provide seven (7) B-47 aircraft and crews for Mass Formation Flyover on 16 and 21 December 1954.

c. 33rd Bombardment Squadron:

(1) Reference paragraph 3x and Annexes "B" and "D".

(2) Will furnish one B-47 aircraft to 12th Air Division on 3 and 17 December.

(3) Will provide seven (7) B-47 aircraft and crews for Mass Formation Flyover on 16 and 21 December 1954.

d. 22nd Air Refueling Squadron:

(1) Reference Annexes "B" and "D".

(2) Will provide one (1) KC-97 aircraft for airlift of approximately 22 personnel and 2,500 pounds of cargo from Davis Monthan AFB according to the schedule below:
Depart Davis Monthan on or about 16 December 1954.

e. 22nd A and E Maintenance, 22nd Field Maintenance and 22nd Periodic Maintenance Squadrons:

(1) Reference Annexes "B" and "D".

x. General Instructions:

(1) This Operations Order becomes effective 1 December 1954.

(2) Order of Execution will be issued by the tactical squadrons in the form of flight orders.

(3) Requests for maintenance will be made by work order from

22d Bombardment Wing (M)
Operations Order 270554
24 November 1954

Maintenance Control.

- (4) All commitments from higher headquarters, known at this time, have been considered and included in this schedule.
- (5) Squadron Commanders will insure that alternate missions are briefed for air aborts and tentative ground training scheduled when possible for ground aborts.
- (6) All rated personnel will attend monthly Flight Safety meeting in the Wing Briefing Room (Bldg T-642) at 0900 hours, Saturday, 18 December 1954.
- (7) Organizations possessing the following crews will insure that standardization crew checks are completed prior to date indicated: L37, R20, S07, and T12 - 23 December 1954, or any other crews which may become combat ready. S07 will be checked by 15th Air Force.
- (8) Officer Duty Rosters - All required duty rosters for 22d Bomb Wing Officers are listed in Annex "E".
- (9) B-47 Evaluation:
 - (a) No crews will report to 3908th Strategic Evaluation Squadron, Davis Monthan AFB, during December.
 1. Crews L02, L43, L19, L29 which reported to SES on 30 November 1954 will return on or about 16 Dec 54.
 - (b) Pre-SES Ground School: No Pre-SES ground School is scheduled during December.

22d Bombardment Wing (H)
Operations Order 270-54
24 November 1954

- (10) The 22d Bomb Wing will participate in Operation "Big Tent" 1 thru 2 December 1954.
 - (a) See 22d Bomb Wing Operations Order 146-54 (CONFIDENTIAL)
- (11) The 22d Bomb Wing will perform Operation "Snow Flake", 5 thru 13 December 1954.
 - (a) See 22d Bomb Wing Operations Order 151-54 (SECRET).
- (12) Formation Flyover:
 - (a) The 22d Bomb Wing will participate in two (2) Division Mass Formation Flights.
 - 1. 16 December 1954:
 - a. 320th Bomb Wing will plan and brief this mission and will fly Division lead.
 - b. 33rd Bomb Squadron will be 22d Bomb wing lead.
 - 2. 21 December 1954:
 - a. 22d Bomb Wing will plan and brief this mission and will fly Division lead.
 - b. 2nd Bomb Squadron will be the lead squadron with either Col Dalton or Col Welch as Air Commander.
 - (b) Non-Combat ready crews may be utilized on these formation missions providing an instructor pilot is aboard the aircraft.
- (13) GPI runs.
 - (a) Special emphasis will be given to GPI runs during the month of December.

22d Bombardment Wing (M)
Operations Order 270-54
24 November 1954

- (b) All available combat ready crews will be required to obtain four (4) GFI runs prior to 10 Feb 54.
- (c) For details and rules see 22nd Bomb Wing Operations Order 72-54. This Operations Order will be distributed at a later date.
- (14) All assisted take-offs with JTO rockets for training purposes, will be suspended until further notice.
- (15) Observers Meeting:
 - (a) All present for duty B-47 observers will attend a meeting from 0900 to 1200, 4 Dec 54 in Room 11, Wing Briefing Room (Building T-642). A preliminary target study on Operation "Spot Light" will be conducted during this period. (15th Air Force Evaluation for January 1955).
- (16) Operation "Spot Light"
 - (a) Detailed Target Study: 0800 thru 1700 hrs each day 13, 14 and 15 Dec 54. Make-up will be 0800 thru 1700 hours 20 Dec 54, Room 11, Bldg T-642.
 - (b) Mission Planning 0800-1000 hours 3 Jan 55, Bldg T-642.
 - (c) Formal Target Study: 1000-1200 hours 3 Jan 55, Bldg T-642.
 - (d) General Briefing: 1330, 3 Jan 55, Bldg T-642.
 - (e) T-2 Trainer: Beginning 13 Dec 54, B-47 Observers will be scheduled to make runs on plates of Spot Light targets. Each Observer scheduled for this mission will make a minimum of two (2) runs per target.

22d Bombardment Wing (M)
Operations Order 270-54
24 November 1954

(17) Any request for changes to this order will be submitted to the Director of Operations and Training for consideration.

4. Administration and Logistics: See Annex "D"

5. Command and Communications:

a. Command and Command Posts: Headquarters 22d Bombardment Wing (M), March Air Force Base, California.

b. Communications: Omitted.

L. H. DALTON
Colonel, USAF
Commander

ANNEXES:

A - Intelligence (Omitted)

B - Operations and Training

C - Communications (Omitted)

D - Administration and Logistics

E - Officers Duty Rosters

DISTRIBUTION:

Comdr, 15th Air Force	1 cy
Comdr, 12th Air Division	4 cys
Comdr, 22nd Bomb Wing	1 cy
22DO	16 cys
22DM	6 cys
22ADJ	5 cys
22DP	1 cy
22MI	1 cy
Comdr, 2nd Bomb Squadron	6 cys
Comdr, 19th Bomb Squadron	6 cys

22d Bombardment Wing (M)
Operations Order 270-54
24 November 1954

DISTRIBUTION: (cont)

Comdr, 33rd Bomb Squadron	6 cys
Comdr, 22nd Air Refueling Squadron	6 cys
Comdr, Hq Sq Sec, 22d Bomb Wing	1 cy
Comdr, 22nd A&S Maint Squadron	2 cys
Comdr, 22nd Field Maint Squadron	2 cys
Comdr, 22nd Periodic Maint Squadron	2 cys
Comdr, 22nd Tactical Hospital	1 cy
Comdr, 807th Air Base Group	6 cys
Comdr, 9th Weather Squadron	1 cy
Comdr, 320th Bomb Wing	1 cy

OFFICIAL:

William L. Welch
WILLIAM L. WELCH
Colonel, USAF
Director of Operations

22d Bombardment Wing (M)
Operations Order 270-54
24 November 1954

22D BOMBARDMENT WING (M)
March Air Force Base, California
24 November 1954

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 270-54

INTELLIGENCE (OMITTED)

22d Bombardment Wing (M)
Annex "A"
To Operations Order 270-54
24 November 1954

22D BOMBARDMENT WING (M)
March Air Force Base, California
24 November 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 270-54

OPERATIONS AND TRAINING

22d Bombardment Wing (M)
Annex "B"
To Operations Order 270-54
24 November 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 270-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
24 November 1954

OPERATIONS AND TRAINING

1. General: The month of December 1954 is designated a special training month and special emphasis will be placed on the items listed below:

a. Breakdown of Flying Training accomplishments in hours, by organizations:

	<u>2nd</u>	<u>19th</u>	<u>33rd</u>	<u>Wing Total</u>
(1) Training in Seasonal Tactics	100	100	100	300
(2) Bombing Strange Target	49	63	56	168
(3) GPI Bombing	Time concurrent with other items			
(4) Formation missions	63	53	63	189
(5) Actual Releases	30	18	10	58
(6) Night Refueling	Time concurrent with other items			
(7) SES Evaluation	18	36	18	72
(8) Upgrading Non-ready crews	73	68	68	209
(9) Lead Crew probationary training	32	43	50	125
(10) Standardization Check	12	12	12	36
(11) Staff and 60-2 Flying	35	22	36	93
(12) Total Flying time to be expended during December will be:	412	425	413	1250

22d Bombardment Wing (M)
ANNEX "B"
To Operations Order 270-54
24 November 1954

b. Detailed breakdown of flying training accomplishments by organizations:

	<u>2nd</u>	<u>19th</u>	<u>33d</u>	<u>Wing Total</u>
(1) Radar RBS	52	45	36	133
(2) Visual RBS	13	12	8	33
(3) Actual Releases (250#)	20	16	8	44
(4) Navigation Msn (Day Cel.)	16	10	16	42
(5) Navigation Msn (Night Cel.)	20	21	20	61
(6) Navigation Msn (Grid)	8	12	8	28
(7) Refueling Day (Wet)	10	10	7	27
(8) Refueling Night (Wet)	10	20	10	40
(9) Refueling (Dry)	35	25	12	72
(10) Gunnery Mission	4	5	4	13
(11) Pilot Proficiency Mission	3	3	3	9
(12) T-59 Drops	2	-	-	2
(13) Night Cell	5	5	5	15
(14) Formation	56	56	56	168
(15) Standardization Checks	1	1	1	3
(16) SES Completions	1	2	1	4

	<u>HOURS</u>
2. Ground Training (Hours)	
a. B-47 MTD	1,000
b. KC-97 MTD	600
c. B-47 Flight Simulator	81
d. Physical Conditioning	674

22d Bombardment Wing (H)
 Annex "B"
 To Operations Order 270-54 3
 24 November 1954

e. Special Weapons (Non-Ready Crews)	<u>HOURS</u> 88
f. Survival Training	1,200
g. Instrument School	280
h. Unit Ground Training	
(1) Phase I (RBC)	200
(2) Security	300
(3) Character Guidance	300
(4) Medical	200
(5) Psychological Warfare	200
(6) Qualification in Arms	150
(7) Military Justice	69
(8) Ground Safety	140
(9) Personal Affairs	50
i. Synthetic Trainers	
(1) T-2 Trainer	32
(2) T-1A Trainer	32
(3) C-11B Link	63
(4) C-8 and P-3 Link	40

3. Training Priorities for December:

a. This paragraph sets forth the priorities of training for the month of December which are listed below in order of priority. Flying will take priority over ground training except ground training involving TDY. Flying will be adjusted, when necessary, in order to meet these TDY ground training commitments.

22d Bombardment Wing (M)
Annex "B"
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b. It is realized that certain items indicated in the following priority listing may, under certain conditions, be necessarily placed higher or lower than herein stated to take care of the needs of the moment. Such would be the case, for example, of test hops of high priority; higher headquarters' directed training; or Bomb Commander School quotas coming in after Operations Order was published. Changes in the following listing should not be made until after careful consideration and exercise of good judgement.

(1) B-47

(a) Flying

1. Wing Missions
2. 60-2
3. 51-26
4. Test hops

(b) Ground Training

1. Mission Planning and Target Study for Operation "Spot Light".
2. EMP
3. Flight Simulator (TDY)
4. Bomb Commander School (TDY)
5. SAC Survival (TDY)
6. MTD
7. Unit Ground Training
8. Physical Conditioning
9. OQ Gunnery Range

22d Bombardment Wing (M)
Annex "B"
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10. Special Weapons
11. Base Instrument School
12. Altitude Indoctrination
13. Base Survival
14. Base Survival Refresher
15. Sea Survival
16. T-1A Trainer
17. T-2 Trainer
18. Link Trainer
19. Code checks
20. ECM

(2) KC-97

(a) Flying

1. Wing missions
2. 60-2
3. Test Hops

(b) Ground Training

1. Flight Simulator (TDY)
2. SLC Survival (TDY)
3. Base Instrument School
4. MTD
5. Unit Ground Training
6. Physical Conditioning
7. Base Survival

22d Bombardment Wing (M)
Annex "B"
To Operations Order 270-54
24 November 1954

8. Altitude Indoctrination
9. Base Survival Refresher
10. Sea Survival
11. Link Trainer
12. Loran Trainer
13. Code Checks

22d Bombardment Wing (M)
Annex "B"
To Operations Order 270-54
24 November 1954

22D BOMBARDMENT WING (M)
March Air Force Base, California
24 November 1954

APPENDIX 1

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 270-54

FLIGHT TRAINING (SCHEDULE)

22d Bombardment Wing (M)
Appendix 1, Annex "B"
To Operations Order 270-54
24 November 1954

10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	
		(15CWR)	LAD	(4565 R)		7 Form					7 Form						
2	(15CWR)	S	1	2		2	4			3	1	4	4				
2	S	U	2	4	LAD	7 Form					7 Form						
2	A		2	4		2	4			0	2	4	1				
2	T	N	(15CWR)	(4565 R)		7 Form	LAD				7 Form						
6	15CW*	15CW*	21*	24**	1	27	12	S	S	6	27	12	9		S	S	
75	86	103	124	148	149	176	188	A	U	194	221	233	242		A	U	
5	5	5	5	4.6†	5	4.5	5	T	N	5	4.5	5	5		T	N	
30	75	75	105	112	5	121	60			30	122	60	45				
415	430	565	670	782	787	905	965			998	1120	1130	1225				
*Includes 10 cold weather sorties to be flown away plus 5 returns				**Includes 665 sorties to be flown at D/H plus 4 returns													
(6 CW)*	(6 CW)*	(10CWR)															
2	6	11	3	5	5	3	5			5	2	5					
9	6	11	3	5	5	3	5			5	2	5					
45	51	62	65	70	75	78	83			88	90	95					
47	45	10.5*	5	5	5	5	5			5	5	5					
42	27	116	15	25	25	15	25			25	10	25					
279	306	422	437	462	487	502	527			552	562	587					

MONTH		25-1954	2	3	4	5	6	8	9	10	11	12	13	
2	ORDERED	2 Eral						1 D	5 CN			15 CN	1 AD	
	WING													
	SQDN.			4			2	1		2	2	5	1	
19	ORDERED	2 Eral						2 CN		1 AD		(15 CN)		
	WING													
	SQDN.			2			2		2	2	5	4	2	
33	ORDERED	2 Eral		1 AD						5 CN		A	(15 CN)	
	WING											N		
	SQDN.			2			2	1	2	2	T		2	
B-47	DAILY SORTIES PROJ. DAILY SORTIES FLOWN	25		9	5	5	6	3	9	9	6	15 CN*	15 CN*	21*
	ACCU. SORTIES PROJ. ACCU. SORTIES FLOWN	25		34	A	U	40	41	58	67	73	86	103	124
	Ave. Hrs. Per. Fly. Hrs. Per. Fly. FLOWN	7		5	T	N	5	5	5	5	5	5	5	5
	DAILY HOURS PROJ. DAILY HOURS FLOWN	175		45			30	45	45	45	30	75	75	105
	ACCU. HOURS PROJ. ACCU. HOURS FLOWN	175		220			250	295	340	385	415	490	565	670
	REMARKS													
ARS	ORDERED						1 CN	10 CN	1 CN					
	WING													
	SQDN.	5	5	5						5 CN*	(6 CN)*	(6 CN)*	(10 CN)*	
K-97	DAILY SORTIES PROJ. DAILY SORTIES FLOWN	5	5	5		1	10	1	3	6	9	6	11	3
	ACCU. SORTIES PROJ. ACCU. SORTIES FLOWN	5	10	15		16	26	27	30	36	45	51	62	65
	Ave. Hrs. Per. Fly. Hrs. Per. Fly. FLOWN	5	5	5		5	11	5	5	4.5	4.7	4.5	10.5*	5
	DAILY HOURS PROJ. DAILY HOURS FLOWN	25	25	25		5	110	5	15	27	42	27	116	15
	ACCU. HOURS PROJ. ACCU. HOURS FLOWN	25	50	75		80	190	195	210	237	279	306	422	437
	REMARKS													
REMARKS		APP #1 TO ANNEX B, 22 BW 00.270-54												

11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
	USCNR	LAD	(USCNR)		7 form					7 form						
(USCNR)	S	1	2		2	4			3	1	4	4				3
S	U		(USCNR)	LAD	7 form					7 form						
A		2	4		2	4			0	2	4	1				3
T	N	(USCNR)	(USCNR)		7 form	LAD				7 form						
15CW*	15CW*	21*	24*	1	27	12	S	S	6	27	12	9		S	S	3
8E	103	124	148	149	176	188	A	U	194	221	233	242		A	U	3
5	5	5	4.6+	5	4.5	5	T	N	5	4.5	5	5		T	N	5
75	75	105	112	5	121	60			30	122	60	45				45
430	565	670	782	787	908	968			998	1120	1130	1225				45
*Includes 10 cold weather sorties to 60 ft or less away plus 5 returns																
**Includes 605 sorties to 60 ft or less at D/H plus 5 returns																
(6 CW)	(6 CW)															# All 20
6	11	3	5	5	3	5			5	2	5					
51	62	65	70	75	78	83			5	2	5					
4.5	10.5	5	5	5	5	5			5	5	5					
27	116	15	25	25	15	25			25	10	25					
306	422	437	462	487	502	527			552	562	587					
103																
4:30																

23	24	25	26	27±	28±	29±	30±	31	TOTAL	REMARKS
4				3	3	3	3		12	7200 47 47 2939 47 47 145 20 CW 45 100 350 47 47 15 1 2 1240 45 100 45 47 47 15 1 1 1240 45 100 45 47 47 15 1 14 1240 45 100 45 47 47 15 1
1				3	3	3	3		12	7200 47 47 2939 47 47 145 20 CW 45 100 350 47 47 15 1 2 1240 45 100 45 47 47 15 1 1 1240 45 100 45 47 47 15 1 14 1240 45 100 45 47 47 15 1
4				3	3	3	3		12	7200 47 47 2939 47 47 145 20 CW 45 100 350 47 47 15 1 2 1240 45 100 45 47 47 15 1 1 1240 45 100 45 47 47 15 1 14 1240 45 100 45 47 47 15 1
9	S	S		9	9	9	9		242	7200 47 47 2939 47 47 145 20 CW 45 100 350 47 47 15 1 2 1240 45 100 45 47 47 15 1 1 1240 45 100 45 47 47 15 1 14 1240 45 100 45 47 47 15 1
242	A	U		9	18	27	36		242	7200 47 47 2939 47 47 145 20 CW 45 100 350 47 47 15 1 2 1240 45 100 45 47 47 15 1 1 1240 45 100 45 47 47 15 1 14 1240 45 100 45 47 47 15 1
5	T	N		5	5	5	5			7200 47 47 2939 47 47 145 20 CW 45 100 350 47 47 15 1 2 1240 45 100 45 47 47 15 1 1 1240 45 100 45 47 47 15 1 14 1240 45 100 45 47 47 15 1
45				45	45	45	45		1225	7200 47 47 2939 47 47 145 20 CW 45 100 350 47 47 15 1 2 1240 45 100 45 47 47 15 1 1 1240 45 100 45 47 47 15 1 14 1240 45 100 45 47 47 15 1
1225				45	90	135	180		1225	7200 47 47 2939 47 47 145 20 CW 45 100 350 47 47 15 1 2 1240 45 100 45 47 47 15 1 1 1240 45 100 45 47 47 15 1 14 1240 45 100 45 47 47 15 1
‡ All sorties scheduled during period 2 hours 30 min with 60 min fuel only 1240 45 100 45 47 47 15 1 during period 1 thru 23 500										
									12	35 Sorties for 347 Training
									53	8 " " 13 Test
									103	600 Total

22D BOMBARDMENT WING (M)
March Air Force Base, California
24 November 1954

APPENDIX 2

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 270-54

SCHEDULE OF SUPERVISORS OF FLYING

22d Bombardment Wing (M)
Appendix 2, Annex "B"
To Operations Order 270-54
24 November 1954

APPENDIX 2

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 270-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
24 November 1954

SCHEDULE OF SUPERVISORS OF FLYING

1. Schedule of Supervisors of Flying:

DECEMBER 1954

1 - Graybeal
2 - Gray
3 - Francis
6 - Hatch
7 - Hunter
8 - Walsh
9 - Graybeal
10 - Francis
11 - Hatch
12 - Walsh
13 - Graybeal
14 - Gray

DECEMBER 1954 (cont)

15 - Anderson, J.W.
16 - Hunter
17 - Hatch
20 - Gray
21 - Hunter
22 - Walsh
23 - Anderson, J.W.
27 - Graybeal
28 - Gray
29 - Francis
30 - Hatch

This schedule is subject to revision as leaves and absences dictate.

Agreeable changes are authorized. Director of Operations, 22d Bomb Wing
will be notified of any changes.

22d Bombardment Wing (M)
Appendix 2, Annex "B"
To Operations Order 270-54
24 November 1954

22D BOMBARDMENT WING (M)
March Air Force Base, California
24 November 1954

APPENDIX 3

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 270-54

REC'D SHEET "FLYING AND GROUND TRAINING"

22d Bombardment Wing (M)
Appendix 3, Annex "B"
To Operations Order 270-54
24 November 1954

MONTH		1w		2w		3w		4w		5w		6w		7w		8w		9w		10																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
SUBJECT		1	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2

THIS PAGE IS DECLASSIFIED IAW EO 13526

18 _S	19 _S	20 _M	21 _T	22 _W	23 _T	24 _F	25 _S	26 _S	27 _T	28 _T	29 _W	30 _T	31 _F	REMARKS
1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933	2	1933
		3	0	3	7	7	7	4	4	4	4	1	4	# CREWS REC.
														1 CREW PER SQD
														CREWS AT TUCSON
														1 CREW PER SQD
														NOTE SCHED
														CHAMBER INTER.
														NONE SCHEDULED
														NONE SCHEDULED
2	2	2	2	2	2	2	2	2	2	2	2	2	2	CW.
12	11													1000-1200
17	17	14	17	17	14	17	17	14	17	17	14	17	17	
14	13	2	2	2	6	3	6	12	12	12	7	7	7	
3	4	2	15	15	8	14	11	2	5	5	7	10	10	
1	1	2	1	1	2	1	1							29 TH CLASS
														29 TH CLASS
														BASE SUR. REP.
														DISCONTINUED
														3 DAYS
														ONE COPILOT
														MAX UTILIZATION
														ATTACHMENT A
														ATTACHMENT B
														ATTACHMENT C
3	1	2	2	1	1	2	1	4	2	1	3	2	2	AS SCHEDULED
24	24													PILOTS 0900-1000
														OBSERVERS MEETING (0900-1200)
28	26	4	1	3	8	10	10	9	9	9	8	7	10	
42	39	6	6	6	10	14	13	11	13	12	10	11	13	
10	65	10	7	9	18	24	23	20	22	21	18	18	23	
59	57	54	57	57	54	57	57	54	57	57	54	57	57	
70	65	10	7	9	18	24	23	20	22	21	18	18	23	
0	0	44	52	48	36	35	34	34	37	36	36	41	34	

22D BOMBARDMENT WING (M)
March Air Force Base, California
24 November 1954

APPENDIX 4

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 270-54

GROUND TRAINING

22d Bombardment Wing (M)
Appendix 4, Annex "B"
To Operations Order 270-54
24 November 1954

APPENDIX 4

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 270-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
24 November 1954

GROUND TRAINING

1. Attachments to this Appendix list detailed schedules for December of certain required ground training for combat crew personnel. Not included in the attachments are the following:
 - a. Base Instrument School - School will be scheduled from 6 - 8 December and 20 - 22 December for squadrons' individual requirements.
 - b. Basic Survival - Basic Survival Refresher Classes will be held from the 8 - 10 December and from 13 - 15 December 1954. The 2d, 19th, and 33rd Bombardment Squadrons will each send one (1) integrated crew (or 3 crew members) and the 22d Air Refueling Squadron will send (1) integrated crew (or 7 crew members) to each class. Personnel will report at 0800 hours to Building 973, by Gym #2, in fatigues or flying suits (not civilian clothes) ready to depart for the training area. Personnel should have in their possession canteen, web belt, heavy shoes, and field jacket or B-15 jacket. Two days and nights will be spent in the training area.
 - c. Code Checks - Code checks are required each 6 months as prescribed in Supplement XVIII to SAC regulation 50-C. Squadrons are responsible for this training.

22d Bombardment Wing (M)
Appendix 4, Annex "B"
To Operations Order 270-54
24 November 1954

2.

d. Unit Training - Unit Training is required by Base Regulation 50-15 and will be scheduled and conducted (or arranged for) by each organization according to the needs of the unit. Squadron Commanders will utilize the period 0800 - 1100 hours on Saturdays for Unit Training and 1100 - 1200 hours for physical conditioning make-up except when otherwise directed by the Wing Commander. Any Saturday Wing Training if scheduled will not begin prior to 0900 hours. Squadron Commanders should remember that for all phases except ABC, we must strive for 100 percent by 31 December 1954.

e. MTD - A small amount of utilization could cause the MTD Unit to be moved to another base. Any courses not offered in MTD will be made available by contacting Wing Ground Training for scheduling. Especially in B-47 MTD we have been falling short of our quarterly requirements of 3500 hours/month. If the Electronics Unit returns on 1 January 1955 to MTD our B-47 quota will be 5000 hours/month. Squadrons are responsible for accomplishing the following MTD required hours:

- (1) B-47
 - (a) 2d Bombardment Squadron 600 hours
 - (b) 19th Bombardment Squadron 600 hours
 - (c) 33rd Bombardment Squadron 600 hours
 - (d) 22d Field Maint Squadron 750 hours
 - (e) 22d Periodic Maint Squadron 800 hours
 - (f) 22d Armt & Eleet Squadron 150 hours
- (2) KC-97
 - (a) 22d Air Refueling Squadron 1200 hours
 - (b) 22d Field Maint Squadron 400 hours
 - (c) 22d Periodic Maint Squadron 400 hours

22d Bombardment Wing (M)
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f. Small Arms Firing - December is the last month to complete this Unit Training Phase. The squadrons are responsible for this training.

g. Bomb Commanders School - Squadrons will be notified when the next quota is received.

h. SAC Survival - No SAC Survival will be scheduled during the month of December.

i. OQ Gunnery Range - All co-pilots on B-47 aircraft will receive this training at Davis-Monthan AFB as soon as possible. Squadrons will coordinate with Lt. Hindes, Wing Gunnery Officer, to fill quotas, for this course. One co-pilot each Bombardment Squadron will be scheduled from 30 November - 1 December, 7 - 8 December, 14 - 15 December and 21 - 22 December 1954.

j. PCU

(1) Each week day, Monday thru Friday, from 1 December to 23 December 1954, each bomb squadron will schedule a minimum of 5 combat crew members to the Physical Conditioning Unit.

(2) The Air Refueling Squadron will schedule a minimum of 22 combat crew members each day.

k. B-47 Flight Simulator Block Training - At the time of this printing the following number of crews are required to complete the 6 months requirements of Base Regulation 50-1 by squadrons.

2d Bombardment Squadron - 3 crews

19th Bombardment Squadron - 1 crew

33rd Bombardment Squadron - 2 crews

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(1) Quota: One (1) crew per bomb squadron will be scheduled on the following dates:

6 - 9 December 1954

13 - 16 December 1954

20 - 23 December 1954

(2) If all crews have finished the Emergency Procedure Course prior to the last class, a course for 2d Lts will be run. It should be remembered that squadrons are responsible for filling all standboard periods assigned to them and filling all periods which are left open due to no crew being sent to block training. These periods can be filled by 2d Lts or non-integrated crews if no other crews are available. Each squadron may contact the Flight Simulator Section for information regarding those periods for which they are responsible.

1. KC-97 Flight Simulator Block Training - Base Regulation 50-6 requires a quota, as set down by higher headquarters, of Pilot, Co-Pilot and Engineer of each crew selected to attend a KC-97 Emergency Procedure Course at Building 265. Each crew will report not later than 0730 hours as indicated by the Regulation. Quotas for December will be as follows:

<u>DATE</u>	<u>22AFS</u>
13 - 17 December 1954	1 Crew

m. Special Weapons Introductory Course - A course of eight (8) hours duration will be held in Area 12 on ^{and 27} 14 December 1954, for ~~non-ready crew~~ members, especially for those who have had no Special Weapons training ^{one half} of their personnel ^{each Squadron will schedule} who need this instruction, each day. See subpara- ^{previously} ^{for names of personnel} previously. All crew members will report promptly at 0800 hours. Each squadron will inform Area 12 the day before class who will attend.

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n. Special Weapons Loading for Non-Ready Crews - A loading will be given to one crew from the squadron indicated on the following dates:

<u>DATE</u>	<u>SQUADRON</u>
7 December 1954	1 Crew - 33d Bomb Squadron
13 December 1954	1 Crew - 2d Bomb Squadron
23 December 1954	1 Crew - 19th Bomb Squadron

o. EWP - No EWP is scheduled for December. However, if any Target Study or T-2 Trainer time is needed for EWP, it will be coordinated with squadron concerned by Captain Heiffer, of Operational Plans Branch.

p. Altitude Indoctrination - This unit is out of operation and all quotas which are deemed absolutely necessary for flying purposes can be arranged through Wing Ground Training to go to Davis-Monthan Air Force Base, Arizona, for training.

q. KBC (Phase III) - This course is discontinued VOC 15th Air Force, until a new program can be devised.

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LINK AND LORAN TRAINER

The following schedule lists Link and Loran Trainer times by squadrons. The C-11B (Jet) Trainer is allotted exclusively to the Bomb Squadrons. The C-8 and P-3 (Conventional) Trainer is allotted to the 22d MRS. The AN/APN-T4 (Loran) Trainer is scheduled only for the 22d MRS Navigators. Trainers are located in Bldg 262.

<u>DATE</u>	<u>2BS Link</u>	<u>19BS Link</u>	<u>33BS Link</u>	<u>22MRS Link</u>	<u>22MRS Loran</u>
1 Dec 54				1300-1430 1500-1630	1300-1500 1500-1700
2 Dec 54				1300-1430 1500-1630	
3 Dec 54	0800-0930	1000-1130	1300-1430 1500-1630	1300-1430 1500-1630	1300-1500 1500-1700
6 Dec 54	0800-0930	1000-1130		1300-1430 1500-1630	
7 Dec 54		0800-0930	1000-1130	1300-1430 1500-1630	1300-1500 1500-1700
8 Dec 54				1300-1430 1500-1630	

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<u>D.TE</u>	<u>289 Link</u>	<u>19BS Link</u>	<u>33BS Link</u>	<u>22 RS Link</u>	<u>22 RJ Loren</u>
9 Dec 54				1300-1430 1500-1630	1300-1500 1500-1700
10 Dec 54	0800-0930 1500-1630	1000-1130	1300-1430	1300-1430 1500-1630	
13 Dec 54	0800-0930	1000-1130		1300-1430 1500-1630	1300-1500 1500-1700
14 Dec 54	0800-0930		1000-1130	1300-1430 1500-1630	
15 Dec 54				1300-1430 1500-1630	1300-1500 1500-1700
16 Dec 54				1300-1430 1500-1630	
17 Dec 54	0800-0930	1000-1130 1500-1630	1300-1430	1300-1430 1500-1630	1300-1500 1500-1700
20 Dec 54		0800-0930	1000-1130	1300-1430 1500-1630	
21 Dec 54	0800-0930		1000-1130	1300-1430 1500-1630	1300-1500 1500-1700
22 Dec 54				1300-1430 1500-1630	

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T-1A TRAINER

1. Following is the schedule for the T-1A Trainer for the month of December as indicated:

<u>DATE</u>	<u>2d BS</u>	<u>19th BS</u>	<u>33d BS</u>
2 Dec 54	0830-1000	1030-1200	1400-1530
3 Dec 54	" "	" "	" "
6 Dec 54	" "	" "	" "
7 Dec 54	" "	" "	" "
9 Dec 54	" "	" "	" "
10 Dec 54	" "	" "	" "
13 Dec 54	" "	" "	" "
14 Dec 54	" "	" "	" "
16 Dec 54	" "	" "	" "
17 Dec 54	" "	" "	" "
20 Dec 54	" "	" "	" "
21 Dec 54	" "	" "	" "
23 Dec 54	" "	" "	" "

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2. According to the records of the T-1A Trainer Section, the following co-pilots are low in time on the T-1A Trainer:

2d BS

Fantino
Harter
Buccigrossi
Wilson
Bruce
Hammann
Pershing

19th BS

Swartz
Young
Ney
Juska
Kelly
Jacobsen

33d BS

Fernley
Kempf
Lee
Sorenson
Peterson
Mayer
Robinson
Staley

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T-2

Schedule for T-2 Trainer for December is as follows:

<u>DATE</u>	<u>2d BS</u>	<u>19th BS</u>	<u>33d BS</u>
1 Dec 54	1300-1500	1500-1700	
2 Dec 54		1300-1500	1500-1700
3 Dec 54	1300-1500		1500-1700
6 Dec 54	1300-1500	1500-1700	
7 Dec 54		1300-1500	1500-1700
8 Dec 54	1300-1500		1500-1700
9 Dec 54	1300-1500	1500-1700	
10 Dec 54		1300-1500	1500-1700
13 Dec 54	1300-1500		1500-1700
14 Dec 54	1300-1500	1500-1700	
15 Dec 54		1300-1500	1500-1700
16 Dec 54	1300-1500		1500-1700
17 Dec 54	1300-1500	1500-1700	

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<u>DATE</u>	<u>2d BS</u>	<u>19th BS</u>	<u>33d BS</u>
20 Dec 54		1300-1500	1500-1700
21 Dec 54	1300-1500		1500-1700
22 Dec 54	1300-1500	1500-1700	
23 Dec 54		1300-1500	1500-1700

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ANNEX "C"

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COMMUNICATIONS (OMITTED)

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ANNEX "D"

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ADMINISTRATION AND LOGISTICS

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LOGISTICS

MASTER MAINTENANCE PLAN

1. GENERAL INFORMATION:

a. The agreement reached for December 1954 between Operations and Maintenance resulted from the second weekly meeting conducted in November in accordance with SAC Regulation 60-9, dated 5 August 1953. Basically, maintenance is committed to furnish the following requirements:

- (1) 1250 B-47 flying hours.
- (2) 600 KC-97 flying hours.

In order to meet these operational requirements, all personnel concerned must be thoroughly briefed in the contents of this Annex. Officer and senior non-commissioned officer personnel in charge of sections must keep constantly abreast of current operations as the month progresses, to further insure each individual is made aware of changes or additions to the Maintenance Plan. Changes or additions will be limited to absolute requirements and will appear in the form of an amendment or appendix to

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this Annex. It is through complete knowledge and understanding by each individual that our mission can be accomplished without undue hardship on any section concerned.

b. Aircraft sortie schedules (see Appendix 2 & 3 of Annex "D") for B-47 and KC-97 aircraft have been coordinated with each respective squadron maintenance section including Field Maintenance and Armament-Electronics. Friday of each week, an Appendix will be published and distributed to all activities, designating the tail number of aircraft scheduled to fly the coming week, matched against the sortie requirement. After publication of the weekly flying schedule, changes may be granted only upon approval of the Chief of Maintenance.

c. Special requirements for December include the following:

- (1) Wing maximum efforts will be flown on 1 Dec 54 of 25 B-47 aircraft, on 16 Dec 54 of 27 B-47 aircraft, and on 21 Dec 1954 of 27 B-47 aircraft.
- (2) 7-14 December 1954, 15 B-47 aircraft and 12 KC-97 aircraft conduct Cross Country mission.

d. Continuing effort will be made by the Maintenance Control Unit and all other effected activities to completely eliminate the present TOC backlog and keep abreast of the incoming TOC's. This will require each activity to be more exacting in monitoring the TOC program with their unit and to insure 100% effectiveness in personnel utilization. If necessary, overtime will have to be scheduled as a method of eliminating backlog.

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Progress was below desired accomplishment during November. It is realized that missions scheduled during November made it difficult to hold aircraft out for TOC. With a smaller flying program scheduled for December all supervisors are urged to double their efforts on the TOC program to make up lost ground. The Maintenance Control Officer will be held responsible for monitoring the progress and schedule overtime TOC maintenance as necessary to accomplish this goal.

2. SPECIFICS FOR SUBORDINATE UNITS:

a. 2d Bombardment Squadron will provide:

- (1) Twenty-nine (29) B-47 aircraft for normal crew flying missions. (Reference Appendix 2 Annex "D").
- (2) Aircraft for 100 hour postflight inspection. (Reference Appendix published weekly, Master Schedule - flying and special weapons loading.)
- (3) Three (3) B-47 aircraft for 200 hour periodic inspection (Reference same as item 2 above).
- (4) B-47 aircraft for four (4) days special weapons loading, on station MK VI configuration.
- (5) Three (3) B-47 aircraft flight test - periodic inspection. (See weekly Master Schedule).
- (6) Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
- (7) Maintenance personnel and equipment to accomplish 1 thru

6 above.

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b. 19th Bombardment Squadron will provide:

- (1) Twenty-four (24) aircraft for normal crew flying missions. (Reference Appendix 2 Annex "D").
- (2) B-47 aircraft for 100 hour postflight inspection. (Ref Appendix published weekly, Master Schedule - flying, periodic maintenance and special weapons loading.)
- (3) One (1) aircraft for 200 hour periodic inspection. (Ref same as item 2 above).
- (4) B-47 aircraft for four (4) days special weapons loading, MX VI configuration, on station.
- (5) Two (2) aircraft for flight test - periodic inspection. (See Weekly Master Schedule).
- (6) Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
- (7) Maintenance personnel and equipment to accomplish 1 thru 6 above.

c. 33d Bombardment Squadron will provide:

- (1) Twenty-eight (28) B-47 aircraft for normal crew flying missions. (Reference Appendix 2 - Annex "D").
- (2) B-47 aircraft for 100 hour postflight inspection. (Ref Appendix published weekly, Master Schedule, flying, periodic maintenance and special weapons loading).

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- (3) Three (3) B-47 aircraft for 200 hour periodic inspection.
(Reference same as item 2 above).
 - (4) B-47 aircraft for four (4) days special weapons loading
MK VI configuration, on station.
 - (5) Four (4) B-47 aircraft flight test - periodic inspection.
(See weekly Master Schedule).
 - (6) Support for TOC program within organization and addition-
ally as directed for use on team as deemed necessary by
Maintenance Control Unit.
 - (7) Maintenance personnel and equipment to accomplish 1 thru
6 above.
- d. 22d Air Refueling Squadron will provide:
- (1) Twelve (12) KC-97 aircraft for special mission on 5 Dec 54
thru 12 Dec 54.
 - (2) Two (2) KC-97 aircraft, one (1) on 10 December 1954 and
one (1) on 12 Dec 54 to support special wing mission.
 - (3) Fifty-three (53) KC-97 aircraft for normal crew flying.
(Reference Appendix 3 Annex "D").
 - (4) Eight (8) KC-97 aircraft for flight test.
 - (5) Support for TOC program within organizations and addition-
ally as directed for use on team as deemed necessary by
Maintenance Control Unit.
 - (6) Maintenance personnel and equipment to accomplish 1 thru
5 above.

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e. 22d Armament & Electronics Maintenance Squadron will provide:

- (1) Adequate personnel to provide specialist support covering work schedule for:
 - (a) Flight line aircraft.
 - (b) Dock aircraft.
 - (c) Base Flight aircraft and all tenant units.
 - (d) Transient aircraft.

NOTE: This coverage will be on a twenty-four (24 hour basis with peak load in conjunction with Appendix 5 Annex "D" and weekly Master Schedule-flying and special weapons loading.

- (2) Pre-issue stock levels as designated in authorized pre-issue list.
- (3) Compass swings for 22d Bomb Wing aircraft as required.
(Reference weekly Master Schedule.)
- (4) Necessary personnel, tools and aircraft spares to support all requirements as scheduled for December and in addition other parent wing responsibilities.
- (5) Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.
- (6) Support for Field Maintenance Ground Power Section as determined by the Chief of Maintenance.

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f. 22d Field Maintenance Squadron will provide:

- (1) Adequate personnel to provide specialist support covering work schedule for:
 - (a) Flight line aircraft.
 - (b) Dock aircraft.
 - (c) Base Flight aircraft and all tenant units.
 - (d) Transient aircraft.

NOTE: This coverage will be on a twenty-four (24) hour basis with peak load in conjunction with Appendix 5 Annex "D" and weekly Master Schedule, flying and special weapons loading.

- (2) Support for TOC program as directed for use on teams as deemed necessary by the Maintenance Control Unit.
- (3) Pre-issue stock levels as designated in authorized pre-issue list.
- (4) Personnel, tools and equipment to support all requirements scheduled for December and in addition other parent wing responsibilities.

g. 22d Periodic Maintenance Squadron will provide:

- (1) Supervision of the Wash Rack. The 22d Periodic Maintenance Squadron will have overall responsibility for the area. Request for use of the Wash Rack facilities will be made by telephone to the 22d Maintenance Control Unit. All organizations must adhere strictly to schedule as set up by Maintenance Control Unit.

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- (2) Personnel, tools and equipment to perform seven (7) periodic inspections on B-47 aircraft.
- (3) Personnel, tools and equipment to perform four (4) periodic inspections on KC-97 aircraft.
- (4) Support for TOC program within organization and additionally as directed for use on team as deemed necessary by Maintenance Control Unit.

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APPENDIX 1

ANNEX "D"

TO

OPERATIONS ORDER

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BASE SUPPORT REQUIREMENTS FOR MAINTENANCE PLAN

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APPENDIX 1

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BASE SUPPORT REQUIREMENTS FOR MAINTENANCE PLAN

1. MISSION FOR THE 80TH AIR BASE GROUP:

- a. Furnish logistical support to provide 1250 B-47 and 600 KC-97 flying hours during the month of December 1954.
- b. Furnish logistical support to provide 1400 flying hours for Base Flight aircraft during the month of December 1954.
- c. Continue to furnish a rapid and efficient supply research and delivery program. Maintenance stability stands out as the prime goal and a prerequisite is supply efficiency. One main contributing factor in flying aircraft against a planned tail number schedule is the availability of supplies. Without this support, the program is lost.

2. DETAILED SUPPORT:

- a. Base Supply activities are requested to provide the following:
 - (1) Complete and/or limited support will be required on the dates and times indicated below:

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1 thru 31 Dec.....0800-1700...Complete support
except as follows:

Saturdays.....0800-1200...Limited support

Sat P.M., Sundays & Holidays.....Standby support

(2) Munitions:

- (a) Bomb and ammunition loading will be accomplished in accordance with existing directives.
- (b) The AAE Squadron Supervision Section will coordinate with munitions section on exact loading times.

b. Aircraft Requirements:

(1) 22d Bomb Wing Aircraft:

(a) Refueling: JP-4

1 thru 31 Dec.....24 hours.....6 hydrants (Except
Sat afternoon and
Sundays & Holidays)

- (b) One (1) F-6 unit to "top off" as required "on call" basis.

- (c) Defueling: One (1) defueling hydrant will be required at all times, and will have an open capacity to defuel aircraft.

- (d) 1 thru 31 Dec...0800-2400 hours.....Four (4) trucks
(Except Sat P.M.
Sun & Holidays)

- (e) Defueling: Requirements for defueling is seldom necessary, however, facilities should be available to convert a unit into a defueler.

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(2) As indicated in coordination between the Base Petroleum Officer and 22d Maintenance Control Officer, the 22d Bomb Wing will be assigned 3 refueling pits for the month to be used for servicing JP-4 for the B-47 and KC-97 acft. Squadrons will obtain hydrant assignment from Job Control as required. Coordination will be made prior to each time requirements exist for additional pits.

(3) Crash and fire fighting facilities will be briefed and on stand-by in the refueling area for any requirement.

c. Transportation: Vehicles assigned will normally be adequate.

However, every effort should be exerted to maintain a maximum number of assigned vehicles, in commission. A low in commission rate of tugs and towing vehicles will seriously hamper the mission of this wing.

d. Dining Facilities: Planned in accordance with present 0800-1700 duty hours, five and one-half days a week. The requirements will continue for mid-night meals, organizations making necessary arrangements with the Base Food Services Supervisor.

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APPENDIX 2

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR. 270-54

B-47 SORTIE SCHEDULE

22D BOMBARDMENT WING (M)
APPENDIX 2 ANNEX "D"
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APPENDIX 2

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TO

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B-47 SORTIE SCHEDULE

1. GENERAL INFORMATION:

a. The number of sorties as scheduled in this Appendix will not be altered for any reason, except where the Director of Operations and Chief of Maintenance determine a requirement exist.

b. Mission lost in the event of a ground or air abort will be made up through turn-around flights at the discretion of the Squadron Commander.

c. In the event of turn-around flight, advanced request will be made to the Maintenance Control Unit. This request will be made at least fifteen (15) hours prior to days flying involving a turn-around. Immediately upon landing after the first flight, the status will be furnished the Maintenance Control Unit, and the organization concerned will be informed whether or not turn-around of the aircraft is possible.

d. Organizations will comply with Interim Policy Letter - Hq 22d Bomb Wing dated 12 May 1954 and Base Reg 65-11 with regard to refueling acft.

e. Fuel loads will be as directed by Squadron Operations unless special mission aircraft. Maintenance Control Unit will provide Engineering Sections fuel load requirements on daily basis.

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2D BOMBARDMENT SQUADRON	19TH BOMBARDMENT SQUADRON	33D BOMBARDMENT SQUADRON
1 Dec...7 Sorties	1 Dec...10 Sorties	1 Dec...8 Sorties
3 Dec...4 Sorties	3 Dec...2 Sorties	3 Dec...2 Sorties 1 AD
6 Dec...2 Sorties	6 Dec...2 Sorties	6 Dec...2 Sorties
7 Dec...1 Sortie 1 AD	7 Dec...5 Sorties	7 Dec...2 Sorties
8 Dec...5 Sorties	8 Dec...2 Sorties	8 Dec...2 Sorties
9 Dec...2 Sorties	9 Dec...1 Sortie 1 AD	9 Dec...5 Sorties
10 Dec...2 Sorties	10 Dec...2 Sorties	10 Dec...2 Sorties
13 Dec...1 Sortie 1 AD	13 Dec...2 Sorties	13 Dec...2 Sorties
14 Dec...2 Sorties	14 Dec...4 Sorties	14 Dec...2 Sorties
15 Dec...	15 Dec...1 AD	15 Dec...
16 Dec...9 Sorties	16 Dec...9 Sorties	16 Dec...9 Sorties
17 Dec...4 Sorties	17 Dec...4 Sorties	17 Dec...3 Sorties 1 AD
20 Dec...3 Sorties	20 Dec...	20 Dec...3 Sorties
21 Dec...9 Sorties	21 Dec...9 Sorties	21 Dec...9 Sorties
22 Dec...4 Sorties	22 Dec...4 Sorties	22 Dec...4 Sorties
23 Dec...4 Sorties	23 Dec...4 Sorties	23 Dec...4 Sorties
27 Dec...3 Sorties	27 Dec...3 Sorties	27 Dec...3 Sorties
28 Dec...3 Sorties	28 Dec...3 Sorties	28 Dec...3 Sorties
29 Dec...3 Sorties	29 Dec...3 Sorties	29 Dec...3 Sorties
30 Dec...3 Sorties	30 Dec...3 Sorties	30 Dec...3 Sorties

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APPENDIX 3

ANNEX "D"

TO

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KC-97 SORTIE SCHEDULE

22D BOMBARDMENT WING (M)
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APPENDIX 3

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22D BOMBARDMENT WING (M)
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24 November 1954

KC-97 SORTIE SCHEDULE

1. GENERAL INFORMATION:

a. The number of sorties as scheduled in this Appendix will not be altered for any reason, except where the Director of Operations and Chief of Maintenance determine a requirement exists. Any major change will be accomplished at weekly 60-9 meetings.

b. Missions lost in the event of a ground or air abort will be made up through turn-around flights at the discretion of the Squadron Comdr. Turn around flights will not be scheduled to gain sorties above number as set forth herein.

c. In the event of turn-around flight, advance request for such will be made to the Maintenance Control Unit. This request will be made at least fifteen (15) hours prior to days flying involving turn-around. Immediately upon landing after the first flight, the status will be furnished the Maintenance Control Unit, and the organization concerned will be informed whether or not turn-around of the aircraft is possible.

d. Organizations will comply with Interim Policy Letter - Hq 22d

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Bomb Wing dated 12 May 1954 and Base Reg. CJ-11 with regard to refueling aircraft.

e. Fuel loads will be as directed by Squadron Operations unless special mission aircraft. Maintenance Control Unit will provide Engineering Sections fuel load requirements on a daily basis.

SORTIES SCHEDULED

1 Dec...5 Sorties	12 Dec...1 Castle
2 Dec...5 Sorties	13 Dec...3 Sorties
3 Dec...5 Sorties	14 Dec...5 Sorties
5 Dec...1 Sorties	15 Dec...5 Sorties
6 Dec...10 Sorties	16 Dec...3 Sorties
7 Dec...1 Sortie	17 Dec...5 Sorties
8 Dec...3 Sorties	20 Dec...5 Sorties
10 Dec...2 Sorties	21 Dec...2 Sorties
1 Travis	22 Dec...5 Sorties

NOTE: The term sorties implies squadron or higher headquarters missions.

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22d BOMBARDMENT WING (M)
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APPENDIX 4

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR. 270-54

INSPECTION SCHEDULE

PERIODIC INSPECTION

22D BOMBARDMENT WING (M)
APPENDIX 4 ANNEX "D"
OPERATIONS ORDER 270-54
24 November 1954

APPENDIX 4

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR. 270-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
24 November 1954

INSPECTION SCHEDULE

PERIODIC INSPECTION

1. B-47 Aircraft:

<u>Acraft Nr.</u>	<u>Date In</u>	<u>Date Out</u>	<u>Dock Nr.</u>
2022	2 Dec 54	7 Dec 54	1
2024	6 Dec 54	9 Dec 54	2
5811	8 Dec 54	13 Dec 54	1
2103	10 Dec 54	15 Dec 54	2
2025	14 Dec 54	17 Dec 54	1
5807	16 Dec 54	21 Dec 54	2
7071	20 Dec 54	23 Dec 54	1

2. KC-97 Aircraft:

2751	3 Dec 54	8 Dec 54	4
2755	9 Dec 54	14 Dec 54	4
1281	15 Dec 54	20 Dec 54	4
2753	21 Dec 54	24 Dec 54	4

3. Work Schedule:

a. 0800-1700 hours for both Periodic Maint and A&E Maint Squadron.

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March Air Force Base, California
24 November 1954

APPENDIX 5

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR. 270-54

FLIGHT LINE WORK SCHEDULE

22D BOMBARDMENT WING (M)
APPENDIX 5 ANNEX "D"
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24 November 1954

APPENDIX 5

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TO

OPERATIONS ORDER

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22D BOMBARDMENT WING (M)
March Air Force Base, California
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FLIGHT LINE WORK SCHEDULE

1. GENERAL INFORMATION:

a. The working hours of personnel will be planned by each organization and will be programmed to meet the flying commitment. All personnel will be briefed by the maintenance officer with respect to contents of Annex "D". Additional information disseminated by the D/Mat Section to organizations as the month progress will be thoroughly broadcast to personnel as necessary.

b. There will be no aircraft substitutions unless the Wing Comdr has been made cognizant and such will not be considered unless an emergency exists beyond anything generated in connection with routine flights.

c. Aircraft that are not on weekly tail number schedule, due to various reasons, which become in-commission during the week of schedule, may be added to the flight schedule by maintenance control section if it will not disrupt the programming in anyway. In such instance, the Wing Commander will be briefed and will approve same. Such additions will be held to absolute minimum and will not be considered a normal function by any section.

22D BOMBARDMENT WING (M)
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2. PLANNING FACTORS:

- a. Routine line work will be accomplished between 0800 - 1700 hours daily, five and one-half days a week.
- b. Flight Line Maintenance Sections will provide adequate personnel for parking and servicing dependent upon the flight schedule from 1700 hours daily until last aircraft flying has returned and been serviced.
- c. The ground crew assigned to an aircraft will normally meet the aircraft upon landing to park and service.
- d. Maintenance Instruction Letter #13, dated 23 Jun 54, will be complied with relative to A&E requirements on returning aircraft.
- e. Maintenance Cycle:
 - (1) Night maintenance
 - (a) Meet aircraft
 - (b) Refuel
 - (c) Park
 - (d) Secure
 - (e) Call status and work order to Maintenance Control.
Status and work orders will be called in immediately after aircraft has landed.
 - (2) Maintenance General: When an aircraft has been committed to fly in accordance with published schedule, every effort will be made to ready the aircraft for flight. If at the expiration of normal duty hours, the aircraft is still "out of commission", work will be continued until 2200 hours in

22D BOMBARDMENT WING (M)
APPENDIX 5 ANNEX "D"
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the case of aircraft scheduled to fly the following morning. At 2200 hours the condition of aircraft will be further discussed with the Senior Controller, Maintenance Control Unit, by the senior non-commissioned officer in charge of maintenance control particular aircraft. At this time, decision will be made to continue or discontinue maintenance. It is the responsibility of all maintenance personnel to do their utmost to insure that scheduled aircraft meet the schedule. This results in stability which is paramount to efficient maintenance operation and without which confusion reigns.

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APPENDIX 6

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR. 270-54

SES PACKAGE

PERSONNEL AND MATERIEL

22D BOMBARDMENT WING (M)
APPENDIX 6 ANNEX "D"
OPERATIONS ORDER 270-54
24 November 1954

APPENDIX 6

ANNEX "D"

TO

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SERIAL NR. 270-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
24 November 1954

SES PACKAGE

PERSONNEL AND MATERIEL

1. GENERAL INFORMATION:

a. This mission requires TDY of aircraft and personnel for approximately fifteen (15) days o/a 30 November 1954 at Tucson. The importance of the aircraft and operating systems thereof receiving utmost attention prior to departure cannot be overstressed. Crew performance can only equal aircraft performance and the maintenance job is to sell a top quality product.

b. A list of all personnel designated to participate and materiel by box number, requirements specified herein, will be forwarded to the Wing Logistics Section (Ph: 5298) from Squadron concerned by 0800 hours 24 Nov 54.

2. REQUIREMENTS:

a. Personnel

(1) Maintenance technicians will be supplied by organizations as follows:

(a) For each aircraft participating:

1 One (1) 43171J, Crew Chief

22D BOMBARDMENT WING (M)
APPENDIX 6 ANNEX "D"
OPERATIONS ORDER 270-54
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2 Two (2) 43151/54, Acft or jet engine mechanics

3 One (1) 32150E, K-system mechanics

(b) From the Wing:

1 Two (2) 43154 Sr Acft Electricians

2 Two (2) 43156 Sr Acft Instr Specialists

3 Two (2) 42550 Sr Acft Hydraulic Specialists

4 Two (2) 32350C Gunnery System Tech (For max of 4 acft).

5 One (1) 46250 Sr Weapons Mechanic. Person qualified to handle weapons and accessory equipment and ammunition loading for the installed fire control system. (For a maximum of 4 aircraft).

6 One (1) 32171E K-Series System Technician (For a maximum of 4 aircraft).

7 One (1) 30150 Sr Airborne Elect Comm Equipment Repairman

8 One (1) 30170 Airborne Comm Nav Elect Maint Supv (For a maximum of 6 aircraft).

9 One (1) 30151 Radar Technician

10 One (1) 40453 Auto Pilot Technician

b. Materiel

- (1) Each aircraft will have a minimum of 60 hours remaining since last periodic inspection.

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- (2) Each aircraft will be supported with a refueling panel and a maintenance stand. Organizations will furnish one each for this month, arranging with Wing Logistics a means of transporting and accountability for same.
- (3) All photo, bombing and navigational equipment will be currently calibrated in compliance with applicable directives. Gunnery system will be harmonized in accordance with current directives. (SAC Reg 51-24 and 137-6)
- (4) For special weapons evaluation, each aircraft will have:
 - (a) Bomb-bay configuration as required for the EWP bomb to include:
 - 1 Pull-out cables
 - 2 Sway braces
 - 3 Arming control
 - 4 U-2 rack
 - 5 One set K-2 slings
 - 6 C-9 hoists and cables, (completely installed and operative and having all current technical orders complied with). (One spare C-9 hoist will be carried per aircraft.)
 - (b) Electrical "ring-out" of the bombing system in accordance with SAC special weapons check sheets and

22D BOMBARDMENT WING (M)
APPENDIX 6 ANNEX "D"
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or in accordance with current AEC technical orders.

This will be accomplished in a manner to insure that the results will be available to the bomb commander for delivery to the 3908th Strategic Evaluation Sq.

- (5) Aircraft will have provisions for a fourth crew member in accordance with current SAC directives.
- (6) Each aircraft will be equipped as follows:
 - (a) Camera system-radar scope recording, type O-15, with film.
 - (b) Camera system-radar scope image-optical target, type O-15 with film.
 - (c) Camera-bomb spotting, K-38 with film.
 - (d) To perform aerial gunnery.
 - (e) Three hundred and fifty (350) rounds of ammunition per gun (700 rounds total) will be carried to SES in ammunition boxes, loaded on aircraft.
- (7) A complete and certified copy of each of the following will be furnished each aircraft commander:
 - (a) A record of the electrical "ring-out" of the bombing system.
 - (b) A certificate from the A&E Maintenance Squadron Comdr that the bomb-bay is set up for the EWP mission of the Wing.

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- (c) Preflight inspection of the bomb release systems.
- (8) Aircraft Spares Support: No aircraft spares will be deployed for this class.

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March Air Force Base, California
24 November 1954

APPENDIX 7

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR. 270-54

STANDARD A & E REQUIREMENTS

22D BOMBARDMENT WING (M)
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OPERATIONS ORDER 270-54
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APPENDIX 7

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22D BOMBARDMENT WING (M)
March Air Force Base, California
24 November 1954

STANDARD A & E REQUIREMENTS

1. GENERAL:

a. The 22d Armament & Electronics Maintenance Squadron will furnish the necessary supervisors to:

- (1) Insure that the following items are completed and operational on all missions scheduled as published on weekly Master Schedule:

- (a) K-System operational
- (b) O-15 Camera and Mag operational
- (c) O-23 and K-38 Camera (where available)
- (d) Gunnery set up as required.
- (e) Configuration kit where conv. bombs are required.
- (f) Special weapons set-up where required
- (g) Pre-flight requirements as outlined in SAC directives.
- (h) Upon landing, all 250 series forms will be picked up at the Squadron Operations concerned by the A&E coordinator. To preclude confusion each coordinator or his representative will maintain communications

22D BOMBARDMENT WING (M)
APPENDIX 7 ANNEX "D"
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with whatever units required to establish firm landing times.

- (i) Coordinate with munitions section, Base Ordnance for desired bomb and ammunition loading times.
- (j) UHF, VHF operational
- (k) Rendezvous equipment operational
- (l) Interphone system operational
- (2) Insure that all aircraft scheduled for special weapons loading have the following items installed and operationally complete:
 - (a) U-2 hook forward
 - (b) Arming control, rear position
 - (c) MD 40-60 sway braces installed
 - (d) U-2 hook operational check
 - (e) C-9 hoist operational check
 - (f) C-9 hoist, junction boxes and cables installed
 - (g) C-9 hoist "Y" type power cable aboard the aircraft.
 - (h) Bomb bay door support cables aboard the aircraft.
 - (i) CF (707 or 609) cable is installed as applicable.
 - (j) T-127, T-21A and T-32 at aircraft when AAE post loading teams are scheduled for ground training.
 - (k) 28 volts DC power source is at aircraft.
 - (l) K-2 slings aboard aircraft.
 - (m) Security curtains are aboard the aircraft
 - (n) A complete electrical wiring out.

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- (3) Insure that all aircraft scheduled for wing gunnery missions have the following items complete and operationally checked:
- (a) The guns will be harmonized and boresighted in accordance with SAC Regulation 51-24 and 137-6.
 - (b) The A-5 system and guns will be operationally checked prior to loading of ammo.
 - (c) The ammo will not be torqued in until air crew station time.
 - (d) The aircraft guns will be cleared immediately upon landing during normal duty hours. At landing times during hours of darkness, ammo will not be removed until normal duty the following day. If aircraft ground aborts, ammo will be removed as soon as possible during normal duty hours.
- (4) General Information:
- (a) K-System maintenance on scheduled aircraft will be in compliance with Letter Hq 15th AF, DC, 2 Nov 54, subject, Armament-Electronics crew chief.
 - 1 Compass swings will be accomplished on aircraft scheduled in docks. This will be performed every second periodic. (All other compass swings will be the function of Flight Line).
 - (b) Weapons and Release Systems: Mission requirements and direction of specialist dispatch will be furnished

22D BOMBARDMENT WING (M)
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by Job Control to A&E at least 24 hours in advance of a scheduled take-off. It requires approximately four (4) dock hours per aircraft to set up and operationally check a conventional bombing system and in many cases, A&E has a requirement for several acft. The initiating organization will therefore furnish the Maintenance Control Unit necessary information to comply as set forth herein.

(c) Gunnery System:

- 1 Gunnery requirements will be furnished in accordance with paragraph 5.
- 2 Harmonization and boresighting will be accomplished on the A-5 systems when aircraft is undergoing Periodic Inspection. Other harmonization requirements will be done as required.

(d) Auto Pilot (N-1 Compass)

- 1 Auto-pilot compass swing will be accomplished during periodic inspection in conjunction with item 4c.
- 2 On replacement of major components, A&E Flight Line personnel will check master indicator against K-Directional systems. If this is not within tolerance, the flight line personnel will compensate the N-1 system on the Compass Rose.

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(e) Camera System:

- 1 O-15 magazines, type C-1A will be installed by flight line personnel on blanket work order.
- 2 K-38 cameras will be installed as requested in accordance with par 5a.
- 3 O-23 cameras are not operationally complete at this time, pending release of Tech Order 01-20ENB-246.

(f) Tactical Squadrons:

- 1 Will request A&E specialist support thru Job Control (Maint Control) whenever required.
 - 2 Will furnish below listed items for compass swing when scheduled by Maintenance Control.
 - a A-2 driver and tractor.
 - b Fifty (50) foot extension cord
 - c Power unit.
 - d Aircraft positioned on Compass Rose
- (5) Organizations will order bombs and ammunition as desired through Base Ordinance. Wing Reg 55-22, Supplement I thru IV will be used for guidance.

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24 November 1954

APPENDIX 8

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR. 270-54

WASH RACK FACILITIES

22D BOMBARDMENT WING (M)
APPENDIX 8 ANNEX "D"
OPERATIONS ORDER 270-54
24 November 1954

APPENDIX 8

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR. 270-54

22D BOMBARDMENT WING (M)
March Air Force Base, California
24 November 1954

WASH RACK FACILITIES

1. The wash rack area permits location of three (3) aircraft during a single period for washing. The area is located immediately aft the 22d Bombardment Wing (M) Periodic Maintenance Decks and generally can be identified as follows:

SPOT

B-47

#2

#1

#3

22d Bomb Wing Deck Area

320th Bomb Wing Deck Area

22D BOMBARDMENT WING (M)
APPENDIX 8 ANNEX "D"
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24 November 1954

2. All squadron washing of aircraft will be scheduled by request through Maintenance Control Unit. Those aircraft entering docks for Periodic Inspection will be washed at time specified by Maintenance Control Unit and supervisors concerned will adhere strictly to time schedule furnished. One (1) spot will be utilized for B-47s for each wing and one (1) spot for KC-97 aircraft will be alternated between the two wings.

3. KC-97s will use Spot #1 and B-47s will use Spot #2 and #3 of the Wash Rack. No aircraft will be parked on the wash rack except for washing. Aircraft will be parked on spots marked only.

4. Periodic Maintenance Squadron is responsible for availability of wash rack facilities and will supervise and perform actual washing of aircraft entering Periodic Inspection. Squadrons will assist in policing area used; however, periodic maintenance will be held responsible for entire area.

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ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NO. 270-54

OFFICERS DUTY ROSTERS

22d Bombardment Wing (M)
Annex "E"
To Operations Order 270-54
24 November 1954

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

22ADJ

15 November 1954

SUBJECT: Officer Details

TO: See Distribution

1. The attached inclosures indicate the complete list of officer details for the month of December 1954. The 320th Bombardment Wing (M) will assume one-half of the duties of Tower Officer, Airdrome Officer, Assistant Airdrome Officer; the 22d Bombardment Wing (M), 320th Bombardment Wing (M) and 807th Air Base Group will divide the duty of Base Officer of the Day equally.

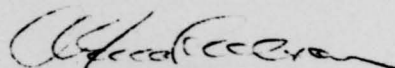
2. Wing Regulation 11-2 will apply in determining eligibility of the duties listed in Inclosures 1 thru 5.

3. Your attention is invited to letter, this headquarters, file 22C, subject: Officer Details, dated 1 September 1954, regarding unit responsibility in connection with officer details.

4. A report by number of eligible officers, by duty, will be forwarded by each unit to arrive this headquarters NLT the 10th of each month. In addition, each organization will submit a list of the officers, by name, scheduled for each duty, to arrive this headquarters NLT 8 December 1954.

5. The attached chart (Incl 6) illustrates the percentages of qualified officers assigned to each unit, by duty, and the number of officers from each unit who will perform duties for the month.

BY ORDER OF THE COMMANDER:



ALFRED J. NELSON
Captain, USAF
Adjutant

- 6 Incls
1-Tower Officer Roster
2-Airdrome Officer Roster
3-Asst AO Roster
4-OD Roster
5-Wg Duty Officer Roster
6-Chart

DISTRIBUTION: "B"

<u>TOWER OFFICER</u>		December
(2 per day)		
<u>DATE</u>	<u>UNIT OF RESPONSIBILITY</u>	
16	33d Bomb Sq	
17	2d Bomb Sq	
18	19th Bomb Sq	
19	33d Bomb Sq	
20	2d Bomb Sq	
21	19th Bomb Sq	
22	33d Bomb Sq	
23	2d Bomb Sq	
24	19th Bomb Sq	
25	33d Bomb Sq	
26	2d Bomb Sq	
27	19th Bomb Sq	
28	33d Bomb Sq	
29	2d Bomb Sq	
30	19th Bomb Sq	
31	19BS (Day) - 33BS (Nite)	

<u>DATE</u>	<u>AIRDROME OFFICER</u>	December	<u>UNIT OF RESPONSIBILITY</u>
16			19th Bomb Sq
17			22d Air Rflg Sq
18			22d A&E Sq
19			2d Bomb Sq
20			22d Air Rflg Sq
21			Hq Sq Sec
22			33d Bomb Sq
23			22d Air Rflg Sq
24			2d Bomb Sq
25			22d Air Rflg Sq
26			Hq Sq Sec
27			22d Air Rflg Sq
28			33d Bomb Sq
29			22d Air Rflg Sq
30			Hq Sq Sec
31			22d Air Rflg Sq

<u>ASSISTANT AIRCRAFT OFFICER</u>		December
<u>DATE</u>	<u>UNIT OF RESPONSIBILITY</u>	
16	2d Bomb Sq	
17	22d Air Rflg Sq	
18	19th Bomb Sq	
19	22d Air Rflg Sq	
20	33d Bomb Sq	
21	22d Air Rflg Sq	
22	2d Bomb Sq	
23	22d Air Rflg Sq	
24	19th Bomb Sq	
25	22d Air Rflg Sq	
26	22d Air Rflg Sq	
27	22d Air Rflg Sq	
28	22d Air Rflg Sq	
29	22d Air Rflg Sq	
30	22d Air Rflg Sq	
31	22d Air Rflg Sq	

Inc 3

<u>OFFICER OF THE DAY</u>		December
<u>DATE</u>	<u>UNIT OF RESPONSIBILITY</u>	
11	19th Bomb Sq	
12	2d Bomb Sq	
13	22d A&E Sq	
14	33d Bomb Sq	
15	Hq Sq Sec	
16	22d A&E Sq	
17	22d Fld Maint Sq	
18	Hq Sq Sec	
19	22d A&E Sq	
20	22d Fld Maint Sq	

<u>WING DUTY OFFICER</u>		December
<u>DATE</u>	<u>UNIT OF RESPONSIBILITY</u>	
1	Hq Sq Sec	
2	2d Bomb Sq	
3	19th Bomb Sq	
4	33d Bomb Sq	
5	19BS (Day) - 22ARS (Nite)	
6	33d Bomb Sq	
7	22d Air Rflg Sq	
8	2d Bomb Sq	
9	22d Air Rflg Sq	
10	19th Bomb Sq	
11	22d Air Rflg Sq	
12	22HSS (Day) - 33BS (Nite)	
13	22d Air Rflg Sq	
14	2d Bomb Sq	
15	22d Air Rflg Sq	
16	19th Bomb Sq	
17	22d Air Rflg Sq	
18	33d Bomb Sq	
19	2BS (Day) - 22ARS (Nite)	
20	19th Bomb Sq	
21	22d Air Rflg Sq	
22	33d Bomb Sq	
23	22d Air Rflg Sq	

WING DUTY OFFICER (Cont'd) December

DATE

UNIT OF RESPONSIBILITY

24	22HSS (Day) - 2BS (Nite)
25	19BS (Day) - 22ARS (Nite)
26	33BS (Day) - 19BS (Nite)
27	22d Air Rflg Sq
28	33d Bomb Sq
29	22d Air Rflg Sq
30	19th Bomb Sq
31	22d Air Rflg Sq

UNIT	TOWER		40		A40		OD		VIDO	
	% Asym.	# Entries	% Total	# Entries	% Asym.	# Entries	% Total	# Entries	% Asym.	# Entries
22HSS	0	0	14.1	3	2.8	0	23.5	2	1.0	3
2BS	31.4	10	12.8	2	9.5	2	11.7	1	14.6	5
19BS	34.3	11	6.4	1	11.3	2	5.9	1	21.3	7
33BS	34.3	11	12.8	2	7.0	1	8.8	1	19.1	7
22AKS	0	0	38.3	7	70.4	11	0	0	36.0	14
22AES	0	0	8.5	1	0	0	29.4	3	0	0
22PMS	0	0	2.1	0	0	0	2.9	0	0	0
22FMS	0	0	0	0	0	0	17.7	2	0	0
TOTALS	100	32	100	16	100	16	100	10	100	37

mcl 6

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

22DMST

6 October 1954

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 14)

AIRCRAFT MAJOR MALFUNCTIONS

Note: This directive recinds and supersedes MIL #14, dated 12 Oct 1953, Reference SAC Regulation 66-11.

1. PURPOSE: To establish a procedure for determining reasons for Tactical Aircraft Major Malfunctions, reporting corrective action and to obtain information for the development of planning factors on sortie effectiveness.

2. SCOPE: The provisions of this directive apply to all Operations and Maintenance activities of the 22D Bombardment Wing.

3. RESPONSIBILITY: It will be the responsibility of the Tactical Squadron Commanders to take positive action to insure compliance with this directive.

4. GENERAL: One of the resultant products to be gained from the procedure set forth in this directive will be data on Aircraft Major Malfunctions which can be utilized in determining equipment reliability.

a. It is imperative that all malfunctions, as defined herein be promptly and adequately reported in order that prompt and aggressive corrective action may be taken by the appropriate agencies to prevent recurrence, thereby insuring greater efficiency in the accomplishment of the mission of this Wing.

b. To eliminate late reports, malfunction records will be completed no later than 48 hours after the malfunction occurs.

c. Any deviation from the above procedure will be approved by the Board Recorder.

5. DEFINITION: a. Aircraft Major Malfunction: The improper performance or lack of performance of the aircraft systems listed in c. below, regardless if system was required to perform assigned mission or not, will be considered an aircraft major malfunction provided that.

(1) The malfunction precluded successful operation of the system(s).

(2) Corrective action was not possible by the aircrew and/or ground crew personnel within their technical capabilities and time limitations.

Example: The scheduled mission consists of RBS, Celestial Navigation and Air Refueling; but during the course of the flight the Co-Pilot attempts to operate the A-5 gunnery system which will not perform properly. A Major Malfunction Report would be required on the Gunnery System.

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 14)

6 October 1954

b. Aircraft Major Malfunctions will be grouped into two categories.

- (1) Air: Those occurring from the time the aircraft wheels leave the runway until wheels again touch the runway.
- (2) Ground: (A) Those occurring during the two hours prior to scheduled take-off time and until aircraft is airborne, provided that the take-off is delayed or prevented due to the malfunction.
(B) Those occurring after wheels again touch down on the runway and until power is cut at the parking position.

Note: Those malfunctions occurring prior to the two hours time limit in (A) above will not require submission of SAC Form 190.

c. Systems: Aircraft Major Malfunctions will be attributed to one or more of the following systems:

- (1) Bombing System.
- (2) Communication System.
- (3) ECM System.
- (4) Gunnery System.
- (5) Photo System.
- (6) Electronics Navigation System.
- (7) Air Refueling.
- (8) Power Plant System.
- (9) Propeller System.
- (10) Aircraft General. (If not applicable to a system listed above)

d. Test Flight: Any malfunction occurring during a Test Flight will not come under the provisions of this directive.

e. Types of Sorties coming under the provisions of this directive are:

- (1) Evaluation Missions, (EM).
- (2) Unit Simulated Combat Missions, (USCM).
- (3) Combat Crew Training Missions, (CCTM).
- (4) Other Missions, except Test Flights, ie Ferry Flight etc.

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 14)

6 October 1954

6. **PROCEDURE:** a. When an air or ground malfunction is called the appropriate Squadron Flight Line Maintenance Officer and Squadron Operations Officer or their duly authorized representative, on Squadron Orders, will meet the malfunctioning aircraft and make an on-the-spot investigation. If the malfunction concerns equipment maintained by the A & E Maintenance Squadron a Maintenance Representative from the squadron will be summoned to participate in the investigation.

b. Normally the Flight Crew Members concerned will be present during the investigation. If spare aircraft are available or if the malfunctioning aircraft lands at a time, after normal duty hours, which makes immediate reporting of the Squadron Operations and Flight Line Maintenance Officers impracticable, the Flight Crew may be released as soon as the Aircraft Commander has noted the cause of the malfunction on the AF Form I and the Maintenance Personnel have arrived at the aircraft.

c. The Personnel listed in a. above, will make an investigation to determine the reason or reasons for the malfunction and will accomplish SAC Form 190, (Flight Line Aircraft Major Malfunction Record). Instruction for the preparation of this record are contained on the reverse side of this Form.

d. From the information gained through the investigation, the personnel making the investigation will record, in pencil, their opinion as to the malfunction being chargeable primarily to one of the following four agencies and reasons therefore.

- (1) Material Failure, (MAT).
- (2) Maintenance Error, (MTPE).
- (3) Aircrew Technique, (ACE).
- (4) Other Reasons, (OTHER). Cause undetermined pending outcome of further investigation or due to an act of God, collision with birds, etc. Malfunctions catalogued as "undetermined" under this category should be held to a minimum.

e. When accomplished, one copy of SAC Form 190 will be filed in the Squadron and two copies will be expeditiously forwarded as follows:

- (1) One copy to the Wing Aircraft Malfunction Board Recorder, located at the Report and Analysis Branch.
- (2) One copy to the Wing Chief of Maintenance. Note: In the instances involving A & E equipment, a fourth copy should be prepared and forwarded to the A & E Maintenance Squadron for further study and then forwarded to the Malfunction Board Recorder.

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 14)

6 October 1954

f. When individual aircraft are TDY from the home station, a supply of SAC Form 190 will accompany the aircraft. When a malfunction occurs away from the home station, (ie. an aircraft and crew TDY to Crew Evaluation), the Aircraft Commander will accomplish the Form to the extent reasonably possible. The accomplished forms will be returned to the home station with the aircraft or by mail, as directed by the Wing Commander.

BY ORDER OF THE COMMANDER:

Webb Thompson
WEBB THOMPSON
Major, USAF
Chief of Maintenance

- (1) Material Failure, (MFI)
 - (2) Maintenance Error, (ME)
 - (3) Aircrew Technique, (AT)
 - (4) Other Reasons, (OTR)
- These categories are used to classify the cause of a malfunction. The Aircrew Technique category is used when the malfunction is caused by an error in judgment or technique on the part of the aircrew. The Maintenance Error category is used when the malfunction is caused by an error in judgment or technique on the part of the maintenance personnel. The Material Failure category is used when the malfunction is caused by a failure of a component or system. The Other Reasons category is used when the malfunction is caused by a reason not covered by the other categories.
- (1) One copy of the completed SAC Form 190 will be filed in the Maintenance Error category of the Maintenance Board Record.
 - (2) One copy of the completed SAC Form 190 will be filed in the Material Failure category of the Maintenance Board Record.
 - (3) One copy of the completed SAC Form 190 will be filed in the Aircrew Technique category of the Maintenance Board Record.
 - (4) One copy of the completed SAC Form 190 will be filed in the Other Reasons category of the Maintenance Board Record.



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THE HISTORY OF
22D BOMBARDMENT WING (M)
FOR
JANUARY & FEBRUARY, 1955
MARCH AIR FORCE BASE, CALIFORNIA

* * * *

PREPARED BY
A/3C CLARENCE A. BROOKS, AFSN 19113446

IN ACCORDANCE WITH
AFM 210-1 AND SAC MANUAL 210-1

* * * * *

Lloyd H. Dalton Jr.
LLOYD H. DALTON, JR.
Colonel, USAF
Commander

Jack A. Steffen
JACK A. STEFFEN
Major, USAF
Information Service Officer

12th Air Division
Fifteenth Air Force
Strategic Air Command

Secret

MISSION

The mission of the 22d Bombardment Wing is to be prepared to conduct strategic bombing operations on short notice in any portion of the world and under any conditions of climate, terrain or weather. In order to maintain this condition of readiness, the wing performs a training program encompassing ground and air training which is designed to insure that combat crews will be able to plan and conduct operations and maintain equipment in a high state of efficiency.

ROSTER OF KEY PERSONNEL
22D BOMBARDMENT WING (M)

CommanderColonel L. H. Dalton
Deputy CommanderColonel William J. Crumm
AdjutantCaptain Alfred J. Nelson
ComptrollerMajor David A. Lion
Director of OperationsColonel William R. Welch
Chief, Intelligence BranchMajor Harry E. Arnold
Director of PersonnelMajor Kenneth G. Barzee
Director of MaterielLt. Colonel Jack D. Crane
Chief of MaintenanceMajor Webb Thompson
Maintenance Control OfficerMajor John J. Borah
2d Bomb Squadron CommanderLt. Colonel James M. Graybeal
19th Bomb Squadron CommanderLt. Colonel Jay O. Gray
33d Bomb Squadron CommanderLt. Colonel Paul H. Francis
22d Fld Maint Squadron CommanderLt. Colonel Edward F. Gallup
22d Per Maint Squadron CommanderLt. Colonel Mabon A. Cornwell
22d A & E Maint Squadron CommanderLt. Colonel Kenneth L. Johnson

ROSTER OF KEY PERSONNEL
22D BOMBARDMENT WING (M)
(CONT'D)

22d Air Rflg Squadron
Commander. Lt. Colonel Horace B. Hatch

22d Tact Hosp Squadron
Commander. Colonel George K. Fair

Veterinary
Staff Officer. Colonel Ernest E. Hodgson

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CHAPTER I
ORGANIZATION AND ADMINISTRATION

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LEADERSHIP AND MORALE

Whether it was because of the advent of Spring; March AFB's 'March Beautiful' campaign; or, as was probably the case, the culmination of a great deal of effort, the 'air-field' was looking better, and more specifically, 22d Bombardment Wing began the new year smoothly and industriously.

During January, a group of civic-minded citizens of Riverside agreed to furnish lawn-seed, trees and shrubs for use on March AFB. By the end of February, new lawns and trimmed shrubs were beginning to take the place of dusty, parched soil. The project was titled 'March Beautiful.' The effort became contagious, and all organizations cooperated in renovating buildings and in cleaning and policing their areas.

1/
As evidenced by newspaper clippings, the 22d Bombardment Wing contributed more than their share of spirit and ambition. Their leadership in sports and other activities was indicative of the high state of morale of members of the Wing units.

The activities were not confined to recreation, however:
2/
Major Lorenzo Espinosa, an observer with the 33d Bomb Squadron,

1. Re: BEACON articles;
'2d Bomb Sq Cops First With Best Dayroom,' 7 Jan 55, p. 1.
'33d Bomb Queen Wins Contest,' 18 Jan 55, p. 1.
'19th Bomb Team Cops Title,' 25 Feb 55, p. 5. Exhibit A.
2. Re: BEACON article; '33d Bomb Sq Observer Develops Target Folder,' 28 Jan 55, p. 3. Exhibit B.

earned a commendation for the development of a new type combat crew 'target folder'; and the 22d Bombardment Wing came out on top during January under the SAC Management Control System in the B-47 ratings of the last quarter of 1954.^{3/}

AWOL Rate. The high morale in the 22d Bombardment Wing is further evidenced by the extremely low AWOL (absent without leave) rate. According to the Monthly Analysis for January, 1955, there were only 2 AWOLs reported during the month.^{4/}

Leaves. Although a maximum practicable number of leaves were granted during the preceding Christmas holidays, the units of the 22d Bombardment Wing wrote a generous amount of leaves during the month of January, but keeping within the provisions of the Wing's Emergency War Plan.

GROUND SAFETY

The 22d Bombardment Wing's ground safety percentage recorded a decrease in the month of January, attributed to the cost of private vehicle accidents. One airman of the 22d ARS was involved in a vehicle accident resulting in a permanent total disabling injury (Cost: \$43,000.00).

-
3. Re: BEACON article, 28 Jan 55, p. 3. Exhibit C.
 4. Monthly Analysis for January, 1955. Exhibit D.

NCO ACADEMY

M/Sgt. Edward LeVau, 22d Bombardment Wing's Sergeant Major, who was graduated from 15th Air Force's NCO academy in February, seemed impressed and happy about the quality of the academy and the calibre of its instructors. "It reminded me of a small college campus," he said. The subject material covered seemed to be of a more intellectual tone than he had anticipated. He commented, however, that "the instruction would be of more benefit if it were given a little earlier in the NCO's military career."

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CHAPTER II
PERSONNEL

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PERSONNEL ACTIVITIES

Officer Manning. There was little change in officer personnel strength during the first two months of 1955. A review of officer manning for that period showed:

	<u>AUTH</u>	<u>ASSIG</u>	<u>EFF MANNED</u>
January	429	408	88.5%
February	429	413	89.4%

At the end of February, 13 officers were on nomination for reassignment out of the Wing, and 18 had been released from nomination during the two-month period.

During January and February, 1955, 103 Officer's Effectiveness Reports were processed. In an effort to make the reports as accurate as possible, a Check List for AF Form 77 was used ^{1/} when processing the reports.

Airman Manning. The review of Airman Manning for the two-month period showed:

	<u>AUTH</u>	<u>ASSIG</u>	<u>EFF MANNED</u>
January	1617	1399	86.5%
February	1617	1374	85.3%

During the same period, there were 108 Airmen discharged and 27 reenlistments.

1. Check List for AF Form 77. Exhibit E.

PERSONNEL SHORTAGES

The major hampering personnel shortage for the period of January and February, 1955, seemed to be in the Personnel and Administrative Officer Career Field (AFSC 7324). At the end of February, the Wing was short four (4) squadron adjutants.

CONSOLIDATED PERSONNEL SECTION

During the month of February, the Wing's Consolidated Personnel Section not only joined the rest of the Base in many housekeeping improvements, but also published, distributed, and discussed several SOPs (standard operating procedure) for the improvement, standardization and simplification of office functions.

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CHAPTER III
OPERATIONS AND TRAINING

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OPERATIONS AND TRAINING

USCM - OPERATION BOBSLED ^{1/}

Objectives. The Unit Simulated Combat Mission, flown on 12 February, 1955, to Thule AFB, Greenland, in which the 22d Bombardment Wing participated, was planned to accomplish several purposes:

- a. Fly Unit Simulated Combat Mission Profile on 2 consecutive days.
- b. Fly a Phase II Globetrotter Mission in conjunction with the USCM.
- c. Utilize Paul Revere concept for quick rise of tanker task force.
- d. Deploy a tanker task force to Thule AFB.
- e. Deploy a tanker task force to Fairchild AFB.
- f. Accomplish maximum 50-S training.

Plans. These objectives were to be accomplished in the following manner:

A group of B-47s was scheduled to depart March AFB and fly a USCM with three air refuelings; one in Spokane, Washington, area; one at Thule, Greenland; and one at Paso Robles, California, prior to landing back at March AFB.

-
1. Information taken from 'Analysis of Bobsled,' on file at 22d Bombardment Wing Operations.

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OPERATION BOBSLED (CONT'D)

On the following day, another group of B-47s was to leave March AFB and fly the same route as the first group, utilizing the same refueling points.

Three days previous to the departure of the first group of B-47s, a tanker force of KC-97s was to be deployed from March AFB to Fairchild AFB; a part of which would continue on to Thule, Greenland, where it would be supplemented with other tankers supplied by the Commander of Task Force 'Poker Hand.' There were to be 21 B-47s and 35 KC-97s utilized in the entire operation.

Execution. These plans were executed as scheduled except where severe weather interfered:

The Fairchild Control Team and support personnel deploying from March AFB were in place and operational 3 hours after arrival. The Thule Control Team departed March AFB on 29 January 1955 in the first two KC-97s of the deploying force, but it remained at Fairchild until 31 January, when it was ordered to return to March AFB upon direction of Headquarters, 15th Air Force. On the 5th of February, the Thule Control Team again departed March AFB, landed at Fairchild AFB, where it remained overnight, and departed for Thule AFB on 6 FEBRUARY, arriving there 11 hours later.

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OPERATION BOBSLED (CONT'D)

The second increment of the Thule Task Force, comprising three KC-97s, were diverted to Churchill, Manitoba. As a result of adverse weather and support problems, they were delayed approximately three days before proceeding on to Thule AFB.

The third increment of five KC-97s departed March AFB and arrived at Thule 32 hours prior to scheduled take-off time of the first mission. As a result, these five aircraft, along with the three KC-97s which had been diverted to Churchill which arrived 23 hours prior to scheduled take-off time, had to be off loaded, post flighted, maintenance discrepancies cleared, refueled and preflighted in the remaining hours prior to the mission. All of those functions were accomplished except for clearing maintenance discrepancies on two of the aircraft which arrived from Churchill. These two aircraft were not available to fly the first mission.

Adverse weather conditions at Thule AFB necessitated postponing the mission on two separate occasions. In both instances, the Thule weather was caused by intense low pressure cells moving through the area resulting in high winds and blowing snow which reduced visibility at times to zero.

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OPERATION BOBSLED (CONT'D)

On the first day's mission from Thule, there were a total of 20 tankers on hand. Thirteen tankers were required to refuel the scheduled B-47s. A total of nine KC-97s were airborne, of which six were effective in off loading the required fuel. Two KC-97s served as air spares while one KC-97 was an air abort. The B-47 Coca flight was turned back at Churchill due to questionable maintenance status of remaining scheduled KC-97s.

Five days after the beginning of the mission, there were 17 KC-97s in commission and available for the refueling effort. Ten KC-97s were airborne including seven effective, two air spares and one non-effective as a result of a missed rendezvous due to weather. Ten KC-97s, including five which were turned around, were available for refueling in the last flight of four B-47s; however, due to rapidly deteriorating weather in the Thule area it was decided to recall the last flight. Turn around was executed prior to reaching Churchill. Instrument weather conditions existed in the refueling area up to 23,000 feet. Ceiling and visibility at Thule was reduced to the point where the F-89s were unable to take off to perform additional weather recon for the last refueling operation. In anticipation that the recall had not been received by the last B-47 flight action was taken to prepare ten tankers for immediate take off.

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OPERATION BOBSLED (CONT'D)

Because of the great distances involved between aircraft dispersal parking areas and maintenance control at Thule, the movement of maintenance personnel and equipment created a major problem. An excessive number of man-hours were utilized in transporting maintenance personnel, towing power and heater equipment between the hard stands and the hangars and in towing aircraft to and from the hangars for major maintenance and post flight inspections. Delays experienced in snow removal in all SAC occupied areas created considerable time delay and lost man hours.

Major Maintenance items at Thule AFB were generally confined to fuel-oil and hydraulic leaks and aircraft component parts requiring additional heat.

Operational cold weather experience gained during December, 1954, in Alaska on Operation 'Snowflakes' proved valuable on this mission. The cold weather SOP prepared by the 22d Bomb Wing was invaluable and followed in minute detail by all ground and air crew personnel.

All operations out of March AFB and Fairchild AFB were conducted with no unusual problems being encountered.

On completion of the mission, the Fairchild and Thule Control Teams returned to March by direct flight.

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OPERATION BOBSLED (CONT'D)

Personnel. The composition of the Bob Sled Task Force was based on consideration of the following factors:

- a. That ten tankers would operate out of Thule.
- b. That only in emergencies would B-47 ground servicing be necessary.
- c. The necessity to hold a planning staff and strong maintenance team at March AFB for the execution of other missions.
- d. The possible requirement for deployment of pre and post strike team to NEAC (North East Air Command) and the United Kingdom respectively.

In consonance with the above considerations, a control team consisting of 17 officers and nine airmen was readied along with a total of 260 maintenance and support personnel at Thule AFB. The quality and skill coverage of the personnel engaged in the operation were completely adequate. No problems were encountered in phasing personnel into the operation upon arrival.

Upon landing at Thule, personnel were met by busses and transported to predetermined barracks. Each barracks contained all personnel of a particular skill, i.e., flight crews in one barracks, maintenance personnel in another, etc.

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OPERATION BOBSLED (CONT'D)

After arrival and adequate rest, personnel reported to their new duty stations where they were placed on a work shift. Every effort was made to keep the Work-Rest schedule in balance among all personnel.

A storm prevailed at Thule during 13-14 February which precluded all outside movement and required all personnel to remain within barracks or offices until wind velocities subsided. The storm abated 52 hours prior to the execution of the mission. The aftermath resulted in partially paralyzing all base facilities. Hangar doors were frozen and hangars and hardstands were not accessible for vehicle and aircraft movement because of hard-packed snow drifts. Aircraft parked outside required application of kill-frost to the empennage, wing surfaces and wheel wells. The movement and performance of all personnel was reduced accordingly.

Lessons learned. Operation Bob Sled brought out several important points:

- a. The use of GCI facilities in the Thule area proved to be an excellent operational aid for air refueling missions being performed in that area.

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OPERATION BOBSLED (CONT'D)

- b. The designation of alternate and tertiary refueling areas are impractical and have proved to be inconsistent with air operations to permit maximum tanker reserves upon landing.
- c. Tanker turn-around flights could be accomplished only if the aircrews were not required to perform exclusive pre-flights and post-flights.
- d. Tanker operations in isolated areas with a few alternates make compliance with Air Force Regulation 60-18 impractical.
- e. It is proposed that B-47 reserves be reviewed with a view towards eliminating the use of JP-4 for air refueling requirements which involve KC-97 aircraft operations out of Thule and other northern bases.
- f. Communications circuits between Thule and SAC locations are inadequate to meet operational requirements after bomber aircraft are airborne.
- g. The C-5 directional gyro is conclusively inadequate for navigation in Northern latitudes.

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OPERATION BOBSLED (CONT'D)

According to the M-27 Final Mission Report: "It is felt that the mission was a success and much credit is due maintenance personnel for a splendid job. The maintenance task was made increasingly difficult by the many changes in plans. First from 10 aircraft to 5, then the diversion of 3 of the 5 to Churchill because of weather, then the addition of 5 more aircraft, the arrival of 8 aircraft the day before the mission with all 8 requiring post flights, 2 Phase II wind alerts with the subsequent slow down due to snow removal and finally the turn around of 4 aircraft with the subsequent difficulties in defueling. Much additional cold weather experience was gained and from the standpoint of capability to launch KC-97 aircraft, the mission was a success."

Supply. Support from the 22d AREFS flyaway kit was not immediately available due to flyaway kit personnel being diverted to Churchill. Required items were issued from the 93d Bomb Wing kits with subsequent repayment when bins and personnel arrived. One C-124 with seven half bins, an air compressor and kill-frost dispenser did not arrive until approximately three hours before the last mission. The bins and equipment on this aircraft were needed and their delayed arrival made the maintenance effort much greater due to the urgent requirement

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OPERATION BOBSLED (CONT'D)

for the air compressor and the kill-frost dispenser. The late arrival of the bins would have been disastrous had it not been possible to borrow from the 93d Bomb Wing.

Security. This extremely important phase of the maneuver was handled smoothly and satisfactorily at all three air bases:

At March AFB, the regular Base Security force was augmented with an additional 30 guards from the 22d Bomb Wing for flight line security during normal duty hours. A similar security force augmentation was provided by the 320th Bomb Wing. These additional security forces were implemented into a tight security net on 20 January 1955.

At Fairchild AFB, the Base Provost Marshal was responsible for providing flight line security during the deployment. Flight line security was provided by perimeter access point guards plus a roving vehicular patrol on the flight line. No inner perimeter guard was maintained.

For Thule AFB, a total of 23 Air Police personnel were deployed from March AFB, including: 1 officer, 2 NCOs, and 20 guards. Each guard was equipped with an M-1 rifle and a bandolier of ammunition. It was intended that this complement of personnel would provide a roving vehicular security patrol in the KC-97 area; however, upon arrival at Thule it was decided to post a guard on each hardstand that contained parked aircraft.

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OPERATION SPOTLIGHT

Objectives. During January, under supervision of 15th Air Force Operations Order No. 111-55, the 22d Bombardment Wing participated in a Bomber Stream mission to determine the current radar bombing, air refueling, and navigation capabilities of combat ready B-47 wings. The exercise was nicknamed 'Spot Light.'

The Wing provided 29 B-47s, 10 KC-97s, and necessary personnel and materiel as requested to support the operations order.

Mission. Each B-47 crew was scheduled to accomplish one record radar RBS run each on Richmond, Charlotte, and Atlanta; a minimum of one record navigation leg and one air refueling, except the 310th Bombardment Wing which was not scheduled for air refueling. The 310th Bombardment Wing scheduled one record grid navigation leg. All other B-47 units scheduled one record night celestial navigation leg and one record grid navigation leg. The selection of reference points and offset aiming points was at the discretion of the unit concerned. The bombing altitude used on this mission was a minimum of 35,000 feet.

The following details were involved in scoring:

- a. Malfunction and practice runs were classified as radar aborts.

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OPERATION SPOTLIGHT (CONT'D)

- b. Scores of 4500 feet or greater were considered to be gross errors.
- c. There were no limitations on target materials used for target study and mission folders.
- d. Units were scheduled for one night only with no provisions for make-up.
- e. Crews were briefed to make good established control point times within plus or minus two minutes. Crews failing to make good control point times within plus or minus four minutes were not eligible for an award.

Awards. B-47 bombing teams that accomplished record runs on all three targets with a CEA and CEP of 1500 feet or less received an appropriate award. The primary requirement was to simulate individual radar bombing attacks on the following targets:

- (1) Robert E. Lee Bridge, across the James River, Richmond, Va.
- (2) Spatex Manufacturing Company, Charlotte, North Carolina.
- (3) Federal Prison, Atlanta, Georgia.

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OPERATION SPOTLIGHT (CONT'D)

Air Refueling. All units, except the 310th Bombardment Wing, were scheduled for one air refueling. Air Refueling results were considered to be excellent with only two crews failing to complete air refueling; one in the 303d Bombardment Wing and one in the 43d Bombardment Wing.

Navigation. The 22d, 43d, 93d, 303d, and 320th Bombardment Wings were scheduled for one record night celestial navigation leg. The 320th Bombardment Wing night celestial was cancelled, due to enroute weather. Celestial navigation results were considered excellent, with all units, except the 43d Bombardment Wing, obtaining a reliability of 95 per cent or greater. The 80 per cent reliability of the 43d Bombardment Wing could be attributed to the small number of legs flown (10) with two legs over 32 nautical miles. The small number of legs flown was due to the following: six K-system malfunctions, two aircraft aborted the mission before the celestial termination point was reached, one observer was sick, one sextant was frosted and two crews had unscorable film.

All units scheduled for one record grid navigation leg. Overall navigation results were considered scheduled K-system grid legs. The 303d Bombardment Wing scheduled celestial grid.

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OPERATION SPOTLIGHT (CONT'D)

Results. The 161 select, lead and combat ready crews scheduled to participate in the exercise accomplished 329 record, 2 practice, and 42 malfunction RBS runs. Of the 329 record runs, 41 resulted in gross errors (over 4500 feet) for a gross error rate of 12.5 per cent.

Reasons for gross errors were:

- (1) Target identification, 15
- (2) Synchronization, 24
- (3) Equipment malfunction, 2

Abort data. The abort rate for the 22d Bombardment Wing (20.3 per cent) continued to show slight improvement. Twelve malfunctions (16.2 per cent) were attributed to the K-system, seven of which were materiel failure, and five were personnel error (four observer and one maintenance). Observer errors were as follows: One crew aborted run on Atlanta due to erratic sweep. Corrective action was to place sector scan control on ID218 in the lock position. One crew aborted all targets due to PDI not centering in track or bomb. Malfunction was caused by bad AR and AT(BC) amplifiers. Spare amplifiers were available.

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OPERATION SPOTLIGHT (CONT'D)

Analysis. The 22d Bombardment Wing capability was considered very good. Although the film and logs obtained by this wing were not as good as those of the 320th Bombardment Wing, they had improved immensely over past exercises. It was noted that the second best score obtained by a supporting Reconnaissance Technical Squadron (Fifteenth Reconnaissance Technical Squadron) was obtained from the results of this wing. Three scores of the 22d Bombardment Wing were obtained by crew estimates, and film was not available for score by the supporting Reconnaissance Technical Squadron.

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CHAPTER III -- SECTION B
OPERATIONS AND TRAINING

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FLYING TRAINING^{1/}

The following is a breakdown of the flying training accomplished during January-February 1955 by the 22d Bombardment Wing tactical squadrons:

Radar RBS Runs. During January-February, 1955, 282 Radar RBS Runs were made by 32 combat crew operators for a CEA of 1680 feet.

Visual RBS Runs. During January-February, 1955, 67 runs were made by 23 combat crew operators for a CEA of 1269 feet.

Night Celestial. Sixty-nine (69) night celestial missions were accomplished during the months of January and February, 1955.

GROUND TRAINING

During the month of February, 1955, the following activities and training were conducted by the Wing Ground Training Section:

a. A total of 232:00 hours of Judo and 419:00 hours of PCU were completed by personnel of this Wing in the Physical Conditioning Unit.

b. A total of 416:00 hours of Synthetic Trainer time was accomplished by combat crew personnel of this Wing.

c. A total of 102 man-hours were spent by personnel of this Wing in the KC-97 MTD.

d. A total of 8,843 man-hours were spent by personnel of this Wing in the B-47 MTD.

1. Re: 22d BWg Oper Sec Hist Report for Jan & Feb '55. Filed 22d BWg Hist Sec.

GROUND TRAINING (CONT'D)

- e. Forty-two (42) combat crew personnel completed 504:00 hours of Special Weapons Refresher Training.
 - f. Eleven (11) crews completed Special Weapons Loadings.
 - g. One (1) officer was placed on TDY orders to attend a 4-day staff ECM Course at Keesler AFB, Miss.
 - h. One (1) officer was placed on TDY orders to attend a 4-week K-System Malfunction Course at Mather AFB, Calif.
 - i. Seven (7) crew members attended SAC Survival (Conventional) School and three (3) crew members attended SAC Survival (Jet) School during the month.
 - j. Six (6) B-47 crews attended 3908th SAC Evaluation School during the month of February 1955.
 - k. TDY orders were published placing twelve (12) B-47 crews in the Base Block Training Program during the month of February 1955.
 - l. Thirteen (13) personnel completed the Altitude Indoctrination Course at Davis-Monthan AFB, Ariz. during the month of February 1955.
 - m. All records and charts were posted to date in the Ground Training Section.
-

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AIRCREW PERCENTAGES OF TRAINING^{2/}

Survival. The SAC Regulation 50-27 calling for one time per quarter for all crews in Base Survival was 92 per cent complete for the 22d Bombardment Wing as of 28 February 1955.

Basic Survival Refresher Course. By the end of February, the Basic Survival Refresher Course was only one per cent completed by the Wing; however, this is not as low as it might appear. The regulation calls for only an annual participation in this particular course, and it may be taken during any of the remaining quarters. The Air Refueling Squadron has completed five per cent of its required training in the Survival Refresher Course, making an average of approximately one per cent for the entire Wing.

The SAC Survival Course. The SAC Survival Course was 76% completed, as required by SAC Regulation 53-1.

Sea Survival. As of 28 February, none of the annual Sea Survival Course had been started by the units of the Wing.

Bomb Commander. The Bomb Commander Course required of all the units except the Air Refueling Squadron was 91% completed by the end of February.

2. Re: Chart, Master Aircrew Percentage. Page 4, Exhibit F.

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AIRCREW PERCENTAGES OF TRAINING (CONT'D)

Altitude Indoctrination. Altitude Indoctrination, which is required biannually of all B-47 crews and triannually of all KC-97 crews, was forty-one per cent completed by the end of February.

B-47 Simulator. The B-47 Simulator training was not yet begun by any units of the Wing, but the Air Refueling Squadron had completed 35% of its required KC-97 Simulator training.

A-5 Gunnery. The A-5 Gunnery training, required by SAC Regulation 50-43, was 80% completed by the end of February.

U-2 Release. U-2 Release training, governed also by SAC Regulation 50-43, was 74% completed at the end of February.

IFR Training. In Flight Refueling Training, required of all pilots was 72% completed at the end of February.

OQ Gunnery Range training. OQ Gunnery Range training, required by SAC Regulation 50-43, of all co-pilots once a year, was 39% completed at the end of the reporting period.

UNIT TRAINING^{3/}

During January and February, 1955, units of the 22d Bombardment Wing continued to accomplish training requirements in accordance with SAC Regulation 50-8, and March Air Force Regulation 50-15 in regard to unit training.

3. Re: Chart, Unit Percentage Training. Page 3, Exhibit F.

UNIT TRAINING (CONT'D)

ABC Training. The requirements of ABC (Atomic, Bacteriological, Chemical) Training for the fiscal year of all personnel of the 22d Bombardment Wing was 67% completed at the end of February 1955.

Ground Safety. At the end of February, 19% of the Six-hour-per-year Ground Safety training program had been completed.

Medical. The requirements of five hours yearly in medical training was 18% complete for the 22d Bombardment Wing, as of the end of February 1955.

Psychological Warfare. Seventeen per cent of the requirements for five hours of Psychological Warfare Training for all personnel of the 22d Bombardment Wing was completed as of 28 February 1955.

Military Justice. Military Justice Training requirements for two hours for all personnel within the lower four grades of the 22d Bombardment Wing was 20% completed as of 28 February 1955.

Personal Affairs. Sixteen per cent of Personal Affairs Training was completed within the 22d Bombardment Wing as of the end of February 1955.

Arms Qualification. Nine per cent of all personnel within the 22d Bombardment Wing had qualified in arms as of the end of February 1955.

UNIT TRAINING (CONT'D)

Security Training. Twenty-two per cent of Security Training for the 22d Bombardment Wing was accomplished as of the end of February 1955.

Character Guidance. The requirements for 12 hours of Character Guidance for all personnel of the 22d Bombardment Wing was fourteen per cent completed as of the end of February 1955.

Airman's Information. Fourteen per cent of the Wing's Airman's Information Program requirements were accomplished as of 28 February 1955.

Air Base Defense. Air Base Defense Training requirements for two hours during the current year for all personnel of the 22d Bombardment Wing was fourteen per cent completed as of the end of February 1955.

UTILIZATION OF B-47 MTD^{4/}

The 22d Bombardment Wing required 8,500 hours of B-47 MTD training during the four-month period ending March 31, 1955. By the end of February, 58% of the training had been accomplished. The 2d Bombardment Squadron had accomplished 70% of its training;

4. Re: Chart, Mobile Training (MTD). Page 6, Exhibit F.

UTILIZATION OF B-47 (MTD) (CONT'D)

the 19th Bombardment Squadron, 46%; the 33d Bombardment Squadron, 33%; the Field Maintenance Squadron, 58%; the Periodic Maintenance Squadron, 54%; and Armament and Electronics, 56%.

PHYSICAL CONDITIONING PROGRAM^{5/}

Fifty-five hours were required per crew member since 1 October 1954 in the Physical Conditioning Program, and all crew members of the 22d Bombardment Wing received the required hours for 100 per cent during February, 1955.

SPECIAL WEAPONS^{6/}

Block training was instituted 7 February and caused a major change in the special weapons training. Instructor utilization was improved, but classes were not as homogeneous as they were previously. Loading training time was reduced to four hours per crew and was not sufficient for non-proficient crews or for special training crews.

Approximately 60% of the training time in Special Weapons Loading for the first quarter of 1955 had been completed by the end of February; 75% of Refresher I; 22% of Refresher II; and 59% of In Flight Insertion and Ejection.

-
5. Re: Chart, Physical Conditioning Program. Page 8, Exhibit F.
6. Re: Chart, Special Weapons. Page 7, Exhibit F.

INTELLIGENCE

During the month of February, 1955, coordination was effected with the 320th Bomb Wing Intelligence Section wherein the required Intelligence training for combat crews for both the 22d and 320th Bomb Wings might be accomplished as a joint effort. Of the required 14 hours of classroom instruction, it was planned that 7 hours would be provided by each respective Intelligence Section. Each block of 7 hours would be given to all crews of both Wings on a weekly schedule throughout the year. During February, 8 classroom hours of Survival Intelligence were provided for crews of both Wings. This approach to the training problem was definitely a step in the right direction; however, it was considered that this plan could be improved upon through the implementation of the following procedures:

- a. The responsibility for supervising and monitoring all Intelligence training be assigned to Ground Training Section.
- b. Intelligence training reporting responsibility be assigned to the Ground Training Section.
- c. Respective Wing Intelligence Sections be responsible for providing proportionate share of classroom instruction in Intelligence subjects.
- d. Continuation of the policy of placing combat crews on official orders to attend ground school block training.

INTELLIGENCE (CONT'D)

It was felt by the Intelligence Section that if the above listed recommendations were placed in effect, the overall ground training program could be conducted more efficiently and better personnel utilization could be effected.

Photo Interpretation. A total of 104 rolls of O-15 film were reviewed with 58 runs being scored on RBS targets. One hundred forms X were scored for celestial navigation terminal points. Only 5 malfunctions of camera on radar equipment were noted on all film reviewed. Detailed target study sessions were conducted for combat crews for two wing missions. Classroom type instruction was provided which proved highly successful.

Target Prediction. During the month of February, the Team accomplished Phase 2 target study for 27 crews on the current EWP commitments of the Wing. The T-2 Trainer was utilized by 11 of these crews for part of the Phase 2 Requirements.

Five of the EWP plates were re-worked to increase the accuracy of the prediction. This was accomplished before trainer runs were started by the crew observers.

COMMUNICATIONS

The main activity of the Communications Section during the month of February was mission planning and briefing for Operation 'Bob Sled.' This mission included new procedures and concepts and included unusual communications problems. The requirements were

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COMMUNICATIONS (CONT'D)

met primarily by the installation of a mobile UHF facility at Fort Churchill, Manitoba, Canada, and by concentrated effort on the part of the crews to "get the message through." Thirty-five airborne reports were received from the seven B-47 reporting aircraft and 372 reports were received from the thirty KC-97 aircraft involved in the mission.

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CHAPTER IV
MAINTENANCE & SUPPLY

THIS PAGE IS DECLASSIFIED IAW EO 13526

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MAINTENANCE SUMMARY

There were no particular problems nor unusual work loads encountered among the various maintenance functions in the Wing during January and February, 1955.

On 28 February, the following figures were released by the Wing Director of Materiel:

	<u>B-47</u>	<u>KC-97</u>
Average in-commission rate:	76.6	90.6
Total number of engine changes during February	8	3

Weather was the major factor affecting flying and aircraft availability during the month of January. A maximum effort mission scheduled for 4 January was delayed until 5 January due to inclement weather. Again on 6 January, bad weather caused maximum effort aircraft to be diverted as well as the cancellation of all local flying. Diverted aircraft did not return until 7 and 8 January, causing additional loss of scheduled flying due to non-availability of aircraft. A total of 17 sorties were lost during this week due to inclement weather. Since approximately two-thirds of all aircraft carrying drop tanks were among those diverted on 6 January, insufficient time was left to prepare them for the heavy weight refueling mission scheduled for 11 January. Later in the month of February, weather caused repeated cancellation of 'Teapot' and 'Bobsled' missions.

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B-47 ENGINE REPAIR

Aircraft Repair Section. The organization and administration of this section remained unchanged from the December history, and the work load was normal during the period of January and February.

The problems stemmed principally from transportation, shortages of lifting as well as hauling facilities at the time needed. The assigned crews showed ingenuity and initiative in alleviating those problem areas materially. Lack of office space and insufficient heating caused some problems. Cooperation and liaison between shops and sections with other wing activities was a continuing policy in this section, and plans were formulated to further improve the effectiveness of the section.

Instrument Shop. Bench stock in the Instrument Shop held up well during January and February 1955; however, some of the items were not received in an acceptable condition. Out of ten Dissectional Gyro Indicators received from supply, eight were unsatisfactory and resulted in an increased AACP rate on aircraft. Some items such as airspeed indicators for aircraft commander and pilot positions were received too slowly to avoid a large AACP rate. Because of the shortage of those items, cannabolization was necessary, resulting in an extra work load in the shop and causing unnecessary confusion within the shop and the squadron.

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INSTRUMENT SHOP (CONT'D)

All maintenance shops seemed to be, generally, in very good shape during the first two months of 1955, except for minor troubles such as the shortage of supplies and the fact that personnel are being taken from their jobs to attend Base schools. These things, however, seem to be taking care of themselves, and unit histories indicate an improved and smoothly running organization for the rest of the year. Because of no extraordinary projects, there has been very little or no over-time put in by the personnel, resulting in a high state of morale.

EXHIBITS

- Exhibit BEACON articles:
A
1. '2d Bomb Sq Cops First With Best Dayroom,' 7 Jan 55, p. 1.
 2. '33d Bomb Queen Wins Contest,' 18 Jan 55, p. 1.
 3. '19th Bomb Team Cops Title,' 25 Feb 55, p. 5.
- Exhibit BEACON article:
B
'33d Bomb Sq Observer Develops Target Folder,' 28 Jan 55, p. 3.
- Exhibit BEACON article; 28 Jan 55, p. 3.
C
- Exhibit Monthly Analysis for January 1955.
D
- Exhibit Check List for AF Form 77.
E
- Exhibit Training Chart.
F

2d Bomb Sq Cops First With Best Dayroom

Second Bomb Sq., commanded by Lt. Col. James M. Graybeal, took first place in the Best-Dayroom-of-the-Base contest conducted here last week, according to an announcement from Col. Gilbert F. Friederichs, base commander.

Second and third place winners were 807th Supply Sq., commanded by Lt. Col. Byers Freeman, and 22d Field Maint. Sq., commanded by Lt. Col. Edward F. Gallup, Jr., respectively.

Judges for the contest were members of the Riverside Military Affairs Committee, Ray Hammond, chairman, Pete Reid and Hugh Berkley.

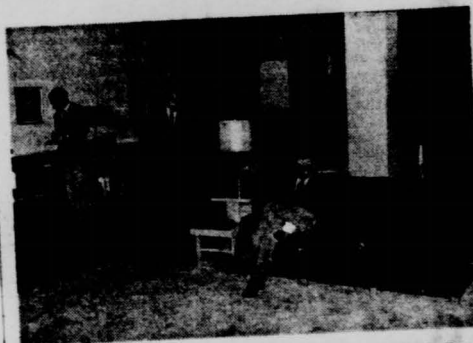
All the judges, according to Col. Friederichs, were warm in their praise for the ingenuity and decorative ability displayed in the accomplishment of the attractive dayrooms.

Col. Friederichs explained that this contest is part of a continuing program to provide airmen who live in the barracks with recreation rooms within their own squadron area where they can relax with real comfort.

"Every effort," said Col. Friederichs, "is being extended toward making these rooms as 'homey' as possible. The single airmen rightly deserve such atmosphere where they can relax comfortably with newspapers, magazines, a friendly game of pool, or their favorite TV program."

He pointed out that the artistic element seen in the better dayrooms is a result of talent discovered right within the squadrons. Many dayrooms feature murals and other displays of airmen-created art. Most of them show the results of community efforts within the various units as individuals contribute their time, talents and energy freely to make their dayroom come up to the standards of the "best."

Funds for the furniture, decorations, paint and other materials are derived from the Base Welfare Fund which, in turn is made up of a certain percentage of profits derived from the Base Exchange and Armed Forces Motion Picture Service. During the past two years at March, the welfare fund has been augmented by profits realized from sports car races conducted here.



JUDGES MAKE A FINAL CHECK on 2nd Bomb Squadron's Day Room before awarding it the honor of "Best on the Base." The judges are (left to right) Hugh W. Berkley, Ray Hammond Jr. and Peter C. Reid, members of the Riverside Military Affairs Committee.

For the second year every organization on the Base will receive a pro-rata share of such profits called "The Airmen's Living Improvement Fund." To be divided up this year is over \$27,000 in cash from the 1954 races.

The Riverside Military Affairs Committee, which furnished judges for the contest, is a group appointed by the Riverside Chamber of Commerce and works directly with the base commander in solving problems mutual to both the Air Force and the local community and in assisting the base commander in promoting the morale and welfare of military personnel stationed here.

The judges evaluated the dayrooms on Dec. 31, using a standard scoring sheet which permitted them to arrive at a percentage evaluation for each dayroom.

Following are the relative standings of all the dayrooms judged. 1st, 2d Bomb Sq.; 2nd, 807th Supply Sq.; 3rd, 33d Field Maint. Sq.; 4th, 807th Food Service Sq.; 5th, 320th Air Refueling Sq.; 6th, a combined dayroom of the 441st, 442d and 443d Bomb Squadrons; 7th, 329th Periodic Maint. Sq.; and 8th, 807th Operations Sq.

**33RD BOMB
QUEEN WINS
CONTEST**

*Fontana Girl, Age 18
Wins Over 31 Others*

19th Bomb Team Cops Title By Edging 22nd Field Maint.

Grasping a last minute opportunity, 19th Bomb Squadron took the Cosmopolitan League title from 22nd Field Maint. Squadron last Friday night in one of the most exciting and hardest fought intra mural basketball games of this season.

The winning point was scored during the last five seconds by A/1c Robinson, who scored on a technical foul, making the final tally 60 to 59 in favor of 19th Bomb. Sq.

A capacity crowd thronged the gym as the two teams played for their league's championship title. Officials stated that over 350 spectators saw the game from beginning to end.

Maint. Gets Lead

Action in the first half was relatively slow, but excitement mounted as both teams stayed nearly even in the scoring race. The half ended with a score of 28 to 27 in favor of 22nd Field Maint. Sq.

22nd Field Maint. Sq. pulled away from 19th Bomb. with an 11 point lead as the second half got under way. It was obvious that 19th Bomb. was having trouble keeping up with the pace set by their opponents.

Tide Turns

A/1c Coyne of 19th Bomb. Sq. changed the luck of his team, when he exploded into action, making five field goals and three foul goals, for a total of 13 badly needed points. One of Coyne's team mates, A/2c Robinson also caught fire during second half action, making six straight foul goals

and 1 field goal, tying the score at 59 to 59.

Then, as the clock hands moved closer to finish time, the two teams put all their ability and strength into play, striving for the one point which meant victory.

Crowd Wild

Not one spectator remained seated when the action broke loose in the second half. At least a dozen times during the game, officials halted the game in order to quiet the wild, excited crowd of fans.

With only seconds left to play, a technical foul was called and A/2c Robinson of 19th Bomb. Sq. stood at the foul line, preparing to shoot. The noisy crowd was hushed. One referee stated later that it was so quiet, he could literally have heard a pin drop.

Robinson's shot was good and the game ended with 19th Bomb.

Sq. winning the Cosmopolitan League championship title.

A/1c Coyne was high point man for 19th Bomb. with 28 points. Only five of Coyne's 28 points were made during the first half. A/1c Robinson scored 21 points, 11 of which were free throws resulting from fouls.

High point men for 22nd Field Maint. were A/3c Cornelius — 14, A/1c McDaniels — 11 and A/2c Tonsul — 8.

Due to the importance of Friday's game, members of both teams were highly excited, causing a large number of fouls. Three men from each team were put out of the game on fouls.

BETTER TARGET INFO

33rd Bomb Sq Observer Develops Target Folder

The development of a new type combat crew "target folder" has earned a commendation for Maj. Lorenzo Espinosa, an observer with the 33rd Bomb Squadron at March.

In a letter of appreciation from Lt. Col. Paul H. Francis, squadron commander, Maj. Espinosa was praised for "his initiative, intelligence and resourcefulness on a job well done."

A target folder is a condensed brochure containing important information on various RBS targets on which March B-47's make their bomb runs. Major Espinosa has further edited these brochures into one book which covers all existing targets. In the past, each target required a separate pamphlet.

The development of the folder has proved so successful that its use has been adopted by the 15th Air Force, the two local bomb wings and other SAC units.

Before Maj. Espinosa's system



MAJOR ESPINOSA

was put into use, it was impossible for crews to carry folders on all targets, which limited the mission to just one RBS bomb

run. Now, if one target is closed for any reason, the mission can be diverted to an open target and the observer has his required information and is ready to go to work on the new bomb run.

Observers themselves speak highly of the new folder. Since all target information is now filed in one binder, it eliminates the bulk of material that an observer needs during a mission aloft.

The importance of target information was stressed when Col. Francis pointed out that when it is well prepared and diligently studied by combat crews target material is one of the principle keys to success in bombing.

Major Espinosa is presently busy developing a computer which will identify targets by geographical coordinates. It will provide cross reference data which will assist the observer and pilot in setting up the bomb run.

22nd Bm. Wg. Rated Tops for Last Quarter

Personnel, Flying Safety Part of Score

One of the most famous Strategic Air Force Bombardment Wings in the U.S. Air Force—the 22nd, stationed at March Air Force Base—came out on top this week under the SAC Management Control System in the B-47 ratings of the last quarter.

The 22nd, commanded by Col. Lloyd H. Dalton, Jr., is the wing which hurriedly repaired to Okinawa in July, 1951, when the Korean action called for aid from the Air Force.

All wings in SAC are carefully scored quarterly in the Wing Management Control System. MAFB's own 22nd was first in the person-



COL. DALTON
22nd Bomb Wing Commander

nel category, first in material and in flying safety. The low rate of AWOL (absences without leave) was also a first.

Colonel Dalton stated: "I regret that security regulations prevent me from reporting the many other 'firsts' in our quarterly record. I can, however, say that I am extremely proud of my organization for this splendid accomplishment."

The commander went on to say that "as gratifying as our showing is, we shall continue to improve, especially in such categories as ground safety."

The purpose of this system for SAC units is to establish standards of proficiency and a realistic training program for all SAC units, crew and individuals; and to establish a basis from which a continuous evaluation of the command's training progress and combat capabilities may be derived.

Scoring Tool

The SAC Management Control System is a management tool which scores on a percentage basis the efforts of a wing to accomplish its mission. Since some scores would reflect a wartime capability, all areas of measurement cannot be divulged.

However, in such personnel areas as manning in required specialties (officers and airmen)—the 22nd exceeded the SAC average.

In addition to its personnel rating, the wing scored high in materiel. This breakdown consists of flying time, technical order compliance and accounting for government property. Once again, the 22nd exceeded the SAC average.

SECRET

HEADQUARTERS
12TH AIR DIVISION
March Air Force Base, California

22AC

SUBJECT: Monthly Analysis for January 1955
(RCS: 15-U2)

TO: Commander
Fifteenth Air Force
ATTN: COMA
March Air Force Base
California

1. Inclosed is the Monthly Analysis for the 22d Bomb Wing, as required under the provisions of Fifteenth Air Force Regulation 170-1, dated 21 June 1954.

2. When inclosures are not attached or withdrawn, the classification of SECRET on this correspondence will be cancelled in accordance with AFR 205-1.

FOR THE COMMANDER

1 Incl
Monthly Analysis
(RCS: 15-U2)

LT C. GARRITY
CAPT USAF
ASST ADJUTANT

OFFICE OF INFO SERVICES COPY #1

SECRET

28120
14144

SECRET

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

22AG

1 March 1955

SUBJECT: Monthly Analysis for January 1955
(RCS: 15-U2)

(SECRET) SECTION I

FORECAST OF SAC MANAGEMENT CONTROL SYSTEM SCORES

A. PERSONNEL	Max Score	% of		Score
		Max Score	Max Score	
		DECEMBER	JANUARY	
1. Manning in Rqr Specialties				
a. Officers	30	70.0	70.0	21.0
b. Airmen				
Direct Support Skills	150	70.0	60.0	90.0
Indirect Support Skills	25	100.0	100.0	25.0
2. AWOL Rate per 1000	30	100.0	100.0	30.0
3. Ground Safety	25	90.0	90.0	12.5
4. Readiness Rate	40	20.0	30.0	12.0
5. MTD Utilization	20	26.3	32.6	16.5
TOTAL PERSONNEL	320	72.3	64.7	207.0
B. MATERIAL				
1. Flying Hours Delivered as a % of Rqr	60	96.5*	95.2	57.1
2. Manhour Utilization, Aft Maintenance	100	NA	NR	NR
3. Reports of Survey	20	85.0	80.0	16.0
4. Tech Order Compliance	60	NR	NR	NR
5. Supply Consumption	20	NA	NR	NR
TOTAL MATERIAL	290 (80)	93.6	91.4	73.1

* Score earned during training quarter Sep-Oct-Nov 1954.

NA - Not Applicable.

NR - Not Rated.

SECRET

SECRET

Hq 22d Bomb Wg (H), 22AC, Subj: Monthly Analysis for Jan 55 (RCS: 15-U2)

C. GENERAL ITEMS	Max Score	% of Max Score DECEMBER	% of Max Score JANUARY	Score
1. Cost Per Flying Hour	50	NR	NR	NR
2. Flying Safety	50	100.0	100.0	50.0
3. Motor Vehicle Utilization	50	NR	NR	NR
4. USGN Effectiveness	100	95.6*	NR	NR
TOTAL GENERAL ITEMS	250 (50)	95.6	100.0	50.0

D. OPERATIONS

1. Training Minimums *

a. Bombardment - Total	150	99.6	42.7	64.2
Bombing	35	100.0	42.2	14.8
Navigation	25	100.0	38.8	9.7
Flight Engineering	10	100.0	70.8	7.1
Air Ref & Rad Rdvu	25	100.0	33.9	8.5
Gunnery	10	100.0	40.9	4.1
Atomic Weapons	10	100.0	28.7	2.9
Miscellaneous	15	99.6	65.0	9.8
Flying Time	20	97.0	36.6	7.3
b. Tanker - Total	50	89.1	32.8	16.4
Wet Hookups & Rad Rdvu	15	100.0	29.8	4.5
Navigation	10	100.0	34.2	3.4
Flight Engineering	5	100.0	62.7	3.1
Miscellaneous	10	99.1	30.9	3.1
Flying Time	10	46.1	22.8	2.3
2. Flying Hour Utilization	100	NR	77.0	77.0
3. Wing Proficiency				
a. HBS Radar Bombing	40	86.0	100.0	40.0
b. HBS Visual Bombing	25	96.0	100.0	25.0
c. Hite Col Navigation	20	100.0	100.0	20.0
d. ECM	40	NR	NR	NR
e. Flight Engineering	15	100.0	100.0	15.0
f. Gunnery	20	90.0	80.0	16.0
g. Air Ref - Wet Hookups	20	100.0	100.0	20.0
h. Air Ref - Radar Rdvu	20	100.0	100.0	20.0
4. Probation Status-S/L Crews	50	NR	60.0	30.0
5. RFP Target Examination	50	NR	NR	NR
6. Combat Ready Crews				
a. Bombardment	40	20.0	30.0	12.0
b. Tanker	10	100.0	100.0	10.0
7. Physical Conditioning	20	100.0	100.0	20.0
TOTAL OPERATIONS	670 (350)	90.3	66.6	385.6
GRAND TOTAL	1530 (1050)	88.6	69.5	715.7

* Scores for December are those earned during training quarter Sep-Oct-Nov 1954.

NR - Not Rated

SECRET

SECRET

Hq 2nd Bomb Wg (M), 22AC, Subj: Monthly Analysis for Jan 55(RCS: 15-02)

SECTION IIA. PERSONNEL1. Manning in Required Specialtiesa. Officers (Max Score 30)(Pts Earned 21.0)(1 month)

Number of Officers Authorized	429
Number of Officers "IRS"	380
% "IRS"	88.6%
% of Score	70.0%
Score	21.0

b. Airmen - Direct Support(Max Score 150)(Pts Earned 90.0)(1 month)

Number of Airmen Authorized	1070
Number of Airmen "IRS"	897
% "IRS"	83.8%
% of Score	60.0%
Score	90.0

c. Airmen - Indirect Support(Max Score 25)(Pts Earned 25.0)(1 month)

Number of Airmen Authorized	547
Number of Airmen "IRS"	502
% "IRS"	91.8%
% of Score	100.0%
Score	25.0

Under Direct Support Skills, critical shortages exist in the Armament and Electronics Career Field. No significant change in MIRS was noted during the past month.

2. AWOL Rate (Max Score 30)(Pts Earned 30.0)(4 months)

Number of AWOLs	10
Mean Strength	8985
AWOL Rate (4 months)	1.11
% of Score	100.0%
Score	30.0

Number of AWOLs by months are: Oct (4), Nov (4), Dec (0), Jan (2). Maximum score has been obtained in this category for the past year.

SECRET

SECRET

Hq 22d Bomb Wg(M), 22AC, Subj: Monthly Analysis for Jan 55(RCS: 15-02)

3. Ground Safety (Max Score 25)(Pts Earned 12.5)(4 months)

	<u>Military</u>	<u>Civilian</u>	<u>Vehicles</u>
Number of Accidents	14	0	1
Man Days Exposed	272,640	-	-
Man Hours Exposed	-	23,056	-
Vehicle Miles	-	-	60,541
Ground Safety Index		6.78	
Accident Cost		\$48,240.00	
Mean Strength		9006	
Accident Cost Index		5.56	
% of Score		50.0%	
Score		12.5	

The decrease in percent of max score earned in this category is attributed to the cost of private vehicle accidents. One airman of the 22d ABW was involved in a vehicle accident resulting in a permanent total disabling injury (Cost: \$48,000.00).

4. Recruitment Rate (Max Score 40)(Pts Earned 12.0)(4 months)

Number of Airmen Discharged	188
Number of Recruitments	39
Rate (4 months)	25.7
% of Score	30.0%
Score	12.0

5. MTD Utilization (Max Score 20)(Pts Earned 16.5)(3 months)

	<u>B-47</u>	<u>B-57</u>	<u>Total</u>
Desired Utilization	10,000	8,000	18,000
Actual Utilization	9,074	4,545	13,619
% of Utilization	90.4	76.1	82.4
% of Score			82.6
Score			16.5

This item computed on figures of three months(Oct-Nov-Jan) as December's requirements were waived per SAC Wing OGA 47686, dated 30 Dec 54. Certain ordered missions prevented full utilization during January. Also the Wing has reached the date where a smaller number of personnel need MTD training.

6. MATERIAL1. Flying Hours as a % of Req(Max Score 60)(Pts Earned 57.1)(1 month)

	<u>B-47</u>	<u>B-57</u>	<u>Total</u>
Flying Hours Utilized	1283	745	2028
Hours Required	1412	788	2200
% of Required	90.4	94.4	92.2
% of Score			92.2
Score			57.1

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Hq 22d Bomb Wg(M), 22AC, Subj: Monthly Analysis for Jan 56(RCS: 15-U2)

2. Manhour Utilisation-Acft Maint(Max Score 100)(Not Rated)

Reference SAC Tech Pam 170-1, Feb 55, tables have not been developed for this category.

3. Reports of Survey (Max Score 20)(Pts Earned 16.0)(4 months)

Number of Surveys	15
Total Dollar Cost	\$1,322.75
BOM Strength	9109
Average Cost per Survey	\$88.18
Rate per 1000 Population	1.64
% of Score	80.0%
Score	16.0

Although the rate of surveys per 1000 population is low the high dollar cost of surveys registered for flying clothing and tools causes the Wing to earn only 80% of Max Score.

4. Tech Order Compliance (Max Score 60)(Not Rated)

Reference SAC Tech Pam 170-1, Feb 55, tables have not been developed for this category.

5. Supply Consumption (Max Score 60)(Not Rated)

Reference SAC Tech Pam 170-1, Feb 55, tables have not been developed for this category.

C. GENERAL ITEMS

1. Cost per Flying Hour (Max Score 50)(Not Rated)

Reference SAC Tech Pam 170-1, Feb 55, tables have not been developed for this category.

2. Flying Safety (Max Score 50)(Pts Earned 50.0)(4 months)

Number of Hours Flown	6684
Number of Accidents	1
Aircraft Accident Rate	11.5
% of Score	100.0%
Score	50.0

3. Motor Vehicle Utilization (Max Score 50)(Pts Earned-Not Rated)

Reference SAC Tech Pam 170-1, Feb 55, tables have not been developed for this category.

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Hq224 Bomb Wg(M), 22AG, Subj: Monthly Analysis for Jan 58(RCS; 15-02)

4. USCM Effectiveness (Max Score 100)(Not Rated)

No unit simulated combat mission flown during the month of January of the current training quarter.

D. OPERATIONS1. Training Minimaa. Bombardment Crews

	Max Score	Qtrly Req'd	Accomp To Date	% of Score	Score
(1) Bombing	25	232	232	92.8	23.2
(2) Navigation	25	232	90	38.8	9.7
(3) Flight Engineering	10	95	44	46.3	4.6
(4) Air Ref & Rad Reads	25	248	123	49.6	12.3
(5) Gunnery	10	95	38	40.0	4.0
(6) Atomic Weapons	10	241	98	40.7	4.1
(7) Miscellaneous	15	411	267	65.0	9.8
(8) Flying Time	20	2670	978	36.6	7.3
TOTAL	180			42.7	64.2

b. Tanker Crews

(1) Wet Hookups & RR	15	239	98	41.0	6.2
(2) Navigation	10	187	84	44.9	4.5
(3) Flight Engineering	5	81	32	39.5	2.0
(4) Miscellaneous	10	214	97	45.3	4.5
(5) Flying Time	10	260	88	33.8	3.4
TOTAL	50			42.9	16.4

2. Flying Hour Utilization (Max Score 100)(Pct Earned 77.8)

B-47 Crews	(1) Factor (Hrs Per Unit)	(2) Units Accomplished	(3) Total Hrs (1) x (2)
RCS Record Runs	.80	219	110
Malfunction Runs	.80	28	22
RCS Visual Runs	.80	40	32
Simulated Radar Attacks	.33	51	17
Simulated Visual Attacks	.33	54	18
Scored Visual Releases	.33	1	0
Wet Cal Legs	2.00	48	96
Dry Cal Legs	1.50	48	72
Grid Legs	1.00	21	21
Combat Load Missions	1.00	25	25
Formation Flying	(Actual F/H)	62	62
Wet Cal Tactics	1.00	19	19
Pilot Prof Missions	3.00	13	39
Wet Hookups	.80	112	90
Dry Hookups	.33	114	38
Radar Handovers	.80	54	43

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Hq 22d Bomb Wg (M), 22AC, Subj: Monthly Analysis for Jan 55 (RCS: 15-02)

B-47 Crews (CONT'D)

Sub Total	671
Repetitive Rights (15% of Sub Total)	101
Take-offs & Landings 1.00 (231 - 15) = 208 (1 hr per T-12 sortie less pilot prof missions)	208
Total Flying Hour Equivalent of Units Accomplished (Effective Flying Hours)	980
$\frac{980}{1328} \times 100 = 73\%$	

<u>B-47 Crews</u>	(1) <u>Factor (Hrs Per Unit)</u>	(2) <u>Units Accomplished</u>	(3) <u>Total Hrs (1) x (2)</u>
Nite Gel Legs	2.00	57	114
Day Gel Legs	1.50	36	54
Radar Legs	2.00	16	32
Grid Legs	3.00	25	75
Pilot Prof Missions	3.00	15	45
Wet Hookups	.50	106	53
Dry Hookups	.25	175	44
Radar Rendezvous	.50	89	45
Sub Total			643
Repetitive Rights (15% of Sub Total)			96
Take-offs & Landings 1.00 (127 - 15) = 112 (1 hr per T-12 sortie less pilot prof missions)			112
Total Flying Hour Equivalent of Units Accomplished (Effective Flying Hours)			845
$\frac{845}{1127} \times 100 = 74.9\%$			

WING TOTALS:

$$\frac{980 + 845}{1328 + 1127} \times 100 = 77\%$$
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Hq 22d Bomb Wg (M), 22AG, Subj: Monthly Analysis for Jan 55(RCS: 15-02)

3. Wing Proficiencya. RBS Radar Bombing (Max Score 40)(Pts Earned 40.0)(1 month)

Number Runs Performed	155
Number Acceptable	142
% Acceptable	91.6%
% of Score	100.0%
Score	40.0

b. RBS Visual Bombing (Max Score 25)(Pts Earned 25.0)(1 month)

Number Runs Performed	34
Number Acceptable	33
% Acceptable	97.1%
% of Score	100.0%
Score	25.0

c. Hits Celestial Navigation (Max Score 20)(Pts Earned 20.0)(1 month)

Number Legs Performed (Bomber)	41
Number Acceptable (Bomber)	41
Number Legs Performed (Tanker)	27
Number Acceptable (Tanker)	27
Total Legs Performed	68
Total Acceptable	68
% Acceptable	100.0%
% of Score	100.0%
Score	20.0

d. ECM (Max Score 40)(Not Rated)

This category not rated for B-47 Wings.

e. Flight Engineering (Max Score 15)(Pts Earned 15.0)(1 Month)

Number Missions Performed (Bomber)	89
Number Acceptable (Bomber)	86
Number Missions Performed (Tanker)	33
Number Acceptable (Tanker)	34
Total Missions Performed	97
Total Acceptable	90
% Acceptable	92.8%
% of Score	100.0%
Score	15.0

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Eq 22d Bomb Wg (M), 22AG, Subj: Monthly Analysis for Jan 55(RCS: 15U2)

f. Gunnery (Max Score 20)(Pts Earned 16.0)(1 month)

Number Missions Performed	34
Number Acceptable	27
% Acceptable	79.4%
% of Score	80.0%
Score	16.0

g. Air Refueling-Net Hookups (Max Score 20)(Pts Earned 20.0)(1 month)

Number Contacts Performed (Bomber)	28
Number Acceptable (Bomber)	28
Number Contacts Performed (Tanker)	26
Number Acceptable (Tanker)	26
Total Contacts Performed	54
Total Acceptable	54
% Acceptable	100.0%
% of Score	100.0%
Score	20.0

h. Air Refueling-Radar Rendezvous (Max Score 20)(Pts Earned 20.0)(1 mo)

Number Rendez Performed (Bomber)	54
Number Acceptable (Bomber)	54
Number Rendez Performed (Tanker)	65
Number Acceptable (Tanker)	47
Total Rendezvous Performed	119
Total Acceptable	101
% Acceptable	84.8%
% of Score	100.0%
Score	20.0

i. Probation Status - S/L Crews (Max Score 50)(Pts Earned 30.0)(1 month)

	Number S/L Crews	Number not on Probation for Proficiency
December	25	21
January	26	21
TOTAL	51	42
% Off Probation for Proficiency		82.4%
% of Score		60.0%
Score		30.0

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Hq 22d Bomb Wg (M), 22AC, Subj: Monthly Analysis for Jan 55 (RCS: 15-02)

5. BFR Target Examination (Max Score 80) (Not Rated)

Reference SAC Tech Pam 170-1A, Feb 55, tables have not been developed for this category.

6. Combat Ready Crews

a. Bombardment (Max Score 40) (Pts Earned 12.0)

Number of CR Crews Auth	45
Number Assigned	54
% of Score	80.0%
Score	12.0

b. Tanker (Max Score 10) (Pts Earned 10.0)

Number of CR Crews Auth	20
Number Assigned	20
% of Score	100.0%
Score	10.0

7. Physical Conditioning (Max Score 20) (Pts Earned 20.0)

Number of Combat Crew Members Assigned	322
Number Met Requirements	322
% of Score	100.0%
Score	20.0

SECTION III
ANALYSIS OF TRAINING

Submitted at the end of each Training Quarter in accordance with Par 4a(5), 19th AFM 170-1, 21 Jun 54. Last analysis submitted as of 30 Nov 54. Next Analysis to be submitted as of 31 Mar 55.

SECTION IV
COMMANDER'S REMARKS

1. Reference Par 2a, 19th Air Force Management Control Statement for Dec 54, concerning officer manning:

a. On the Air Commander (0061C) slot, Colonel Dalton must be shown in that slot since he is not a Brigadier General (Re: SAC Reg 36-12).

b. On Operations Staff Officers (1A11), losses to Altus AFB, and Command and Staff School will eliminate this overage.

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Hq 22d Bomb Wg (M), 22AC, Subj: Monthly Analysis for Jan 55 (RCS: 15-U2)

c. On Flying Safety Officers the Wing desires one for B-47s and one for KC-97s so that each shall be well qualified in the aircraft he is working with. No one assigned qualified in both positions.

d. On Intelligence Officers (2041-2051) the Wing has one on nomination to Hq SAC. Also one scheduled for Command & Staff School.

e. On Air Electronics Officers (3051-3054) the Personnel Status Board indicates 2 authorized and 4 assigned (only 2 over instead of 4). They are limited resources and cannot be reclassified.

f. On the Aircraft Maint Staff Officer (4316) the Wing lost one to Smoky Hill and another is scheduled for Command and Staff School. Also they can only be reclassified to other maintenance AFSCs (4344, 4334, etc.), which would be a downgrade. On the 4341 the Personnel Status Board indicates one short (10 auth - 9 assigned).

g. On Medical Officers their tour is so short changing them should not be considered at this time as tomorrow there may be shortages in that area.

2. Reference format of Monthly Analysis (RCS: 15-U2). In order to present a more realistic comparison of scores in Section I (Forecast) it is suggested that the percent of maximum score include those scores earned during comparable month of previous training quarter instead of the previous month. For example the January report would compare scores earned during Jan 55 with those for Sep 54, Feb 55 with Oct 54, etc. This method it seems, would give a comparison of how the Wing was progressing in relation to the accomplishments of the previous quarter.

3. For factors affecting the accomplishment of training objectives reference is made to the Commander's Remarks section of the SAC T-12 reports for Jan 55.

SECTION V
PERSONNEL ASSIGNED

In compliance with Par 10, 15th Air Force Management Control Statement for Sep 54, dated 2 Nov 54, the following information is submitted:

Major David A. Lion	PAFSC 6746	DAFSC 00510
Capt Paul E. Kath	PAFSC 6521	DAFSC 6741
T/Sgt Herbert C. Hall	PAFSC 73270	UAFSC 80130
A/2C Duane R. Gehlen	PAFSC 70230	UAFSC 70250

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L. H. DALTON
Colonel, USAF
Commander

CHECK LIST FOR AF FORM 77 (OFFICER EFFECTIVENESS REPORT)

NAME _____	RANK _____	AFSN _____
PERIOD COVERED _____	TO _____	SO _____
ITEM		CHECK
SECTION I		
Aeronautical Rating		_____
Name		_____
Grade in which serving		_____
Permanent Grade		_____
Serial Number		_____
PAFSC		_____
Date of Report		_____
Period Covered		_____
Organization		_____
Days under Reporting Officer		_____
Reason for Report		_____
SECTION II		
Duty Assignment		_____
Duty AFSC		_____
Level at which working		_____
Additional Duties		_____
Prior Duties, Base Assigned, number of days performed		_____
SECTION III		
Block Not Marked		_____
Erasures		_____
Marked in outstanding column		_____
Major Disagreement		_____
SECTION IV		
Recommend Duty Assignment		_____
Grade Authorized		_____
Example of Typical Performance (Must be an account of a job done as part of his principally assigned duty)		_____
Proficiency in Aeronautical Specialty		_____
Interest, desire, value for retention as a rated officer		_____
SECTION V		
Block not marked		_____
Erasures		_____
Marked in outstanding Column		_____
Major Disagreement		_____

Incl #1

CHECK LIST FOR AF FORM 77 (CONTINUED)

SECTION VI

Name, Grade, AFSC, Organization
Duty Title
Signature
Status of Officer Reported on
Parent Service

SECTION VII

Block not checked
Statement Officer Reported on is Senior in Rank to Reporting Officer
Authority for Assignment of Aircraft Commander
Specific reason for disagreement with Section III or V
Name, grade, AFSC, organization
Duty Title
Parent Service
Date Indorsed

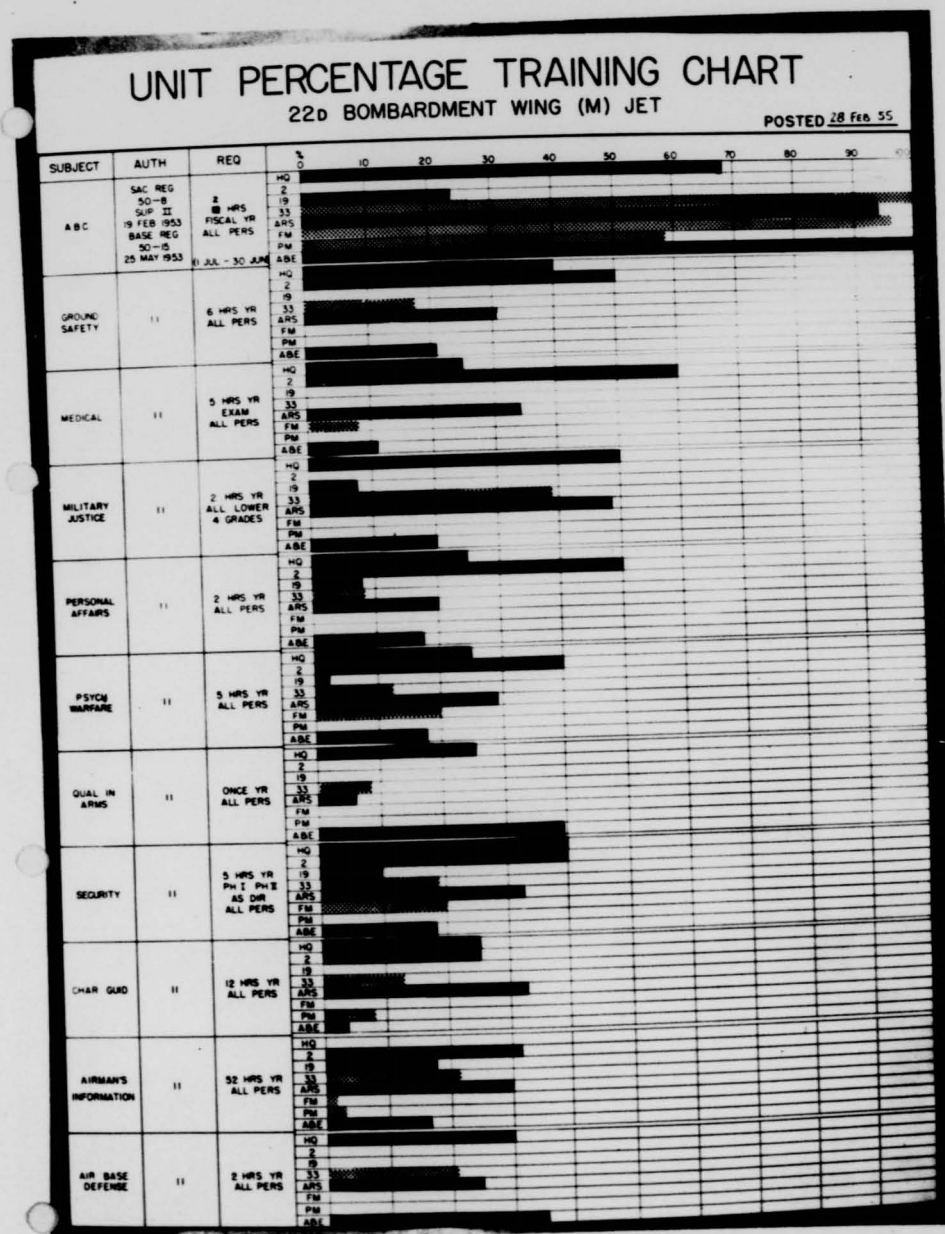
OTHER

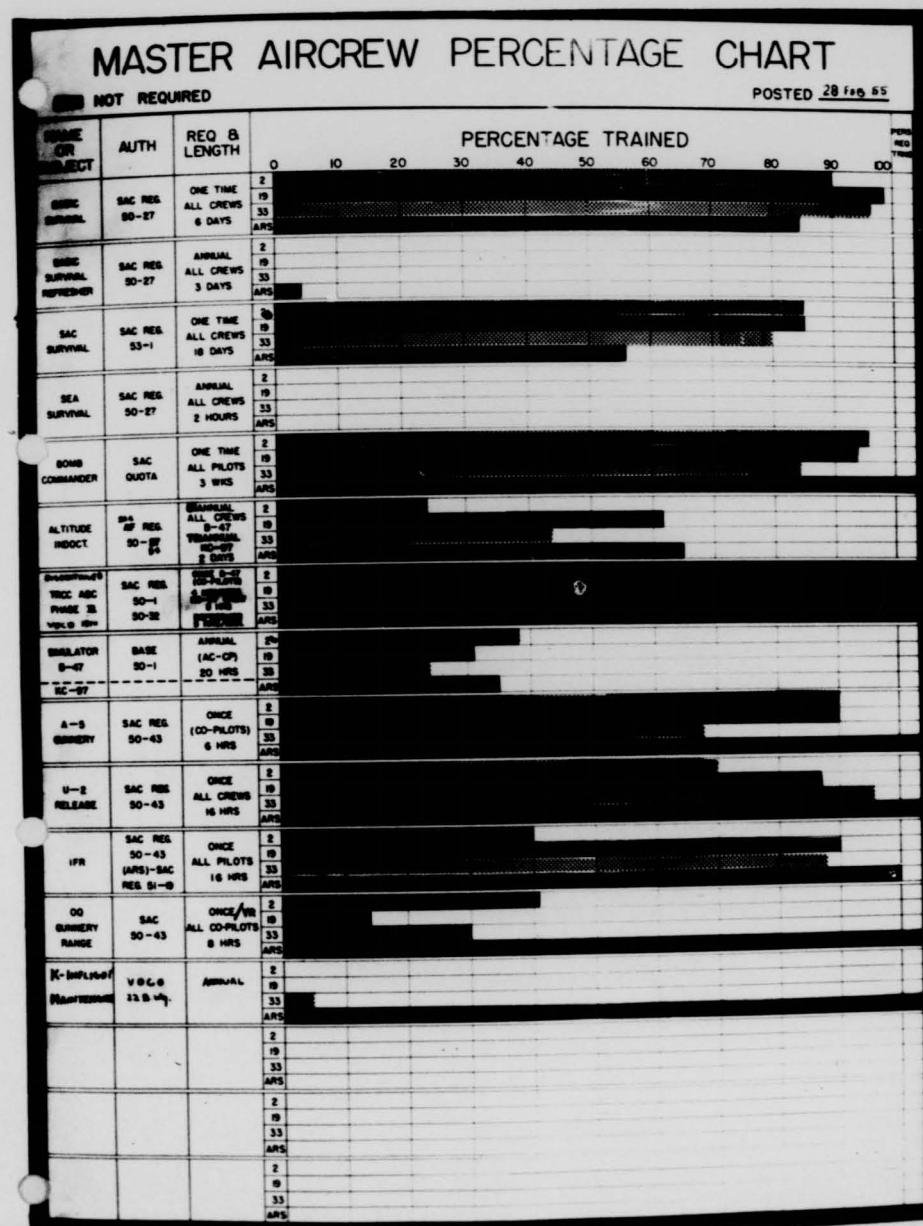
Referral Report
Outstanding Report
Corrections not initialed
Attachment not headed or headed incorrectly
Attachment not signed, each page not signed
Checked by Crew Resources
Checked against S.O. Form 193

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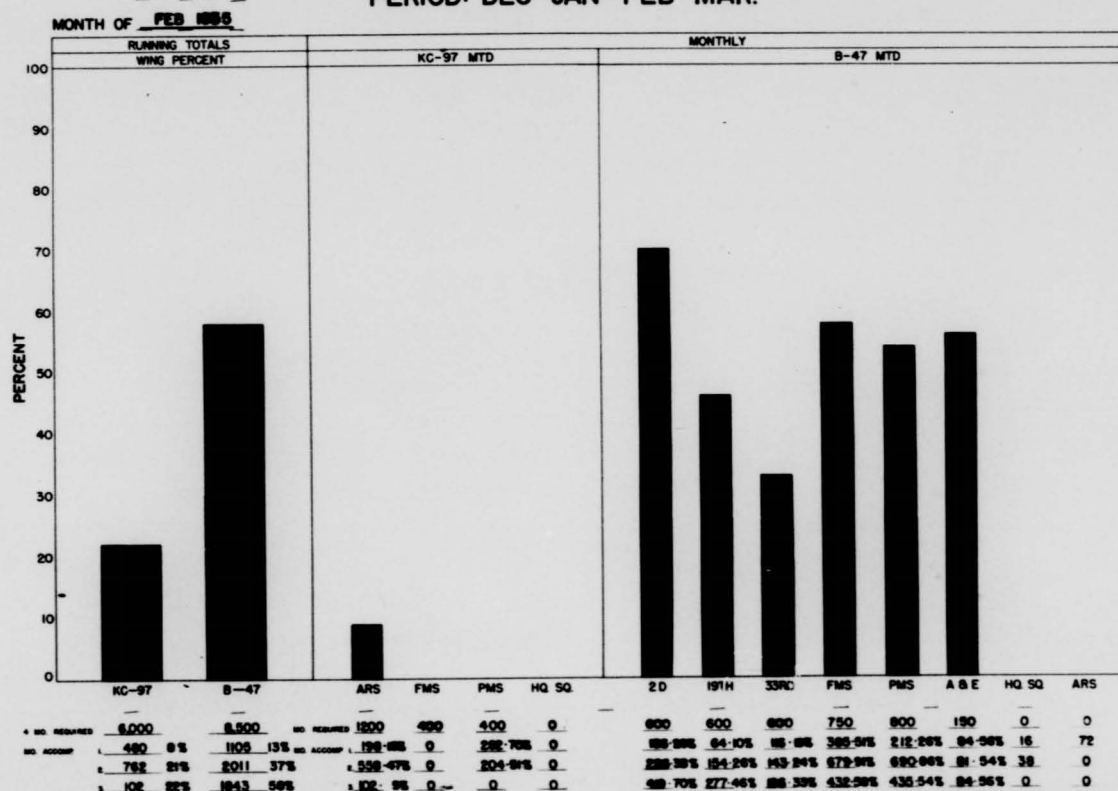


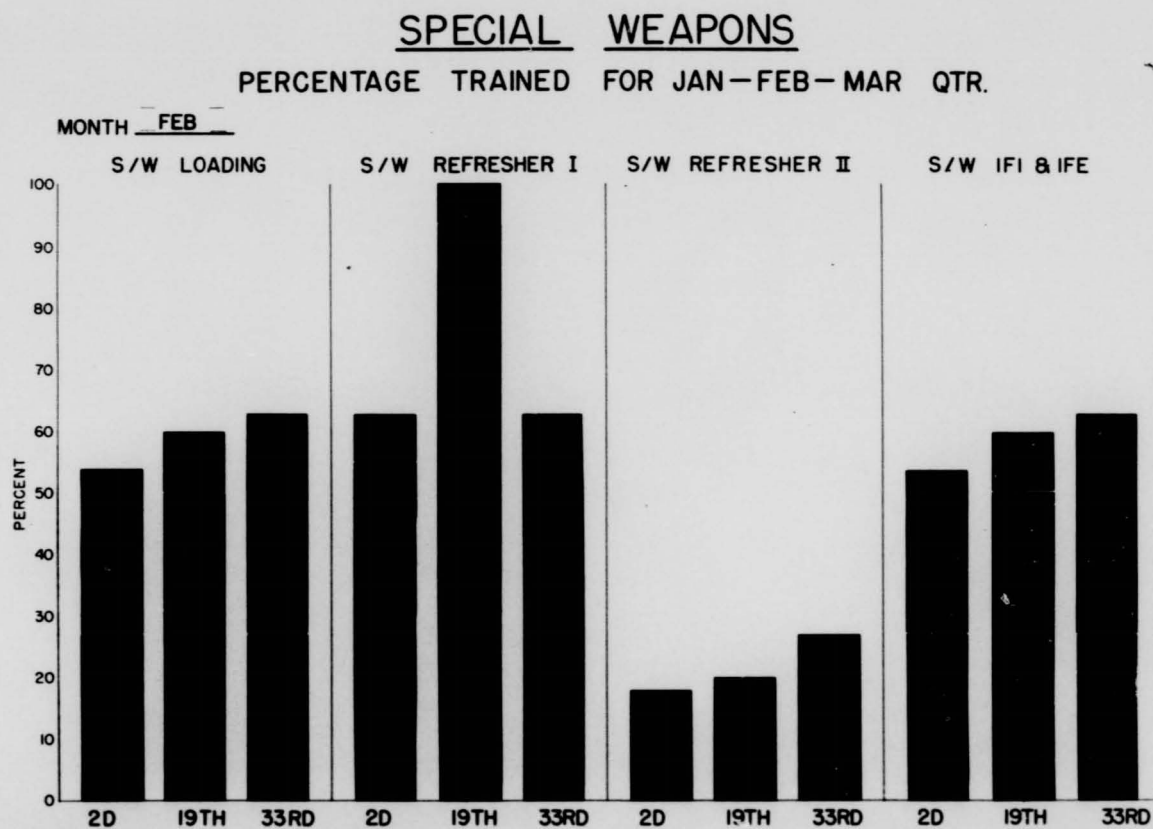
GROUND TRNG. UTILIZATION FEB. 1955

	<u>SCHED. AVAIL. TIME</u>	<u>UTILIZED TIME</u>	<u>%</u>
	LINK TRAINER		
WING STAFF	10:00	09:00	90
2 BOMB SQ	52:00	38:00	73
19 BOMB SQ	56:00	47:00	84
33 BOMB SQ	50:00	48:00	96
22 AIR RFLG SQ	76:00	44:00	58
	T-2 ULTRASONIC TRAINER		
WING STAFF (EWP)	00:00	07:00	-
2 BOMB SQ	16:00	31:00	100
19 BOMB SQ	16:00	15:00	94
33 BOMB SQ	16:00	18:00	100
	T-1A GUNNERY		
2 BOMB SQ	50:00	32:00	64
19 BOMB SQ	52:00	35:00	67
33 BOMB SQ	52:00	35:00	67
	LORAN TRAINER		
22 AIR RFLG SQ	76:00	20:00	26
	KC-97 SIMULATOR		
WING STAFF	00:00	00:00	-
22 AIR RFLG SQ	33:00	00:00	0
	B-47 SIMULATOR		
WING STAFF & S.S.	06:00	00:00	0
2 BOMB SQ	39:00	33:00	85
19 BOMB SQ	24:00	18:00	75
33 BOMB SQ	24:00	15:00	63
	<u>SPACES ALLOTTED</u>	<u>SPACES FILLED</u>	<u>%</u>
	BASIC SURVIVAL		
2 BOMB SQ			
19 BOMB SQ			
33 BOMB SQ			
22 AIR RFLG SQ			
	SEA SURVIVAL		
2 BOMB SQ			
19 BOMB SQ			
33 BOMB SQ			
22 AIR RFLG SQ			
	SAC SURVIVAL		
2 BOMB SQ	1	1	100
19 BOMB SQ	1	1	100
33 BOMB SQ	1	1	100
22 AIR RFLG SQ	7	7	100
	BOMB COMMANDER SCHOOL		
2 BOMB SQ	1	1	100
19 BOMB SQ	1	1	100
33 BOMB SQ	1	1	100
	ALTITUDE INDOCTRINATION		
2 BOMB SQ			
19 BOMB SQ			
33 BOMB SQ			
22 AIR RFLG SQ			

6

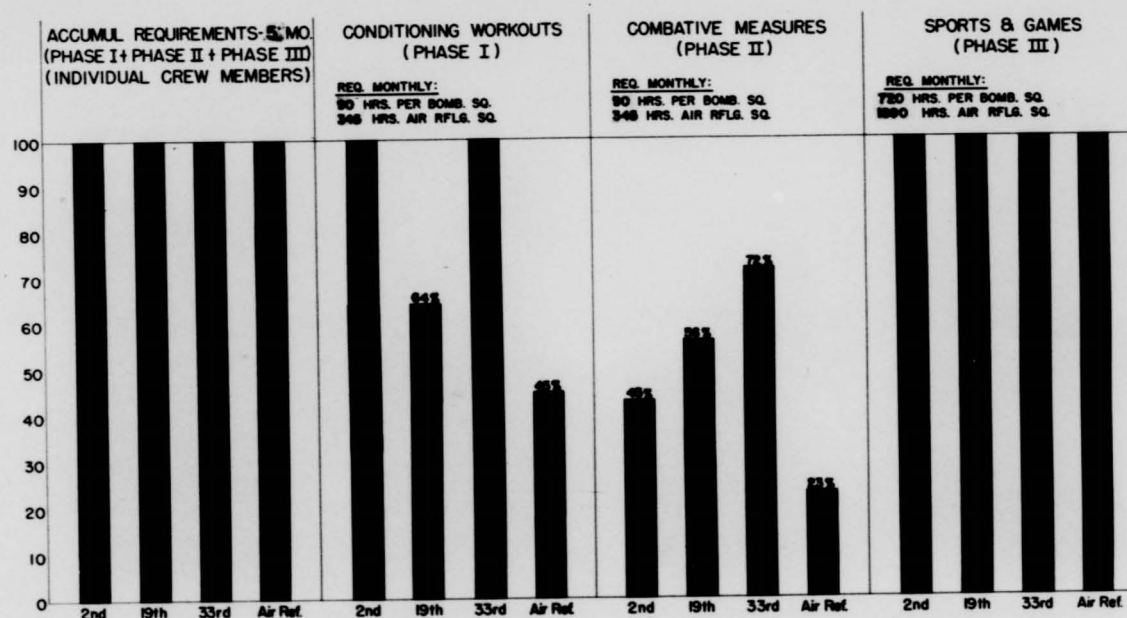
MOBILE TRAINING (MTD) PERIOD: DEC-JAN-FEB-MAR.





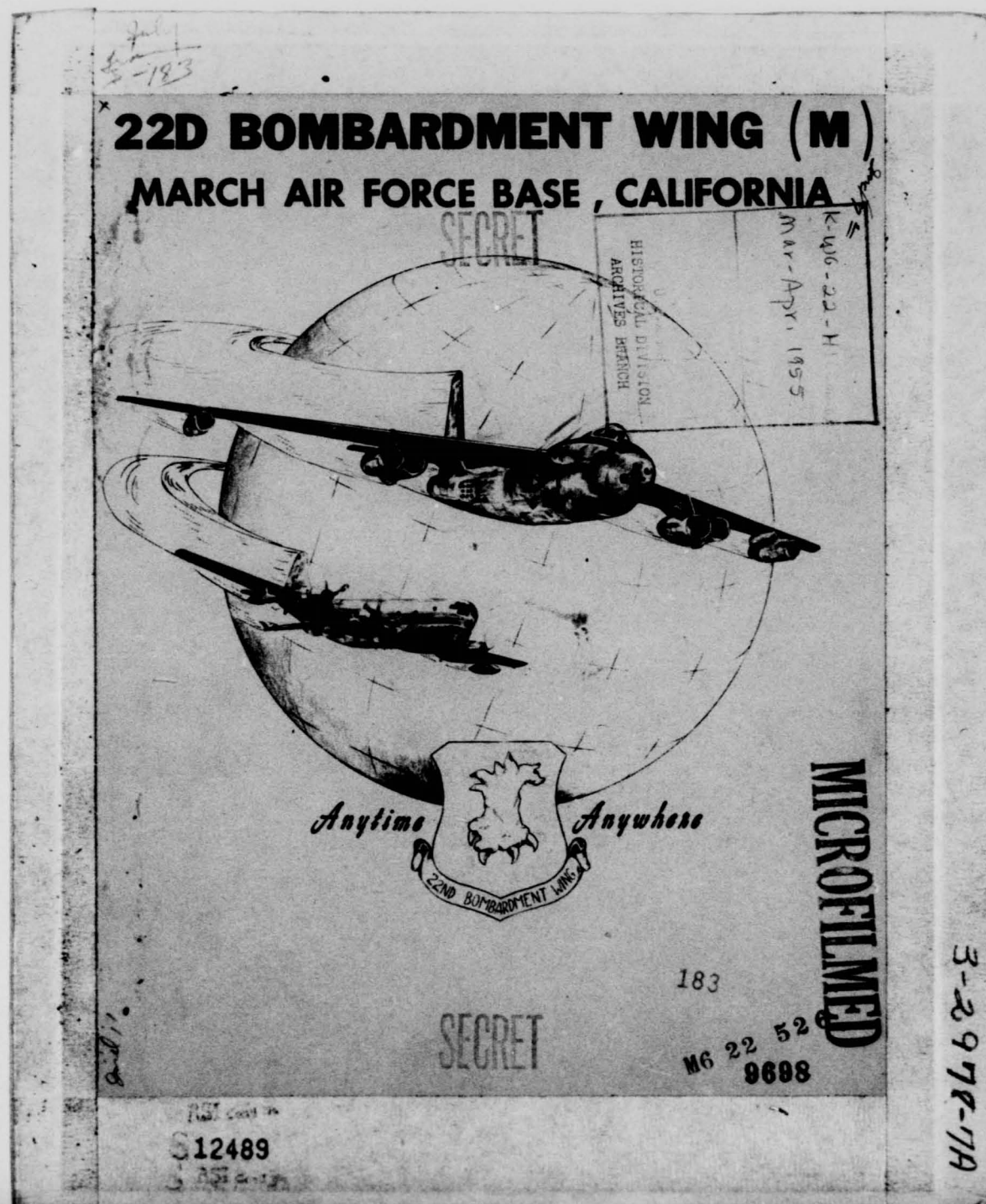
PHYSICAL CONDITIONING PROGRAM

FEB 1955



Total hrs. required per crew member since 1 Oct. 54 55 HRS.

393 OF 393 Crew members received the required amount of hours for 100 %



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(UNCLASSIFIED)

THE HISTORY OF
22D BOMBARDMENT WING (M)

FOR

MARCH - APRIL, 1955

MARCH AIR FORCE BASE, CALIFORNIA

PREPARED BY

A/3C CLARENCE A. BROOKS, AFSN 19113446

IN ACCORDANCE WITH

AFM 210-1 AND SAC MANUAL 210-1

Jack A. Steffen
JACK A. STEFFEN
Major, USAF
Base Information Services Officer

Lloyd H. Dalton, Jr.
LLOYD H. DALTON, JR.
Colonel, USAF
Commander

12th Air Division
Fifteenth Air Force
Strategic Air Command
United States Air Force

MISSION

The mission of the 22d Bombardment Wing is to be prepared to conduct strategic bombing operations on short notice in any portion of the world and under any conditions of climate, terrain or weather. In order to maintain this condition of readiness, the Wing performs a training program encompassing ground and air training which is designed to insure that combat crews will be able to plan and conduct operations and maintain equipment in a high state of efficiency.

ROSTER OF KEY PERSONNEL
22D BOMBARDMENT WING (M)

Commander.	Colonel L. H. Dalton
Deputy Commander	Colonel William J. Crum
Adjutant	Captain Alfred J. Nelson
Comptroller.	Major David A. Lion
Director of Operations	Lt. Colonel Jay O. Gray
Chief, Intelligence Branch.	Lt. Colonel K. Q. Paddock
Director of Personnel.	Major Kenneth G. Barzee
Director of Material	Lt. Colonel Jack D. Crane
Chief of Maintenance.	Lt. Colonel Edw. F. Gallup
Maintenance Control Officer.	Major John J. Borah
Director of Safety	Major John J. Devlin, Jr.

ROSTER OF KEY PERSONNEL
22D BOMBARDMENT WING (M)
(CONT'D)

2d Bomb Squadron Commander.Lt. Colonel James M. Graybeal
19th Bomb Squadron Commander.Lt. Colonel B. W. McLaughlin
33d Bomb Squadron Commander.Lt. Colonel Paul H. Francis
22d Fld Maint Squadron Commander.Lt. Colonel Chas. L. Lockhart
22d Per Maint Squadron Commander.Lt. Colonel Mabon A. Cornwell
22d A & E Maint Squadron Commander.Lt. Colonel Kenneth L. Johnson
22d Air Refueling Squadron Commander.Lt. Colonel Raymond K. Hamlyn
22d Tact Hosp Squadron Commander.Major Maxwell W. Steele
Veterinary Staff Officer.Captain Warren E. Collins

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CHAPTER I

ORGANIZATION & ADMINISTRATION

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ORGANIZATION & ADMINISTRATION

March and April were strictly 'routine' months so far as the 22d Bombardment Wing was concerned. All units performed their work at MAFB with no particularly unusual problems. The 'March Beautification' program, reported in the January-February history, was still carried on through this reporting period.

The 22d Air Refueling Squadron was on TDY at Bannockburn AFB, Newfoundland, and, judging from their 'Tanker Topics,'¹ received at March AFB, morale and efficiency were both exceptionally high, except for the slight tone of homesickness for the home base. The Squadron Commander's comments in the 22d AFS T-12 Report for March, on file at the Base Crew Training Office, were:

"This Squadron's recent TDY to Bannockburn AFB has contributed invaluable experience in cold weather operation, and has raised the squadron's level of capability under extreme weather conditions, of both crews and maintenance personnel. In addition, the type of Higher Headquarters missions involved, have increased the experience level of crews to an extremely high degree of readiness."

Morale. Morale was considerably improved throughout the Wing during the month of March. Working conditions were improved in the units, and a more clear-cut policy regarding Saturday

1. Tanker Topics, March-April issue. Exhibit A.

ORGANIZATION & ADMINISTRATION (CONT'D)

schedules was made effective. Two points, however, seemed to adversely affect general morale: One was the 90-day duty with the Air Police Squadron, which took several men from each unit off their jobs, using them to bolster flight line perimeter security, and the other point was the Twelfth Air Division policy regarding off-base traffic infractions.^{2/}

AWOLs.^{3/} The high morale factor was indicated by the extremely low amount of AWOLs. There were only eight men absent without leave during the four-month period ending 31 March, 1955. This low rate was consistent for the previous sixteen months.

Re-enlistments.^{4/} There were 143 Airmen discharged from the 22d Bombardment Wing during the three-month period ending 31 March, 1955. During the same period there were 31 re-enlistments, giving the Wing a re-enlistment rate of 21.7 per cent for the first quarter of 1955.

During April, there were 33 Airmen discharged, with six Airmen re-enlisting. Of the 33 discharges, 29 were under provisions of AFR 39-10; three under provisions of AFR 39-14, and one under provisions of AFR 39-17.

2. Ltr, Hq 12th ADIV, 25 Feb, SUBJ: Traffic Violators. Exhibit B.

3. See Monthly Analysis for March, 1955. Exhibit C.

4. See Monthly Analysis for March, 1955. Exhibit C.

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CHAPTER II
PERSONNEL

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PERSONNEL.

Officer Manning. The first four-month period of 1955 saw a small but steady increase in officer personnel in the Wing, and it seemed that in a short time the authorized quota of 428 would be reached. At the end of January there were 408 officers assigned, according to the Director of Personnel. At the end of February, there was an increase of five over the previous month; and during March there was an additional increase of one. By the end of April there was a total of 419 officers assigned to the Wing; just nine short of the authorized strength.

During the month of March, a total of 97 officer effectiveness reports were processed through the office of the Director of Personnel; however, there were only 32 processed during April, due to the fact that no annual reports fell due during that month. The rating trend continued to remain above the desired SAC goal. For example, the SAC goal for the Very Fine Officer category was 31 per cent, whereas 55.6 per cent of the reports submitted during March were rated in this category.

Airman Manning. The favorable growth of officer personnel was not, unfortunately, paralleled by an equal growth in airman personnel. By the end of April there was a shortage of 286 men in required specialties; 220 in the Direct Maintenance field,

PERSONNEL (CONT'D)

and 66 in the Indirect Maintenance field.^{1/} The Direct Maintenance field had an authorization of 1070 men, with 850 assigned; and the Indirect Maintenance field had an authorization of 547, with 481 assigned. On 15 March, the 22d Bombardment Wing sent 55 airmen to Altus AFB, Oklahoma,^{2/} which caused considerable decrease in the "Direct Maintenance Manning in Required Specialties." At the end of January, there were 1399 airmen assigned to the wing; at the end of February, 1374; March, 1320; and at the end of April, 1331. The slight increase during the month of April hardly compensated for the losses during the two previous months.

Personnel Shortages. The shortage of qualified personnel continued to present a problem to the Wing during the months of March and April; however, there was slight improvement in areas as noted in the Radio-Radar and Hydraulics fields:

Radio-Radar Systems. The Wing had an authorization in Radio Maintenance for 41 airmen with 37 assigned. There was a shortage of six airmen at the five level and a shortage of one at the seven

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1. These terms are used in differentiating between administrative skills and those skills more directly pertaining to aircraft maintenance.
 2. These people were part of the 12th Air Division cadre training program, which has formed the 96th Bomb Wing.

PERSONNEL (CONT'D)

level. In the Radar Maintenance field an even greater shortage existed with a total of 24 airmen assigned as compared to an authorization of 31. In the ECM field, the Wing was authorized 12 airmen and had only nine assigned with seven of those at the three skill level. This represented a slight improvement over the condition as it existed at the end of February, when there were eight men assigned at the three skill level.

"K" Systems.^{3/} As had been the picture for a considerable period of time, the K Systems field was considered critical only at the seven skill level. The Wing was authorized 35 airmen, AFSC 32170E, with thirteen airmen assigned.

Gunlaying Field. In the Gunlaying field, the Wing was authorized 64 airmen with 78 airmen assigned as of the end of April. Of these 78 airmen, 53 were assigned at the three skill level. This resulted in a shortage of 23 airmen at the five skill level and a shortage of nine at the seven skill level.

Hydraulics Field. During March, the Wing was required to fill a considerable number of quotas for reassignment with personnel in the hydraulics field. As a result, this field soared to the

3. This shortage is largely due to the fact that K System is a fairly new career field and personnel have not yet been trained to the seven level.

PERSONNEL (CONT'D)

front as a "most critical area." The Wing was authorized 23 airmen with sixteen airmen assigned. Of these 16, three were pending reassignment to Lincoln AFB, and one was pending reassignment to the Air Training Command for duty with a Mobile Training Wing. Considering those four known losses, the Wing would be ten airmen short. A known input of one airman, AFSC 42172, was known, reducing the pending shortage to nine airmen.

During April, considerable improvement was noted in the Hydraulics field. There was a projected input within the following 30 days of three airmen. This projected input would reduce the shortage to five airmen.

Administrative field. As of the end of April, the shortage of clerical personnel was still a critical problem. There was a shortage of 11 airmen, AFSC 70250, and an overage of five in AFSC 70270. At the apprentice level, only 11 airmen were assigned in PAFSC against an authorization of 26. Thirty-six airmen with PAFSC 70010 were in training for the three skill level, but were non-typists, and contributed very little to relieve the administrative work load.

PERSONNEL (CONT'D)

Below is a summary of the manning in this field at the end of April:

<u>AFSC</u>	<u>AUTHORIZED</u>	<u>ASSIGNED</u>
70010	0	• 36
70230	26	11
70250	55	44
70270	6	11

Administrative Effectiveness Rating. During April it was decided to rate the tactical organizations separately from the administrative and support squadrons for effectiveness since the activities of the units were dissimilar. The effectiveness of the units during April 1955 was as follows:

Administrative and Support Units

<u>Standing</u>	<u>Unit</u>	<u>Discrepancies</u>
#1	22d Periodic Maint. Sq.	1
#2	22d Armament & Elec Sq.	2
#3	22d Field Maint Sq.	32
#4	Hq 22d Bombardment Sq.	47

Tactical Units

#1	2d Bombardment Sq.	18
#2	33d Bombardment Sq.	22
#3	19th Bombardment Sq.	51
#4	22d Air Refueling Sq (TDY during major part of month)	

The major part of the discrepancies resulted from failure of squadron sections to perform annual and assignment personnel records reviews. The next largest group of discrepancies resulted from errors on pay vouchers and military payment orders.

PERSONNEL (CONT'D)

Personnel of the 12th Air Division conducted a partial records audit during the month as did personnel of the Air Inspector's team of the Fifteenth Air Force. Reports of inspection were not received prior to the end of April.

Promotions. The following number of promotions to grades indicated were effected during the reporting period:

M/Sgt.	- 5
T/Sgt.	- 10
S/Sgt.	- 35
A/1C	- 66
A/2C	- 53

Eleven quotas for promotion to the grade of T/Sgt. were received by Headquarters, 22d Bomb Wing, but one quota was returned. This quota was not utilized by the Wing due to 14 career fields being frozen as compared with 24 airmen being recommended for promotion. Three quotas for promotion to A/2C were also returned to higher headquarters.

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CHAPTER III
OPERATIONS & TRAINING

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OPERATIONS & TRAINING

Summary. Operational functions were routine during the months of March and April. According to the T-12 Report^{1/}, a total of 145:30 hours were flown by the Wing during March in performing missions ordered by higher headquarters, and during April there were 94:50 hours flown. A total of approximately 48 hours was lost during March as a result of adverse weather conditions, however, only four hours were lost during April.

SPECIAL MISSION - LITTLE BROTHER

Scope. Under the provisions of 22d Bomb Wing Operations Order 259-55, a Bomber Stream mission was flown on 27 April 1955 for the purpose of training non-combat ready B-47 crews and both combat ready and non-combat ready KC-97 crews. Emphasis was placed on mission planning, bombing navigation and air refueling. Bombing included radar and visual practice HBS runs; navigation included a grid navigation leg.

Mission. The task force accomplished simulated bombing against Salt Lake City, Denver, and Phoenix. Controlled navigation training was accomplished by flying a grid navigation leg starting at Logan, Utah, and terminating at Pierre, South Dakota. Air

1. See Wing Commander's Remarks, April, 1955. Exhibit D.

OPERATIONS & TRAINING (CONT'D)

refueling was accomplished with KC-97s of the 22d Air Refueling Squadron. Alternate and emergency bases were: Edwards, George, Davis-Monthan, Kirtland, Walker, Castle, Great Falls, Mt. Home, Fairchild, Hill, Ellsworth, and Lowry. The 22d Bomb Wing exercised operational control and issued the order of execution.

Summary of Aircraft Performance. Of the 41 available B-47s, ten were scheduled to take part in this mission. A total of 82:15 hours were flown in accomplishing the project. Of the 20 available KC-97s, eight (including the ground spare) were scheduled, and 48:30 hours were flown.

There were no aborts on this mission. Various malfunctions were reported and corrected prior to take-off: Aircraft Number 17082 had flaperon trouble, auto pilot trouble, and a PCU leak; Number 15809 had main inverter trouble, #2 engine trouble; Number 17072 had canopy jettison bottle seal trouble; Number 15808 had a rudder PCU leak and radio trouble; and Number 17083 had radar trouble.

Average deviations from estimated times of departure and arrival were as follows: Of the B-47s, one departed 12 minutes early, five aircraft departed 45 minutes late, and four aircraft departed on time; three aircraft arrived one hour early, six aircraft arrived 30 minutes late, and one aircraft arrived on ETA.

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OPERATIONS AND TRAINING (CONT'D)

Of the KC-97s, all of the aircraft took off on time, but two aircraft arrived 37 minutes early and five aircraft arrived 26 minutes late.

During the mission, a total of 160,925 pounds of fuel was transferred, with 15 wet hookups and 91 dry hookups. Fourteen take-offs and landings were accomplished with both the B-47s and KC-97s involved.

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CHAPTER III - B
OPERATIONS & TRAINING

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OPERATIONS & TRAINING (CONT'D)

Flying Training. April, being a special training month, the regular schedule for flying training was not followed. The top operations priority with respect to flying training was an intensive effort to advance the non-ready crews to a combat ready status. Accomplishment of lead crew items was considered second, with increased proficiency and improvement in areas of weakness following as time and aircraft availability allowed.

The effort to advance non-ready crews to a combat ready status was pushed at both Wing and squadron levels. Approximately four bomber-stream training flights^{1/} were planned by the Wing staff and all non-ready crews participated.

During this special training month, lead and select crew items were accomplished with dispatch, and they were in good shape relative to both quality and quantity. However, about one week before the end of the month, it became evident that some crews would be vulnerable to probationary status for failing to observe target rotation criteria. This should have provided no particular surprise, since all crews of the squadron were familiar with the

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1. These flights were planned within the Wing as part of regular training schedule.

OPERATIONS & TRAINING (CONT'D)

requirement for target and complex rotation. The regulation governing this situation was clear and unequivocal. On the other hand, since it was understood that relief from this requirement was forthcoming, it presented a real problem. Most of the rotation failure was in visual work and the RBS sites on the west coast were under the influence of the normal springtime cloud cover. When the sites were suitable for visual work they were not available to this unit. Fortunately, however, successful bootlegging and inflight replanning made it possible for those crews affected to overcome their site rotation deficiency.

For the 22d Air Refueling Squadron, the month of March brought a squadron deployment to Harmon AFB, New foundland. A student navigator was assigned to most crews and as a result of student participation in the long range deployment and the squadron maximum effort missions, invaluable experience in better navigation and new coordination was obtained. As a result of this training the greater majority of student navigators completed their 51-19 requirements and were ready for standboard. Upon completion of standboard the student navigators would be needed to fill the slots left upon by most of the crew navigators who were going to Mather AFB for AOB upgrading school.

OPERATIONS & TRAINING (CONT'D)

50-8 requirements for the navigation section were accomplished 100 per cent in the Refueling Squadron. This was quite an accomplishment, considering the adverse conditions of an overseas TDY deployment such as the Harmon AFB.

During April, the primary objectives planned for the Refueling Squadron included participation in ordered missions while TDY at Newfoundland, and the continuation of training for non-combat ready crews and newly assigned personnel towards a combat ready status. The experience and training received during ordered missions fulfilled the first objectives.^{2/}

GROUND TRAINING

During the months of March and April, 1955, the following activities and training were conducted by the Wing Ground Training Section:

- a. A total of 896 hours of Judo and 1003 hours of PCU were completed by personnel of the Wing in the Physical Conditioning Unit.
- b. A total of 874 hours of Synthetic Trainer time was accomplished by combat crew personnel of the Wing.
- c. A total of 1444 man-hours were spent by personnel in the KC-97 MTD.

2. See Report of Special Training Month, April 1955 RCS: (2)-15-F-4. Exhibit E.

GROUND TRAINING (CONT'D)

- d. A total of 1374 man-hours were spent in the B-47 MTD.
- e. A total of 1197 hours were spent by personnel of the Wing in Special Weapons Training.
- f. Eight crews attended SAC Survival (Jet) School during the two months.
- g. Combat crew members completed 1361 hours of EMP training.
- h. Pilots of the Wing accomplished 160 hours of Instrument Ground School Training.

As a free month, ground training accomplishments were above average; however, with the altitude chamber out of commission it was necessary to send personnel to Travis AFB to complete their physiological training. It was predicted that by the 8th of May all of the airmen would have completed this training and would be current for flying requirements.

There was particular emphasis in training during April on the handling of J-F4 fuel. It was planned that in the near future there would be a demonstration by the Base Fire Department in the handling of fire extinguishers and their important relation to the Wing's use.

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AIRCREW PERCENTAGES OF TRAINING^{3/}

Basic Survival. The SAC Regulation 50-27 calling for one time for all crews in Base Survival Training was 92 per cent complete for the 22d Bombardment Wing as of 30 April 1955.

Basic Survival Refresher. The Basic Survival Refresher course was approximately 37 per cent complete as of the end of the reporting period.

SAC Survival. The SAC Survival Course, required by SAC Regulation 53-1, was 70 per cent complete at the end of April.

Bomb Commander. Pilots in the 22d Bombardment Wing had completed 83 per cent of the required Bomb Commander Training by the end of the month.

Altitude Indoctrination. By the end of April, the B-47 and KC-97 Altitude Indoctrination required of all crews was 58 per cent completed.

Simulator. B-47 Simulator Training was 58 per cent complete by the end of April, and the KC-97 Simulator Training, required of the Air Refueling Squadron, was 35 per cent complete.

3. See Chart: Master Aircrew Percentage Chart. Page 1, Exhibit F.

AIRCREW PERCENTAGES OF TRAINING (CONT'D)

A-5 Gunnery. The A-5 Gunnery Training, required by SAC Regulation 50-43 of all co-pilots, was 84 per cent completed by the end of April.

U-2 Release. The required U-2 Release Training was 88 per cent complete at the end of the reporting period.

IFR. Approximately 92 per cent of the required In-flight Refueling Training was completed as of 30 April.

OQ Gunnery Range. The once-a-year training in OQ Gunnery Range required of all co-pilots was approximately 51 per cent completed at the end of the reporting period.

UNIT TRAINING.^{4/}

During March and April, 1955, units of the 22d Bombardment Wing continued to accomplish training requirements in accordance with SAC and March Air Force Base Regulations in regard to unit trainings:

ABC Training. The requirements for ABC (Atomic, Bacteriological, Chemical) Training for the fiscal year of all personnel of the 22d Bombardment Wing was 74 per cent complete at the end of April.

4. See Chart: Unit Percentage Training Chart. Page 2, Exhibit F.

UNIT TRAINING (CONT'D)

Ground Safety. Thirty-nine per cent of the required Ground Safety Training had been completed by the end of April.

Medical. Requirements in Medical Training were 38 per cent filled by the end of April, 1955.

Military Justice. Military Justice Training requirements were 30 per cent completed during April.

Personal Affairs. Fifty-six per cent of the training in Personal Affairs was completed by the end of the month.

Psychological Warfare. Psychological Warfare indoctrination was approximately 25 per cent completed at the end of April.

Security. The required Security Training was approximately 34 per cent completed at the end of April.

Character Guidance. Character Guidance instruction was approximately 30 per cent complete by the end of April.

Commander's Hour. Commander's Hour requirements for the period were 33 per cent completed by the end of the reporting period.

PHYSICAL CONDITIONING PROGRAM^{5/}

The Physical Conditioning Program for the 22d Bombardment Wing, which called for a total of 76 hours for each crew member since 1 October, 1954, was 83 per cent completed as of 30 April, 1955, 338 of the 406 crew members having received the required

5. See Chart: Physical Conditioning Program. Page 4, Exhibit F.

PHYSICAL CONDITIONING PROGRAM (CONT'D)

amount of hours of training.

INTELLIGENCE

Operational Intelligence Section. During the month of April, 1955, the Operational Intelligence Section was concerned primarily in preparing and disseminating intelligence information to support 15th Air Force Operations Plan 47-55 and 50-55A.^{6/} The Operational Intelligence Section was responsible for briefing the Commander and his Staff weekly on Intelligence subjects affecting the mission of this Wing, SAC and USAF. The weekly briefings were begun by the presentation of a brief biographical history on the present rulers in Russia.

On 7 April, another briefing was presented on the current build-up of the Chinese Communist Air Force opposite Formosa. The Chief of the Operational Intelligence Section continued this weekly briefing on 14 April, by presenting to the Wing Commander and his Staff the Soviet Weapons Development during 1954. On 21 April, an estimate on Soviet capability for Air to Air Refueling was presented.

6. See this Chapter; Sub-title: Target Materials.

INTELLIGENCE (CONT'D)

On 28 April a breakdown of the Chinese Communist Air Order of Battle was presented at the Commanders Staff Meeting. In addition to the weekly intelligence briefing, the section prepared Intelligence briefs on world events and significant Intelligence items for the Commanders Folder.

On 21 April, a dry run on Operations Plan 50-55A was presented to the Wing Commander for approval.

Intelligence Training. Intelligence Training for the month of April consisted of 12 hours of Survival Intelligence and four hours of Aircraft Recognition. A total of 18 crews participated in survival Intelligence training during the month of April.

Target Materials Section. The Target Materials Section received Operations Plan 47-tt and 50-55A. Both plans had a date of completion. Operations Plan 47-55 directed the compilation of two Combat Mission Folders and one Target Planning Folder for each target assigned. This project was completed by the middle of April. During this time Operations Plan 50-55A went into effect and since both plans had equal priority the section was devoting as much time as could be allotted, at the same time working on training missions, and reports. A special SAC U-37 report was submitted on the 15th of April. The SAC U-37 reports which were formerly submitted to Headquarters SAC were submitted to Headquarters

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INTELLIGENCE (CONT'D)

15th Air Force. Both projects on Operations Plan 47-55 and 50-55A were completed.

Photo Interpretation Section. A total of 146 rolls of 0-15 negatives were reviewed by the section, then sent to the respective squadrons for critique. There were 111 Forms X scored in compliance with SAC Regulation 51-11, also there were 76 scored runs on camera targets, (None RBS sites). Five malfunctions of camera or radar were noted by film review and reported to Camera Repair Section for action.

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CHAPTER IV
MAINTENANCE & SUPPLY

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MAINTENANCE & SUPPLY

Scheduling. A new aircraft scheduling plan developed by Headquarters 15th Air Force was adopted and put into effect during March.

The basic idea of this plan was the establishment of a ten-day cycle for each aircraft during which the plane would be scheduled to fly on three missions with the remainder of the time devoted to the various necessary phases of maintenance. This plan, fully implemented, operated in a very successful manner during the initial month of operations. It was hoped that further use of this plan would assist in a substantial reduction in the abort rate. Generally speaking, this plan set up each aircraft in the following manner on the ten-day cycle: 1st day, fly; 2d day and 3d day, available for necessary maintenance; 4th day, fly; 5th and 6th days, available for maintenance; 7th day, fly; and the 8th, 9th and 10th days, again available for maintenance.

Backlog Reports. Headquarters, Fifteenth Air Force requested recommendations from the Wing on the benefits of maintaining a backlog report by the Armament & Electronics and Field Maintenance Squadrons. It was felt by the Directorate of Material Section that a backlog report would be of little value and serve but slight purpose in the A & E Squadron, but, however, a backlog report could be used to a great advantage and help provide more

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MAINTENANCE & SUPPLY (CONT'D)

efficient management and effective control within the Field Maintenance Squadron. A suggested criteria for the development of a Field Maintenance Backlog report was forwarded to Fifteenth ^{1/} Air Force.

Supply and Equipment. Supply support with regard to aircraft parts continued to be very effective during the months of March and April. During April, a total of 12 cannibalizations were required in support of the wing mission. This is a drastic reduction from previous months and certainly is indicative of increased supply effectiveness.

The turn-in of excesses, generated as a result of recapitulation of the SAC F/A 1-21 clothing allowances, continued during the month of April. Trousers, field cotton, O.D., were deleted from the Unit authorization lists.

Maintenance Control Supply. The project for revising Bench Stock lists in all squadrons of the Wing was completed by the end of April. Parts books for both B-47 and KC-97 aircraft were completed and distributed to each squadron and maintenance shop concerned. The purpose of the books was to enable line personnel to expeditiously order required aircraft spares through the Service Unit with the least possible delay.

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MAINTENANCE & SUPPLY (CONT'D)

MAINTENANCE

Maintenance Quality Control. This section performed the following inspections during the month of April:

Field Maintenance Squadron 90-day housekeeping inspection.

Twenty-five per cent flight line inspections on ten B-47 and three KC-97 aircraft.

Periodic inspections on seven B-47 and four KC-97 aircraft.

Inspected 23 aircraft jacket files.

Base Flight Quality Control. During the month of April, this section performed 19 Periodic Inspections on various Base Flight aircraft, made routine inspections on three transient aircraft, and performed 25 per cent flight line inspections on seven Base Flight aircraft.

Aircraft Distribution. One KC-97 aircraft was received from OCAMA, Project IRAN, 15 April, 1955, and twenty KC-97 aircraft were received from Ernest Harmon AFB, Newfoundland, due to TDY of the 22d Air Refueling Squadron.

TOC Status. According to the Records Section, the TOC (Technical Order Compliance) Status of B-47 and KC-97 aircraft was as follows, as of the end of April:

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MAINTENANCE & SUPPLY (CONT'D)

	<u>B-47</u>	<u>KC-97</u>
New TOs received -	94	78
Required manhrs on new TOs -	103	155
SAC Forms 85 issued -	94	78
Estimated manhrs required -	103	155
SAC Forms 85 received -	355	91
Manhours accomplished -	2884	153

Job Control Section. The Job Control Section reported the following data:

Total flying time:

B-47 aircraft - 1354:55 hours
 KC-97 aircraft - 763:40 hours

Total sorties: (minus test hops)

B-47 aircraft - 220
 KC-97 aircraft - (No record at this section -
 Sq TDY)

Maintenance Standardization Team. During April, this section published and distributed Maintenance Information Bulletin #3.^{1/}
 A considerable number of manhours were spent in an effort to

1. See MAINT. TIPS. Exhibit G.

MAINTENANCE & SUPPLY (CONT'D)

discover the reasons for the high rate of foreign object damage to jet engines, and this project was to continue until the damage rate to jet engines was considerably decreased.

ARMAMENT AND ELECTRONICS MAINTENANCE.

Fire Control Shop. The Fire Control Shop had some trouble getting parts. They had one Unit which had been AMP for four months.

The second APC 32 Mock-up was in running condition at the end of April and would be used for flight line personnel to bench check their Units.

Fire Control, Flight Line. For the April period there were no difficulties due to shortages delays or defective materials. Pre-issue and field shop personnel were efficient and cooperative. Pre-issue stock levels were filled and field shop maintenance was of a high quality.

A team system of maintenance had been employed and was still in effect during the months of March and April. The individual attention each aircraft received enabled personnel to keep a closer check on the aircraft status. The team system had, as had been hoped, established a definite rivalry between the different teams. The troops were trying to put up the better mission; morale was on the upswing, and, therefore, so was maintenance.

MAINTENANCE & SUPPLY (CONT'D)

Radio Repair Shop. Supply for the reporting period was very good, according to the Director of Materiel. Maintenance was not affected by shortages and delays in the supply system.

The backlog of work steadily decreased during the months of March and April, and since the addition of three men who returned from overseas, the backlog took an even jump downward.

Auto Pilot Shop. A shortage of parts such as bearings, screws, and tubes caused approximately 25 hours of AMP. A new form DD-787-1 was adopted during April for Failure Reports.

"K" System, Flight Line. The association between K Flight Line and Pre-issue continued to perform on a desirable basis. The equipment in stock was complete during March and April except screws which had to be ordered.

Tech Order compliances were being done as soon as possible.

Camera Repair Shop. Operation of the Camera Shop was just about normal through the two months. During the month of April the shop had an average work load and managed to keep a high standard of maintenance on all equipment.

GLOSSARY

ABC	Atomical, Bacteriological, Chemical
AFB	Air Force Base
AFR	Air Force Regulation
AFSC	Air Force Specialty Code
AOB	Aircraft Observer Bombardier
ARS	Air Refueling Squadron
AWOL	Absent Without Leave
AWP	Aircraft Waiting Parts
ECM	Electronics Counter Measure
ETA	Estimated Time of Arrival
EMP	Emergency War Plans
IFR	In Flight Refueling
IRAN	Inspection and Repair As Needed
MAFB	March Air Force Base
MTD	Mobile Training Detachment
OCAMA	Oklahoma City Air Materiel Area
OD	Olive Drab
PAFSC	Primary Air Force Specialty Code
PCU	Physical Conditioning Unit
RBS	Radar Bomb Site
SAC	Strategic Air Command
TOC	Technical Order Compliance
TDY	Temporary Duty
USAF	United States Air Force

EXHIBITS

- A. TANKER TOPICS, March-April issue.
- B. Ltr, Hq 12th ADIV, 25 Feb, Subj: Traffic Violators.
- C. Monthly Analysis for March, 1955.
- D. Wing Commander's Remarks, April, 1955.
- E. Report of Special Training Month, April, 1955.
RCS: (2)-15-F-4.
- F. Percentage Training Charts, April, 1955.
- G. MAINT. TIPS, Maintenance Information Bulletin No. III, April-May, 1955.



HARMON COMMANDER HAILS 22D ARS

As our official host, Col Richard W. Fellows, Commander, Harmon AFB, was asked to contribute a few remarks to this overseas edition. The following is his message to the 22d ARS:

I am happy to write this note to the members of the 22d Air Refueling Squadron upon publication of this souvenir edition of Tanker Topics. You are the first transiting SAC Refueling Squadron to publish a squadron newspaper while stationed at Ernest Harmon Air Force Base.

The mission of Ernest Harmon includes service to Air Refueling Squadrons, and I hope your stay with us has been enjoyable.

The attitude and performance of your squadron shows enthusiastic spirit, high morale and a will to do. This enabled your squadron to rack up an outstanding refueling record.

It is a pleasure for Harmon to be your host and we hope to have you with us again.

Accept my best wishes for many happy hookups.

RICHARD W. FELLOWS
Colonel, USAF
Commander,
Ernest Harmon AFB

**** * * * * *

**LT COL HATCH PROMOTED TO COLONEL,
NEW COMMANDER LT COL HAMLYN**

It was with mixed feeling that the squadron received the news that our Squadron Commander was being promoted to rank of full colonel, and as a result, was to be leaving the refueling organization for reassignment to B-47s. We were pleased to see him acquire the

silver eagles, but we all hate to see him leave the outfit. On the eve of his departure Col Hatch expressed the following thoughts:

"Now that my days with the 22d Air Refueling Squadron are numbered, I am already looking back on my pleasant associations with fellow members of the squadron with nostalgia. I have never before had the pleasure of serving with a finer group of individuals. Your accomplishments during these past months have been a matter of great pride to me.

With my departure I will be leaving my best wishes for your continued success. I sincerely hope that I will have the opportunity to again serve with the members of this squadron, collectively or individually, in the future."

H. E. HATCH
Lt Col, USAF
Commander

Tanker Topics speaks for the entire refueling squadron when we wish the Colonel all the best in his new assignment.

Much as we regret losing Col Hatch, it is a pleasure to welcome Lt Col Raymond E. Hamlyn as our new Commander. He has deployed with us on past TDYs, and is well known to most of the older personnel. Upon his arrival at Harmon to begin phasing into his new assignment Col Hamlyn stated,

"It gives me great pleasure and a feeling of honor to be assigned to the 22d Air Refueling Squadron. In my three years with the 22d Bomb Wing I have associated and worked with many of the officers, non-commissioned officers and airmen of the squadron. The fine reputation and enviable record established by the squadron makes me proud to be a member. I am looking forward to serving with you and to duty as your future commander."



OBSERVER'S CORNER



By MAJOR ROBERT R. MCANAW

This is "National Be Kind to Airplane Drivers Week", and, since the natural elements of transfers, slippery ice, and old age have already played havoc within their ranks, we shall refrain from our usual snide innuendos. Rather, we would like to reflect for a moment on a subject dear to the hearts of all the old time ADIZ violators,--- our replacements!

Arriving like a Suffolk Spring in our wintry desolation of critical AF-SC's, no replacements available within resources, etc., etc., etc., came those bright youthful lads loaded with the vibrance and enthusiasm of our yesterday. It must have been refreshing to the whole squadron to see those proud silver observer wings on something other than the ill-fitting, unpressed tunics gracing wan, stooping shoulders of us old timers. Not only did those pink cheeks add a certain spirit of bon vivant to our group, but they cheerfully took on many duties formerly hanging heavily upon us. They have ushered us to the flight line, insured our birds were full of petrol, and carried that

(Con't on page 4)

"ROGER, ANTELOPE ONE TWO, HARMON GCA HAS YOU NUMBER TWO ON FINAL APPROACH,-- HAVE UNIDENTIFIED AIRCRAFT AHEAD OF YOU-- USE CAUTION."

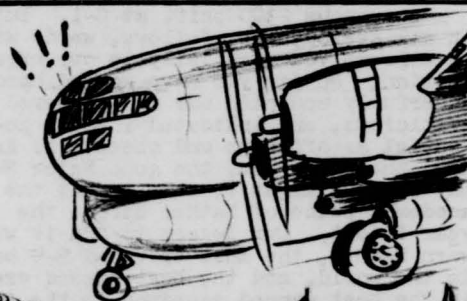


CHAPLAIN'S CHAT

By RABHAEL A. WEISENBACH
Chaplain (Major) USAF
Ernest Harmon AFB, Nfld.

At this time of the year the Earth renews itself insofar as we see around us new growth in plant life. It is also the time during which we celebrate the Great Feast, the resurrection of our Lord. The theme is renewal. We have passed through the dreary days of the cold winter with its sunless days and overcast skies.

This can all be a very beneficial lesson for us in our spiritual life. Perhaps our soul was a winter of coldness and without growth of soul. Even God's Commandments were hidden under the ice and our lack of observation of these Divine Commandments. Our Lord rose from the grave but he did not take on the old body. We can also rise from all that coldness and sinfulness of the past and put on the glory of God's Grace. Otherwise, there is no renewal but a turning back to the old. The lesson the world has to know and learn is a spiritual one. No going back to the old hatreds, the old wrongdoings, but to arise to the love of God, love of neighbor, and a new type of life which will know God so that it will bring us unto a Resurrection to eternal life.



THE ZEBRA DERBY

JANUARY-FEBRUARY CHEVRON LIST PUBLISHED

We explained in the last issue that we could not print the January-February promotions list, since the records were packed for TDY airlifter upon arrival at Harmon Air Force Base. Tanker Topics takes pleasure in affording belated recognition to all airmen promoted to grades below.

<u>TO MASTER SERGEANT:</u>	<u>TO AIRMAN 1ST CLASS:</u>	<u>TO AIRMAN 2ND CLASS:</u>
Ernest L. Thompson	Jesse A. Allison, Jr.	James H. arnott
	Bobby R. Bowen	Helmer E. Johansen
<u>TO TECHNICAL SERGEANT:</u>	Charles M. Dalziel	Roland E. Lee
Howard L. Case	Lawrence Erdman	Vincent Walton
Donald W. Holleger	Talfourd Huncutt	
J. W. Neal	Erwin J. Nuemann	*** **
	John E. Tarasavage	

TO STAFF SERGEANT:

Bruce B. Bausell
Darrell Hoskinson
Louis W. Kozma
Clifford L. Lambert
Clarence McZeal
Wilburn C. Stewart
Charles W. Twine

We wish to advise T/Sgt Neal that his full name was not included through an oversight by our Zebra Derby reporter, Major Fred Padelford, who has since been thoroughly briefed on the importance of getting all the facts whenever he is gathering information for Tanker Topics. We trust he will do better next issue. For a cub reporter he did a pretty fair job.

OBSERVER'S CORNER, (Continued)

strenuous 2300 shift at G-1. But, in all seriousness, fellows, we do want to welcome you officially to our organization. So far you have worked hard, cheerfully accepted our ill-tempered criticisms, and indicated a great potential as officers and observers. And now, thanks to you, the good Major Murphy says we might be able to hit the academic peace of Mather before the year is out. Our legacy to you is well worn E-6B's, the most traveled B-4 bags in the world, and the best damned crews in the best damned squadron in the Air Force. Stick with them and you've got it made!

*** **

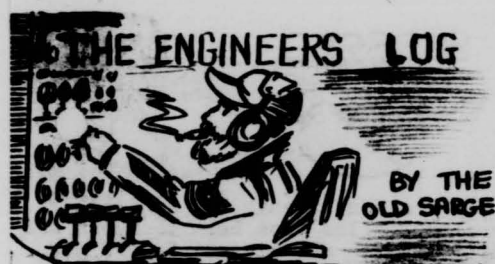
HARD WORKING STAFF WRITERS, ARTIST, UNHERALDED LAST ISSUE

In rushing to print the last issue the day we took off for Newfoundland we overlooked the names of our very capable Staff Columnist, T/Sgt Ernest L. Thompson, who has written the Boom Talk column from our first issue, and S/Sgt Bill Hughes, who did the excellent art work and cartoons. Sgt Thompson, whom you will note was promoted to M/Sgt recently, has done an outstanding job of reporting and writing for the Boomers. We predict a real future for him in the writing game. Needless to say, the work of S/Sgt Bill Hughes is also of a high caliber. The old news sheet wouldn't be the same without either of them, and their efforts are greatly appreciated.

*** **

"THAT D _____ SCHOOL" FUNCTIONING

Our genial Squadron Observer, Major Eugene Murphy, always seems to schedule his new navigators for ground school classes during our biggest maximum effort type missions. The ensuing loss of manpower has caused the pilots to dub it, "That damned School" of late.



By M/SGT RICHARD E. HOLDER

Being something of a one shot columnist, the monthly notification that a column is due brings on a feeling of something akin to panic. This month it was decided to have a sort of guest columnist. However, all engineers approached showed a decided aversion to even being quoted, let alone writing anything themselves. One solid older type was thought to be pinned down, but this was an error. He got out from under very handily. An abortive attempt at collaboration brought zilch. A new feature, designed to bring forth the Man at the Panel has been instituted in the form of a short nonsensical biographical sketch of one engineer per month. This month we feature, naturally, M/Sgt Samuel V. Bussey.

Sam, as he is sometimes known, is a strapping six footer, somewhat on the rugged side. He missed being a Texan by being born in Southwest Oklahoma, close to the line, however. This event calculated to bring joy to the Bussey family, took place sometime in the first part of the twentieth century, the exact date being classified. Sam says he enjoys hunting and fishing, loves flying, and is a career type.

(Con't on page 8)



MAINTENANCE SAYS they have been neglected in previous issues of Tanker Topics, and therefore we asked Captain Robert Harrington to christen the new column dedicated to the men who keep our big tankers in business. The following little gem resulted:

In as much as this is the first contribution of the Maintenance Section to Tanker Topics, we are somewhat overcome by our customary reticence. However, with 165 maintenance men participating in the TDY effort, I would like to express appreciation for a job well done.

With a little over a week remaining everyone is getting a little restless, and looking to the trip home. From the standpoint of working conditions, we would rate the climate here in the Thule class. Every time a plane is uncowed we have to alert the GCA so they can track the cowl as it goes down the ramp at 40 mph. It is the only place we have seen where it can be snowing on one side of the messhall with the sun shining on the other. Probably some of the big spenders, who buy these \$50.00 glasses of beer are sweating out the deployment more than the rest of us. Another thing a lot of us miss in this TDY is the availability of simple innocent pleasures, such as the Muscle Palace and others in the Big L. ***





Last month we described a course designed primarily for airmen, the OCS Correspondence Course. This time we offer something for the officers to enroll in, namely the Squadron Officer School Correspondence Course. Prepared by the faculty of the Air Command and Staff College, the course follows the resident instruction closely but does not exactly duplicate it.

This course will help you by:

a. Teaching facts and principles to prepare you for duties as commander or staff officer.

b. Telling how to get reference information.

c. Developing your ability to think and communicate better, in speaking and writing, listening and reading, and in conferences. Helps you recognize and solve problems.

d. Makes you more effective in working with people.

e. Explains integrated staff action and shows you how to complete staff work.

f. Makes you appreciate the requirement for placing duty and service above personal reward.

g. Familiarizing you with the modern concept of employing air power.

---There you have a nutshell picture of what it can do for you. All officers and Warrant Officers are eligible. JGH.

BLESSED EVENTS



It's a long twenty six hundred, or thereabout, miles from here to March AFB California, so our Blessed Events news is quite limited until we can get home and fill in the gaps of information.

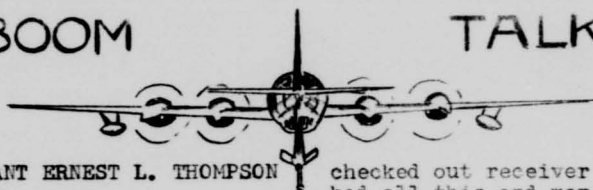
Major Morley and Captain Driver did advise upon their arrival that Lt and Mrs. Richard B. Goebel became the proud parents of a bouncing baby boy just a few hours after he arrived back home from Newfoundland. There is nothing quite like pacing the floor awaiting the stork after flying all night for about fourteen hours to get home. We submit that as an example of true love. If and when you get a few minutes break in the feeding and diaper routine, Lt Goebel, please forward to us the vital statistics on your new son for next issue.

Lt and Mrs. Thomas J. Leatham were blessed with the advent of a son and heir also. He was born shortly before the squadron departed on TDY. May we have his name and vital statistics, also, for Tanker Topics' next edition?

Despite the distance from home, word has been received that Captain and Mrs. Allen C. Rozsa have a new daughter, born on 30 April, after he, too, arrived home from Harmon AFB. When queried as to the little lady's name, the informant merely said it was "Miss Rozsa". Thanks, much! We will pick up our cigars later on.



BOOM TALK



By MASTER SERGEANT ERNEST L. THOMPSON

The flight engineers have a chronic argument about who is the oldest in their tribe and who would win beauty honors, or lack thereof. Well, we boomers are all agreed on both counts as to the leader of our clan, and there's no point in quibbling over the matter. What we strive to put out in the open is the man who has run more go juice down the pipe to a jet without interruption. When we said goodbye to Ken Tuten we had to also replace his fine record of 58,000 with a better one of 60,000 pounds. This was accomplished by Pete Johnson, one of the men Capt Armstrong flies with.

Speaking of records and people who make them, there is a very good one held by each and every one of you who have flown missions while on this TDY. That's not just boom operators, but all you crew members. We've certainly seen with our own eyes how our training application to the job, and unit spirit have paid off in getting our job done, and done properly. We have had a lot of obstacles, such as weather, sub-zero temperatures, long hours, and newly

checked out receiver crews. We have had all this and more, but no bomber has had to abort its mission for lack of fuel. Now, to show why we were able to do it, there are items like excellent and full hearted support of maintenance, a feeling of mutual effort on the part of our transportation, and support of supply people. We have had the best in airplanes to fly, and well knit crews to get the off-load accomplished.

A remark heard in the Club, which I felt proud of, was the First Soldier saying, "Them's my boys!"

HARMON SUPPORTS ARS (Con't from Pg 8)

the ground refueling unit, and those individuals who made it possible to publish an overseas edition of Tanker Topics. In the last category may we especially mention the help rendered by Major Robert Moore and M/Sgt O'Keef of Base Information Services Office, and M/Sgt Chipko, of Publications, who was in charge of printing this issue with its four-color cover sheet. May we someday be able to return the favors to you all. ***

"ZOOMER" (The Boomer)



ENGINEERS I.C.I. (Continued)

Sam has a grown son, big enough, in his own words, "to whip half the men in the Section at the same time. Since some are on the dilapidated side, the writer feels that this would be no great chore, unless one fell upon him, which could be rough.

Sam's advice to the younger troops is, "Stay loose, but don't fall apart."

Short notes: The Section was glad to see Sgt Maddock arrive. Besides the pleasure in having him around, the suspicion that he might be getting away with something at March Field are now lulled. We are proud to note that our engineers have shown praiseworthy sedateness during this TDY. We feel that this is largely due to character and not age.

A source of wonder to many is the preoccupation of some with the Club slot machines, your scribe, now owning nearly controlling interests in six or seven of the more expensive types, ought to know. As one comrade puts it, "Any one with your professed knowledge of sports cars, and being an engineer on top of that, ought to know you can't beat the things."

Have a good trip home.

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AIRMAN DELISLE PASSES GED TEST

The squadron recently received notification from the US Armed Forces Institute that A/IC Merrill L. DeLisle successfully passed the high school level GED Test of USAFI. Since Tanker Topics is primarily concerned with Information and Education, it is with genuine satisfaction that we report this educational achievement of Airman DeLisle.

The complete General Educational Development Test consists of a series of five individual tests. We noted that A/IC DeLisle rated a numerical score of 42 on Test #1, while the US percentile score is only 21 for that test. It's in the Report!

When he isn't busy knocking off GED exams, Airman DeLisle performs in the air as a refueling boom operator on Captain Robert Kane's crew.

**** * * * * *

THIS SPACE FOR RENT

For rates, see ZOOMER, (The Boomer).
What did you expect, another cartoon?

TWENTY SECOND ARS SPORTS ACTIVITIES

By 1ST LT H.P.(PAT) JONES

The Volleyball League is in full swing and the 22d ARS has two teams, a 'Officers' and an 'Airmens', entered. Both have played several games, but at last count have yet to win other than by a forfeit. This is largely due to the fact that we have had no practice, and so far can't seem to get the same men to two straight contests, plus the fact (-and this is an outside chance), we aren't too red hot. However, we hope for better participation in the remaining portion of our stay, and a much better showing.

Anyone desiring to play handball or badminton can call Ext 227, (Base Gym), and reserve a court.

The bowling alleys are open for our use on Monday, Tuesday, Thursday, and Friday from 1300 to 1630, and on Saturday and Sunday the same hours plus the hours from 1800 to 2200. So, if four or five of you can get the time, rush down and grab a lane, no reservations are necessary. Costs 25¢ per line and shoe rental is 10¢.

**** * * * * *

HARMON AFB EXTENDS SUPPORT TO ARS

During our stay in Newfoundland we have received a tremendous amount of positive support from Harmon base and tenant organizations. Colonel Hatch has expressed appreciation from the front office for the great logistical and operational assistance rendered the squadron by all agencies. Major Hamill, as Operations Officer, has concurred with the Commander's praise, and has on occasion singled out several Base activities for his special commendation.

It wouldn't be possible to single out the units who have helped our mission the most during this TDY. May we generalize then by offering a great vote of thanks from the 22d Air Refueling Squadron to Harmon's Base Operations, AACS with its Control Tower, GCA, and Harmon Approach Control, the various GCI sites, Air Installations and its snow removal teams, Food Services and its round-the clock cooks,

(Con't inside, Page 7)

HEADQUARTERS
12TH AIR DIVISION (SAC)
March Air Force Base, California

25 February 1955

SUBJECT: Traffic Violators

TO: SEE DISTRIBUTION

1. The procedures described below will become effective in connection with each moving traffic violation hereafter involving personnel of this command. While these procedures may appear to be exceptionally stringent, they are necessary to counteract an intolerable trend in motor vehicle accidents brought on by those persons who will be affected most by these procedures.

2. Upon receiving evidence that a military member of this command has been guilty of a moving traffic violation, on or off-base, or has been responsible for a traffic accident, the following action will be taken:

OFFENSE	ACTION BY BASE TRAFFIC BOARD	ACTION BY UNIT COMMANDER
FOR THE FIRST MINOR OFFENSE (e.g. property damage less than \$25; no personal injury or dangerous or reckless or drunk- en driving involved,)	Restrict driving privileges and restrict operation of the private vehicle involved from base for 30 days.	Give offender written administrative reprimand.
FOR THE SECOND MINOR OFFENSE (Conditions stated above.)	Restrict driving privileges and operation of the private vehicle involved from base for 90 days.	Initiate Article 15 action.

FOR THE THIRD MINOR OFFENSE (Conditions stated above.)	Restrict driving privileges and operation of the private vehicle involved from base permanently.	Initiate Article 15 or Court Martial actions, as appro- priate.
FOR ALL MAJOR OFFENSES	Restrict driving privileges and operation of private vehicle involved from base for 90 days or permanently, as appropriate.	Initiate Article 15 or Court Martial action, as appro- priate.

NOTE: Persons with no record of previous minor or major traffic violations should normally receive the less severe action. When the evidence indicates reckless, drunken or exceptionally dangerous driving, or where there has been a previous major offense, permanent suspension will be accomplished and Court Martial action will be initiated.

3. Action to be taken by the Base Commander against civilian employee violators of on or off-base traffic regulations will approximate as closely as possible, the action taken against military personnel. Violations by dependents of military personnel will result in administrative action against their sponsors. Procedures described herein are applicable when either military or privately owned vehicles are involved, except that military vehicles may not be restricted from the Base.

4. Squadron commanders will consider an airman's record as a motor vehicle operator, along with other pertinent records, in making recommendation for promotion. Similarly, promotion boards will consider disciplinary records, generated by this letter, along with other disciplinary records, of airmen concerned. Wing and Base Commanders will describe, in effectiveness reports, the efforts of squadron commanders to promote ground safety, with special emphasis on elimination of motor vehicle accidents and the support given by them to the letter and spirit of this directive.

5. The Provost Marshal will submit a written monthly report to the Division Commander, reflecting the names, organizations and

offenses of all persons responsible for moving traffic violations and motor vehicle accidents and the administrative and punitive action taken against each individual.

6. A copy of this letter will be posted prominently and permanently on each squadron bulletin board. Each addressee will acknowledge in writing to the undersigned that this letter has been read, is understood, and that all personnel present for duty in his organization have been made aware of its contents. •

/s/t/ CHARLES B WESTOVER
Brigadier General, USAF
Commander

DISTRIBUTION: "F"

~~SECRET~~

HEADQUARTERS
12TH AIR DIVISION
March Air Force Base, California

22AC

25 APR 1955

SUBJECT: (Unclassified) Monthly Analysis for March 1955
(SCS: 15-02)

TO: Commander
Fifteenth Air Force
Attn: COMA
March Air Force Base
California

1. Inclosed is the Monthly Analysis for the 22d Bomb Wing, as required under the provisions of Fifteenth Air Force Regulation 170-1, dated 21 Jun 54.

2. When inclosures are not attached or withdrawn, the classification of SECRET on this correspondence will be cancelled in accordance with AFR 203-1.

FOR THE COMMANDER:

2 Incls:

1. Monthly Analysis (SCS: 15-02)
2. Supplement to Sec III
(Analysis of Training)

cc: Comdr SAC
Comdr 12ADiv

L. C. GARRITY
CAPT USAF
ASST ADJUTANT

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HEADQUARTERS
22D BOMBING GROUP (M)
March Air Force Base, California

22AC

SUBJECT: (Unclassified) Monthly Analysis for March 1955
(RGR: 15-02)

TO: Commander
12th Air Division
March Air Force Base
California

(SECRET) SECTION I
FORECAST OF B-52 MANAGEMENT CONTROL SYSTEM SCORES

	Max Score	% of Max Score FEBRUARY	% of Max Score MARCH	Score
A. PERSONNEL				
1. Manning in Rgr Specialties				
a. Officers	30	70.0	80.0	24.0
b. Airmen				
Direct Support Skills	150	60.0	50.0	75.0
Indirect Support Skills	25	70.0	80.0	20.0
2. AWOL Rate per 1000	30	100.0	100.0	30.0
3. Ground Safety	25	90.0	20.0	5.0
4. Recruitment Rate	40	20.0	20.0	8.0
5. MTD Utilization	20	62.4	15.2	7.2
TOTAL PERSONNEL	320 (320)	59.4	52.9	169.2
B. MATERIAL				
1. Flying Hours Delivered as a % of Rgr	60	96.1	99.4	59.6
2. Manhour Utilization, Left Maintenance	100	NR	NR	NR
3. Reports of Survey	20	65.0	65.0	13.0
4. Tech Order Compliance	60	NR	NR	NR
5. Supply Consumption	20	NR	NR	NR
TOTAL MATERIAL	290 (30)	86.3	90.8	72.6

NR -- Not Rated

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Hq 2nd Bomb Wg (H), 22AC, Subj: Monthly Analysis for March 1955
(RCS: 15-02)

C. <u>GENERAL ITEMS</u>	Max Score	% of Max Score FEBRUARY	% of Max Score MARCH	Score
1. Cost Per Flying Hour	50	NR	NR	NR
2. Flying Safety	50	50.0	100.0	50.0
3. Motor Vehicle Utilization	50	NR	NR	NR
4. USCM Effectiveness	100	NR	NR	NR
TOTAL GENERAL ITEMS	250 (50)	50.0	100.0	50.0
D. <u>OPERATIONS</u>				
1. Training Minima				
a. Bombardment - Total	130	71.1	95.0	142.5
Bombing	35	69.4	95.7	33.5
Navigation	25	73.7	97.7	24.4
Flight Engineering	10	87.1	100.0	10.0
Air Ref & Rad Advu	25	60.1	86.9	22.2
Gunnery	10	67.8	98.9	9.9
Atomic Weapons	10	51.2	89.4	8.9
Miscellaneous	15	87.8	96.8	14.5
Flying Time	20	75.6	95.1	19.0
b. Tanker - Total	50	46.0	94.9	47.5
Wet Hookups & Rad Advu	15	34.6	85.3	12.8
Navigation	10	56.1	100.0	10.0
Flight Engineering	5	78.4	93.8	4.7
Miscellaneous	10	48.4	99.7	10.0
Flying Time	10	34.2	100.0	10.0
2. Flying Hour Utilization	100	73.4	72.1	72.1
3. Wing Proficiency				
a. HBS Radar Bombing	40	100.0	100.0	40.0
b. HBS Visual Bombing	25	100.0	100.0	25.0
c. Hite Cal Navigation	20	100.0	100.0	20.0
d. ECM	40	NR	NR	NR
e. Flight Engineering	15	100.0	100.0	15.0
f. Gunnery	20	60.0	70.0	14.0
g. Air Ref - Wet Hookups	20	100.0	100.0	20.0
h. Air Ref - Radar Advu	20	100.0	100.0	20.0
4. Probation Status-3/1 Crews	50	60.0	70.0	35.0
5. RMP Target Examination	50	NR	NR	NR
6. Combat Ready Crews				
a. Bombardment	40	20.0	30.0	12.0
b. Tanker	10	100.0	100.0	10.0
7. Physical Conditioning	20	100.0	100.0	20.0
TOTAL OPERATIONS	670 (500)	74.9	85.0	493.1
GRAND TOTAL	1520 (1030)	69.7	76.2	784.9

NR -- Not Rated

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Eq 20d Bomb Wg (N), 22AC, Subj: Monthly Analysis for War 55 (WBS: 15-42)

SECTION IIA. PERSONNEL1. Manning in Required Specialtiesa. Officers (Max Score 30)(Pts Earned 24.0)(1 month)

Number of Officers Authorized	420
Number of Officers "IRS"	366
% "IRS"	90.6
% of Score	80.0
Score	24.0

b. Airman-Direct Support (Max Score 150)(Pts Earned 75.0)(1 month)

Number of Airmen Authorized	1070
Number of Airmen "IRS"	862
% "IRS"	80.6
% of Score	50.0
Score	75.0

c. Airman-Indirect Support (Max Score 25)(Pts Earned 20.0)(1 month)

Number of Airmen Authorized	547
Number of Airmen "IRS"	473
% "IRS"	86.5
% of Score	80.0
Score	20.0

d. Shortages of skilled personnel exist in the following career fields: Radio and Radar Systems, "X" Systems, Gunlaying Field, Hydraulics Field, and Administrative Field. A detailed summary of the number authorized and assigned is presented in paragraph 9 of the Wing Commander's Remarks Section of the 3-SAC-T-12 Report for March 1955. It is deemed unnecessary to repeat these remarks in this section.

2. AMGL Rate (Max Score 30)(Pts Earned 30.0)(16 months)

a. Number of AMGL's	8
Mean Strength	6435
AMGL Rate	.9
% of Score	100.0
Score	30.0

b. Full score has been earned in this category for the past sixteen months.

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Hq 22d Bomb Wg (H), 22AC, Subj: Monthly Analysis for March 1955
(RCS: 15-52)

3. Ground Safety (Max Score 25)(Pts Earned 5.0)(4 months)

a. The number of and high dollar cost of private vehicle accidents causes the low percent of score. A stringent policy recently begun by Hq 12th Air Division concerning moving traffic violations is expected to improve this situation.

	<u>Military</u>	<u>Civilian</u>	<u>Vehicles</u>
b. Number of Accidents	22	0	1
Man Days Exposed	264,391	-	-
Man Hours Exposed	-	22,644	-
Vehicle Miles	-	-	99,660
Ground Safety Index	10.0		
Accident Cost	\$50,052.00		
Mean Strength	8856	% of Score	20.0
Accident Cost Index	5.65	Score	5.0

4. Reenlistment Rate (Max Score 10)(Pts Earned 8.0)(3 months)

Number of Airmen Discharged	143		
Number of Reenlistments	31	% of Score	20.0
Reenlistment Rate	21.7	Score	8.0

5. MTD Utilization (Max Score 20)(Pts Earned 7.2)

a. This item computed on data for three months (Jan-Feb-Mar) for B-47s, and two months (Jan-Feb) for KC-97s. December's requirements waived per SAC Mag COA 47666, dtd 30 Dec 54. Refueling Squadron was rotated to an overseas base during month of March. MTDs were inoperative for portions of February and March due to installations of new equipment.

	<u>B-47s(3 mos)</u>	<u>KC-97s(2 mos)</u>	<u>Total</u>
b. Desired Utilization	12,000	4,000	16,000
Actual Utilization	4,713	1,038	5,751
% Utilization	39.3	26.0	35.9
% of Score			35.9
Score			7.2

B. MATERIAL

1. Flying Hrs as a Percent of Req'd (Max Score 60)(Pts Earned 59.6)

	<u>B-47s(3 mos)</u>	<u>KC-97s(2 mos)</u>	<u>Total</u>
a. Flying Hours Utilized	4,223	2323	6336
Hours Required	4,260	2113	6373
% of Required	99.1	100.04	99.4
% of Score			99.4
Score			59.6

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Hq 2nd Bock Wg(M), 224C, Subj: Monthly Analysis for Mar 55(ROC: 15-02)

2. Harbour Utilization, Aft Maint (Max Score 100)(Not Rated)

Reference SAC Tech Pamphlet 170-1, Feb 55, tables have not been developed for this category.

3. Reports of Survey (Max Score 20)(Pts Earned 13.0)(A month)

Number of Surveys	24
Total Dollar Cost	\$3,401.93
ROM Strength	8532
Average Cost Per Survey	\$141.75
Rate per 1000 Population	2.8

% of Score	65.0
Score	13.0

4. Tech Under Compliance (Max Score 60)(Not Rated)

Reference SAC Tech Pamphlet 170-1, Feb 55, tables have not been developed for this category.

5. Supply Consumption (Max Score 20)(Not Rated)

Reference SAC Tech Pamphlet 170-1, Feb 55, tables have not been developed for this category.

C. GENERAL ITEMS

1. Cost Per Flying Hour (Max Score 50)(Not Rated)

Reference SAC Tech Pamphlet 170-1, Feb 55, tables have not been developed for this category.

2. Flying Safety (Max Score 50)(Pts Earned 50.0)(A month)

Number of Accidents	1
Number of Hours Flown	8736
Aft Accident Rate	11.4

% of Score	100.0
Score	50.0

3. Motor Vehicle Utilization (Max Score 50)(Not Rated)

Reference SAC Tech Pamphlet 170-1, Feb 55, tables have not been developed for this category.

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Hq 22d Bomb Gp (H), 22AC, Subj: Monthly Analysis for Mar 55 (RCS: 15-02)

4. USCW Effectiveness (Max Score 100)(Not Rated)

In accordance with authority contained in Amendment # 3 to 15AF Operations Order 11-55, and 15AF CONFIDENTIAL message DODI 1026, dated 24 Feb 55, this wing claims credit for completion of the USCW required during the quarter Jan-Mar 55. No computation of score was required by this headquarters; however, an official score will be computed by Hq SAC.

5. PERFORMANCE

1. Training Missions

a. Rehearsment Crews

	Max Score	Crly Rec'd	Crly Approved	% of Score	Score
(1) Bombing	35	315	194	95.7	33.5
(2) Navigation	25	217	212	97.7	24.4
(3) Flight Engineering	10	61	61	100.0	10.0
(4) Air Rfl & Rvls	25	351	319	88.9	22.2
(5) Summary	10	90	89	98.9	9.9
(6) Atomic weapons	10	330	295	89.4	8.9
(7) Miscellaneous	15	379	367	96.8	14.5
(8) Flying Time	20	2755	1954	95.1	12.0
TOTAL	150	3599	3784	95.0	112.5

b. Tanker Crews

(1) Air Rfl & Rvls	15	272	232	85.3	12.8
(2) Navigation	10	176	176	100.0	10.0
(3) Flight Engineering	5	48	45	93.8	4.7
(4) Miscellaneous	10	296	295	99.7	10.0
(5) Flying Time	10	260	360	100.0	10.0
TOTAL	50	1152	1108	96.9	47.5

c. In computing the score for Bombing (95.7), Fancy II Runs were substituted for Halffunction Runs and Halffunction Runs using GPI as outlined in 15AF Operations Order 72-54. Subsequent to such computation it was learned through conversation with 15AF Management & Analysis that this was apparently in error. For credit to be given as Halffunction or Halffunction Using GPI on Form 47a they (Fancy II Runs), should have been called in as such by the AC at the time of the run. Failure to credit Fancy Runs as stated results in an additional shortage of 19 items with resultant score of 92.1%.

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Hq 22d Bomb Wg (M), 22AB, Subj: Monthly Analysis for Mar 55(PCS: 15-02)

2. Flying Hour Utilization (Max Score 100)(Pts Earned 72.1)

	<u>B-47s(3 months)</u>	<u>EC-97s(3 mos)</u>	<u>Total</u>
a. T-12 Flying Hours	4244	1426	5670
Training Flying Hour Equivalent (Effective Flying Hour)	3127	960	4087
% Effective Flying Hour	73.7	67.3	72.1
% of Maximum Score.			72.1
Score.			72.1

b. Computation for EC-97s includes data for January & February only. The squadron was not scored for the month of March due to rotation to an overseas station. Utilization for the quarter was computed however, for informational purposes using accomplishments for March and it should be noted that this month yielded a higher proportionate amount of accomplishments per flying hour than did the months of January and February. A proportionate amount of SAC Reg 50-2 Combat and Non-Combat Ready crew minimum training requirements were not accomplished during February due to the nature and extent of operation "Hobbed". Accomplishment of radar rendezvous, fuel transfers and non-combat ready crew flying time were at a premium.

3. Mine Proficiency:**a. SES Radar Bombing (Max Score 40)(Pts Earned 40.0)**

Number Runs Performed	422
Number Acceptable	394
% Acceptable	93.4
% of Score	100.0
Score	40.0

b. VNA Visual Bombing (Max Score 25)(Pts Earned 25.0)

Number Runs Performed	129
Number Acceptable	121
% Acceptable	93.8
% of Score	100.0
Score	25.0

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Hq 22d Bomb Wg (H), 22AG, Subj: Monthly Analysis for Mar 55 (RCS: 15-02)

c. Site Celestial Navigation (Max Score 20)(Pts Earned 20.0)

Number of Legs Performed (Bomber)	111
Number Acceptable (Bomber)	110
Number of Legs Performed (Tanker)	72
Number Acceptable (Tanker)	69
Total Legs Performed	183
Total Acceptable	179
% Acceptable	97.8
% of Score	100.0
Score	20.0

d. ECM (Max Score 40)(Not Rated)

This category not rated for B-47 Wings.

e. Flight Engineering (Max Score 15)(Pts Earned 15.0)

Number of Missions Performed (Bomber)	123
Number Acceptable (Bomber)	116
Number of Missions Performed (Tanker)	71
Number Acceptable (Tanker)	65
Total Missions Performed	194
Total Acceptable	181
% Acceptable	93.3
% of Score	100.0
Score	15.0

f. Gunnery (Max Score 20)(Pts Earned 14.0)

Number of Missions Performed	71
Number Acceptable	51
% Acceptable	71.6
% of Score	70.0
Score	14.0

g. Air Refueling - Wet Dockums (Max Score 20)(Pts Earned 20.0)

Number of Contacts Performed (Bomber)	117
Number Acceptable (Bomber)	117
Number Contacts Performed (Tanker)	96
Number Acceptable (Tanker)	95
Total Contacts Performed	213
Total Acceptable	212
% Acceptable	99.5
% of Score	100.0
Score	20.0

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Hq 22d Bomb Wg (M), 22AG, Subj: Monthly Analysis for Mar 55 (RCS: 15-02)

h. Air Refueling - Radar Advu (Max Score 30)(Pts Earned 27.0)

Number of Advu Performed (Bomber)	135
Number Acceptable (Bomber)	135
Number of Advu Performed (Tanker)	164
Number Acceptable (Tanker)	145
Total Rendezvous Performed	299
Total Acceptable	280
% Acceptable	93.6
% of Score	100.0
Score	27.0

4. Probation Status - B/L Crews (Max Score 92)(Pts Earned 85.0)

	Number B/L Crews	Number Not On Probation for Proficiency
December	25	21
January	26	21
February	26	23
March	27	26
TOTAL	104	91
% Not On Probation for Proficiency		87.5
% of Score		70.0
Score		35.0

5. GWT Target Examination (Max Score 30)(Not Rated)

Reference SAC Tech Pamphlet 170-14, Feb 55, tables have not been developed for this category.

6. Combat Ready Crews**a. Bombardment (Max Score 40)(Pts Earned 12.0)**

Number of Combat Ready Crews Auth	45
Number Assigned	34
% of Score	30.0
Score	12.0

b. Tankers (Max Score 10)(Pts Earned 10.0)

Number of Combat Ready Crews Auth	20
Number Assigned	20
% of Score	100.0
Score	10.0

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Hq 22d Bomb Wg (M), 22AC, Subj: Monthly Analysis for Mar 55 (RCS: 15-02)

7. Physical Conditioning (Max Score 20) (Pts Earned 20.0)

Number of Combat Crew Members assigned	396
Number Meeting Requirements	396
% of Score	100.0
Score	20.0

SECTION IIIANALYSIS OF TRAINING

See attached supplement. •

SECTION IVCOMMANDER'S REMARKS

Requirements for MTD Utilization: The 22d Bomb Wing no longer requires (as of 1 Jan 55) the amount of monthly training that is necessary to meet the standards set forth on Page 8, SAC Tech Pam 170-1 (1500 hours Electronics MTD, and 3500 hours Mechanical MTD). A survey of the squadrons and 90% of the individual shops and sub-sections revealed that all except for some newly assigned personnel who are in most cases having to attend other base schools or do 90 days security guard duty, had already been through the MTD. The maintenance supervisors estimated that the maximum possible utilization including repeater courses for some personnel would be well under 50% of our previous MTD requirements which was only 94.3% for Jul - Dec 54. It is therefore requested that the 22d Bomb Wing be excluded from MTD Utilization scoring effective Jan 55.

L. H. DALTON
Colonel, USAF
Commander

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55 14738

Hq 22nd Bomb Wg (H), 2240, Subj: Monthly Analysis for Mar 59 (MSG: 15-02)

Page 1 of 2 Pages

SUPPLEMENT TO SECTION III

	No Crews S/L <u>23</u>				No Crews C/R <u>4</u>				No Crews S/B <u>4</u>				No Crews NCR <u>9</u>			
	Total				Total				Total				Total			
REQUIREMENT	Req	Accomp	Over	Short	Req	Accomp	Over	Short	Req	Accomp	Over	Short	Req	Accomp	Over	Short
Bombing	368	702	344	14	112	140	34	7	36	130	94	1	0	-	-	-
Navigation	161	213	52	1	44	42	2	4	12	33	21	0	0	-	-	-
Flight Engr	46	60	34	0	12	14	2	0	3	16	15	0	0	-	-	-
Air Rfl & Edva	276	268	32	32	48	47	2	6	27	51	25	1	0	-	-	-
Gunnery	69	80	11	0	12	12	1	1	9	11	2	0	0	-	-	-
Atomic Weapons	253	289	52	16	44	37	4	11	33	30	5	8	0	-	-	-
Miscellaneous	276	662	389	3	52	94	43	1	33	101	71	3	18	53	40	5
Flying Time	1300	2307	927	0	0	-	-	-	0	-	-	-	675	662	88	101
TOTAL	2839	4521	1641	66	324	386	88	30	153	374	233	13	693	715	128	106
	No Crews C/R <u>16</u>				No Crews NCR <u>4</u>											
	Total				Total											
TASKERS	Req	Accomp	Over	Short	Req	Accomp	Over	Short								
Air Rfl & Edva	272	253	21	40	0	-	-	-								
Navigation	176	198	22	0	0	-	-	-								
Flight Engineering	48	99	11	3	0	-	-	-								
Miscellaneous	288	376	91	0	8	12	5	1								
Flying Time	0	-	-	-	340	378	18	0								
TOTAL	784	866	145	43	348	390	23	1								

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Hq 22BS, 22AC, Subj: Monthly Analysis for March 1965 (HQS: 15-32)

Page 2 of 3 Pages

SUPPLEMENT TO SECTION III

1. For the "training shortages" wherein there were "training overages" in the same crew category, the following is submitted:

STREET/LEAD CREW SHORTAGES (23 CREWS)

- a. Bombing: Six (6) omitted in reporting. Remainder resulted from a number of reasons: air and ground aborts, bomb system malfunctions, and scheduling opportunities.
- b. Navigation: Omitted in reporting.
- c. Air Ref & Diva: Reasons for shortages in this category are primarily: (1) Loss of refueling credits on "Spot Light" during January which required rescheduling approximately 18 refueling sorties; (2) Bad weather encountered on "Bob Sled" during February; (3) Departure of 22d AFS in March for 45 days TDY; (4) Non-availability of sufficient tankers from other sources during March.
- d. Atomic Weapons: Shortages in this category resulted from an error in reporting accomplishments.
- e. Miscellaneous: Two (2) omitted in reporting.

COMBAT READY CREW SHORTAGES (4 CREWS)

- f. Bombing: One (1) omitted in reporting. Crew R37 short 4 BBS Visual Runs due to several air and ground aborts and change of AOB during quarter. Remainder as stated in 1a above.
- g. Navigation: Crew R37 short 3 nite Cal Legs. Reasons as stated in 1f above. Crew R62 short 1 Nite Cal Leg. Crew was involved in an auto accident in March which injured two crew members and hindered their accomplishments.
- h. Air Ref & DIVA: Reasons primarily as stated in 1c above.
- i. Demerol: Crew R62 short one combat load mission. Reasons as stated in 1g above.
- j. Atomic Weapons: Same as 1d above.
- k. Miscellaneous: Crew R62 involved in auto accident as stated in 1g above which hindered accomplishments during the quarter.

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Hq 2234, 2240, Subj: Monthly Analysis for March 1955 (RCS: 15-02)

Page 3 of 3 Pages

SUPPLEMENT TO SECTION III

STAND BOARD CREW SHORTAGES (4 CREWS)

- l. Bombing: Omitted in reporting.
- m. Air Rfl & Advu: Reasons as stated in lc above.
- n. Atomic Weapons: Same as ld above.
- o. Miscellaneous: Crew S25 failed to obtain 3 hours of depressurized flying.

NCR CREW SHORTAGES (9 CREWS)

- p. Miscellaneous: Five (5) NCR crews failed to complete the required standardization check. Primary reason was change of crew members during quarter.
- q. Flying Hours: Three NCR crews failed to complete the required number of flying hours. Reasons were primarily the result of delays and disrupted schedule encountered in the U.S.C.M., "Bob Sled", the standing down of six aircraft for six days on "Open Mind" and standing down of three aircraft for the month of February on "Tea Pot". Contributing factors also were the absence of seven NCR crew members on TWT at other stations for varying periods during February and three others attending B-47 MTD at March AFB.

EC-57 CREW SHORTAGES (20 CREWS)

- r. Air Rfl & Advu: Reasons for shortages in this category are primarily: (1) Non-availability of receiver aircraft, particularly during the month of March while the squadron has been TDY at Ernest Harmon AFB; (2) Loss of credit of refueling contacts accomplished during Operation "Spot Light" in early January due to late arrival of 15th AF Hqg BOFF 1456, 12 Mar 55 resulted in losing credit for 26 refueling contacts averaging 30,000 pounds each under which aircraft and crews were later determined as scorable using revised criteria.
- s. Miscellaneous: One (1) newly formed crew failed to complete the required standardization check.

SECRET

22d Bombardment Wing (M)
Wing Commander's Remarks - Part V

1 April - 30 April 1955.

1. Hours flown performing missions ordered by higher headquarters:

a. 3943d SES Evaluation	48:45
b. Operation "Teapot"	22:40
c. 15th Air Force VIP Flights	17:45
d. Special Weapons Loading (Spokane)	5:40
Total	<u>94:50</u>

2. Weather and Local Conditions:

a. One sortie was lost due to weather (4:00).

3. Restrictive Directives:

a. None.

4. Combat Crew Member Gains and Losses:

a. Crew Members Gained:

(1) Two copilots.

b. Crew Members Lost:

(1) One aircraft commander, trfd to Wing Staff.

(2) One copilot, suspended for physical reasons in excess of six months.

5. Crew Member Changes:

a. Two aircraft commanders.

b. One copilot.

6. New Crews:

a. One non-ready crew was formed during the month:

(1) B54 - 12 April.

b. One combat ready crew was formed by the upgrading of a training pool crew:

(1) B48 - 30 April.

22d Bombardment Wing (M)
Wing Commander's Remarks - Part V (continued)

8. Standardization Crews:
 - 907 - Wing
 - 825 - Squadron
 - 121 - Squadron
 - 133 - Squadron.
9. Additional Materiel and Personnel Problems:
 - a. Materiel Problems:
 - (1) None.

* * * *
10. SAC Training Minimums Not Accomplished:
 - a. Not applicable. April was a Special Training Month.
11. Non-Combat Ready Crews Capable of Deploying:
 - a. Four (4).
12. Non-Combat Ready Crew Training:
 - a. Non-combat ready crews flew an average of 53.1 hours per crew as compared to 18.8 per combat ready crew. This very favorable comparison was achieved through special emphasis placed upon the flying of non-combat ready crews during the Special Training Month of April.
13. Field Training Operations:
 - a. Tests of Facilities:
 - (1) None.
 - b. Exercises:
 - (1) None.
 - c. Maneuvers:
 - (1) None.
14. Special Training Month Remarks:
 - a. This month was programmed to provide the following:
 - (1) Upgrading of non-combat ready crews.
 - (2) Concentration on known operational weaknesses.

22d Bombardment Wing (M)
Wing Commander's Remarks - Part V (continued)

- (3) Evaluation of crews at SES.
 - (4) Lead crew training under SAC Reg 51-26.
 - (5) Staff and AFR 60-2 proficiency training and standardization checks.
- b. The training accomplished as compared to that which was projected is as follows:
- (1) Flying time projected 1444 hours. Accomplished 1354:45 or 93.8%. This low time is the result of losing 12 sorties or approximately 72 hours because of a Base Alert on 1 April, cancellation of 3 "Teapot" missions for approximately 18 hours loss and the authorization to curtail flying activities contained in 15AF message DCOF 2097, dated 12 Apr 55, which allowed this unit to restrict flying as necessary to aid in orderly preparation of crews and aircraft for possible implementation of 15AF Operation Plan 47-55.
 - (2) Radar RBS: Projected 157 runs; accomplished 310 or 197%.
 - (3) Visual RBS: Projected 41; accomplished 125 or 305%.
 - (4) Actual Releases (250#): Projected 45; accomplished 25 or 56%.
 - (5) Navigation (Day Celestial): Projected 38; accomplished 28 or 74%.
 - (6) Navigation (Night Celestial): Projected 59; accomplished 46 or 78%.
 - (7) Navigation (Grid): Projected 47; accomplished 19 or 40%.
 - (8) Navigation (Radar Legs): Projected 9; accomplished 38 or 422%.
 - (9) Refueling, day (wet): Projected 40; accomplished 83 or 208%.
 - (10) Refueling, night (wet): Projected 17; accomplished 23 or 135%.
 - (11) Refueling, (dry): Projected 92; accomplished 205 or 223%.
 - (12) Gunnery Missions: Projected 26; accomplished 21 or 81%.
 - (13) Pilot Proficiency Missions: Projected 14; accomplished 2 or 14%. This item gave way to higher priority requirements.

22d Bombardment Wing (M)
Wing Commander's Remarks - Part V (continued)

- (14) Long Range Cruise Control Missions: Projected 33; accomplished 28 or 85%.
- (15) SES Evaluation: 6 crews were projected to start SES evaluation in April. These evaluations were to be completed in May. Three of these projected crews reported to Davis-Monthan and in addition, two re-evaluations were conducted and completed.
- (16) Standardization Checks: Projected 3; accomplished 7 or 233%.

15. Comments or Recommendations of the Wing Commander:

- a. The projected B47 flying time for the month of April was 1444 hours to be flown in 232 sorties. The flying accomplished was 1354:45 in 233 sorties. Of this total time, 1331:25 was flown on 220 training sorties. Below is a breakdown of the total flying time:

(1) Combat Ready Crews:	114 sorties,	639:10
(2) Non-Combat Ready Crews:	68 sorties,	478:15
(3) Training Pool Crews:	8 sorties,	56:40
(4) 5X Crews:	30 sorties,	157:20
(5) Test Flights:	13 sorties,	23:20
Wing Totals	233 sorties,	1354:45

No T-33 time was flown by the Wing during April.

- b. The record (unconfirmed) bombing accomplishments for the month were as follows:

- (1) Actual Releases, Scored: 0
(25 practice releases by NCR crews)
- (2) Visual RBS runs: 73
(made by 22 operators for a CEA of 1225 feet)
- (3) Radar RBS runs: 90
(made by 22 operators for a CEA of 2073 feet)
- (4) Malfunction RBS runs: 33
(made by 15 operators for a CEA of 3123 feet)

22d Bombardment Wing (M)
Wing Commander's Remarks - Part V (continued)

- (14) Long Range Cruise Control Missions: Projected 33; accomplished 28 or 85%.
- (15) SFS Evaluation: 6 crews were projected to start SES evaluation in April. These evaluations were to be completed in May. Three of these projected crews reported to Davis-Monthan and in addition, two re-evaluations were conducted and completed.
- (16) Standardization Checks: Projected 3; accomplished 7 or 233%.

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- (1) Actual Releases, Scored: 0
(25 practice releases by NCR crews)
- (2) Visual RBS runs: 73
(made by 22 operators for a CEA of 1225 feet)
- (3) Radar RBS runs: 90
(made by 22 operators for a CEA of 2073 feet)
- (4) Malfunction RBS runs: 33
(made by 15 operators for a CEA of 3123 feet)

22d Bombardment Wing (M)
Wing Commander's Remarks - Part V (continued)

- c. In compliance with 15AF message DOTE 5533, dated 5 Jan 55, the following navigation training accomplishments are submitted:
 - (1) Total record Grid Legs flown by the Wing in April was 6 for a CEA of 11.5 nautical miles.
 - (2) Total record Day Celestial Legs flown was 8 for a CEA of 15.4 nautical miles.
- d. In compliance with 15AF message DOTE 13382, dated 21 Feb 55, the following gunnery training conducted during 3943d SES evaluation is reported:
 - (1) Crew L39 loaded 700 rounds and fired 98 rounds.
- e. In compliance with Part V (unclassified) of 15AF SECRET message DOTF 1456, dated 12 Mar 55, the following information concerning "Restricted Refuelings" is submitted:
 - (1) No Restricted Refuelings were accomplished in April.
- f. In compliance with 15AF message DOOT 15313, dated 3 Mar 55, the following Operation "Teapot" runs are reported:
 - (1) None.
- g. Considerable time and effort was expended during the week of 18 thru 25 April to clear 17 lead and select crews of activity probation for failure to rotate RES bombing targets in accordance with paragraph 7b of SAC Reg 51-26. This non-programmed activity affected the training program as originally planned and accounts for many of the shortages as listed in paragraph 14b. This probation resulted from the highly restrictive cumulative effects of Proficiency, Activity and rotation requirements which do not allow for vagaries of weather or equipment malfunctions and which can be overcome only by quantity of effort.
- h. With exception of the problem stated in paragraph g. above, top priority was placed on the training of non-ready crews. This emphasis resulted in high flying time and productive training for these crews and further resulted in the upgrading of six of them to combat ready status at the close of the month. The overall result is an increased combat capability of the Wing.

/s/ L. H. Dalton
L. H. DALTON
Colonel, USAF
Commander

HEADQUARTERS 12TH AIR DIVISION
MARCH AIR FORCE BASE
CALIFORNIA

2200

3 May 1955

SUBJECT: (Unclassified) Report of Special Training Month, April
1955 RCS: (2)-15-F-4

TO: Commander
Fifteenth Air Force
March Air Force Base
California

1. In compliance with paragraph 4, 15th Air Force Letter 55-2, the following accomplishments for the special training month of April 1955 is submitted for the 22d Air Refueling Squadron, 22d Bombardment Wing (M).

a. Statement of Accomplishments.

- (1) Flying Training: The primary objectives planned for the month of April included participation in ordered missions while TDY at Ernest Harmon Air Force Base and the continuation of training for non-combat ready crews and newly assigned personnel towards a combat ready status. The experience and training received during ordered missions at Ernest Harmon Air Force Base fulfilled the first objectives.

(a) Total flying time accumulated 763:40

(b) Flying time expended in each area of activity specified in advance plan:

	<u>ACCOMPLISHED</u>
1. Flying missions as directed by Higher Headquarters	525:55
2. Continuation of training for non-combat ready crews and assigned spare crew personnel towards a combat ready status.	103:00
3. Standardization checks for combat ready crews.	42:10

Ltr, Hq 12th AD, 22DO, dtd 3 May 55, Subj: Report of Special Training
Month, April 1955, RCS: (2) -15-F-4

- | | |
|--|-------|
| 4. Training of combat ready crews
under the provisions of SAC
Regulation 50-8. | 40:15 |
| 5. Proficiency flying for staff
personnel. | 22:10 |
| 6. Test Flights. | 11:25 |

(c) Number of crews upgraded

1. None

(d) Detailed breakdown of flying training accomplishments:

- | | |
|------------------------------|---------------------------------------|
| | <u>ACCOMPLISHED</u> |
| 1. Radar Rendezvous | 23 |
| 2. Refueling Contacts | 87 wet
293 dry
<u>380 total</u> |
| 3. Navigation Legs | 62 |
| 4. Cruise Control Missions | 17 |
| 5. Radar L/D and L/A | 37 |
| 6. Pilot proficiency (hours) | 30:10 |

(e) Special Projects completed and flying time expended
on each:

- | | |
|---------------------------------------|---------------------|
| | <u>ACCOMPLISHED</u> |
| 1. Ferrying aircraft IRAN, Tinker AFB | 5:00 |
| 2. Operation <u>Rabbit Track</u> | 138:55 |
| 3. Operation <u>Phillip Morris</u> | 128:10 |
| 4. Operation <u>Sand Truck</u> | 253:50 |
| Total | <u>525:55</u> |

(2) Ground Training:

(a) Man-hours completed in each area of training
specified in advance Plan:

- | | |
|--------------|---------------------|
| | <u>ACCOMPLISHED</u> |
| 1. KC-97 MTD | 250 |
| 2. PCU | 225 |

Ltr, Hq 12th AD, 22DO, dtd 3 May 55, Subj: Report of Special Training
Month, April 1955, RCS: (2) -15-F4

3. Survival Training	125
4. Instrument Training	50
5. ABC Training	125
6. Security Training	200
7. Unit Training	650

(b) Special Schools

1. KC-97 MTD was started by 7 aircrew members.

b. Comments and General Discussion.

(1) Reasons for deviations from planned program:

a. None

(2) Reasons for any shortcomings in completion of planned program.

a. Projected standardization time, although indicated as a shortcoming, was accomplished for the month of April. Five standardization missions were flown in conjunction with ordered missions flown by this squadron.

b. Test Flight time did not require the originally projected time believed to be required during April.

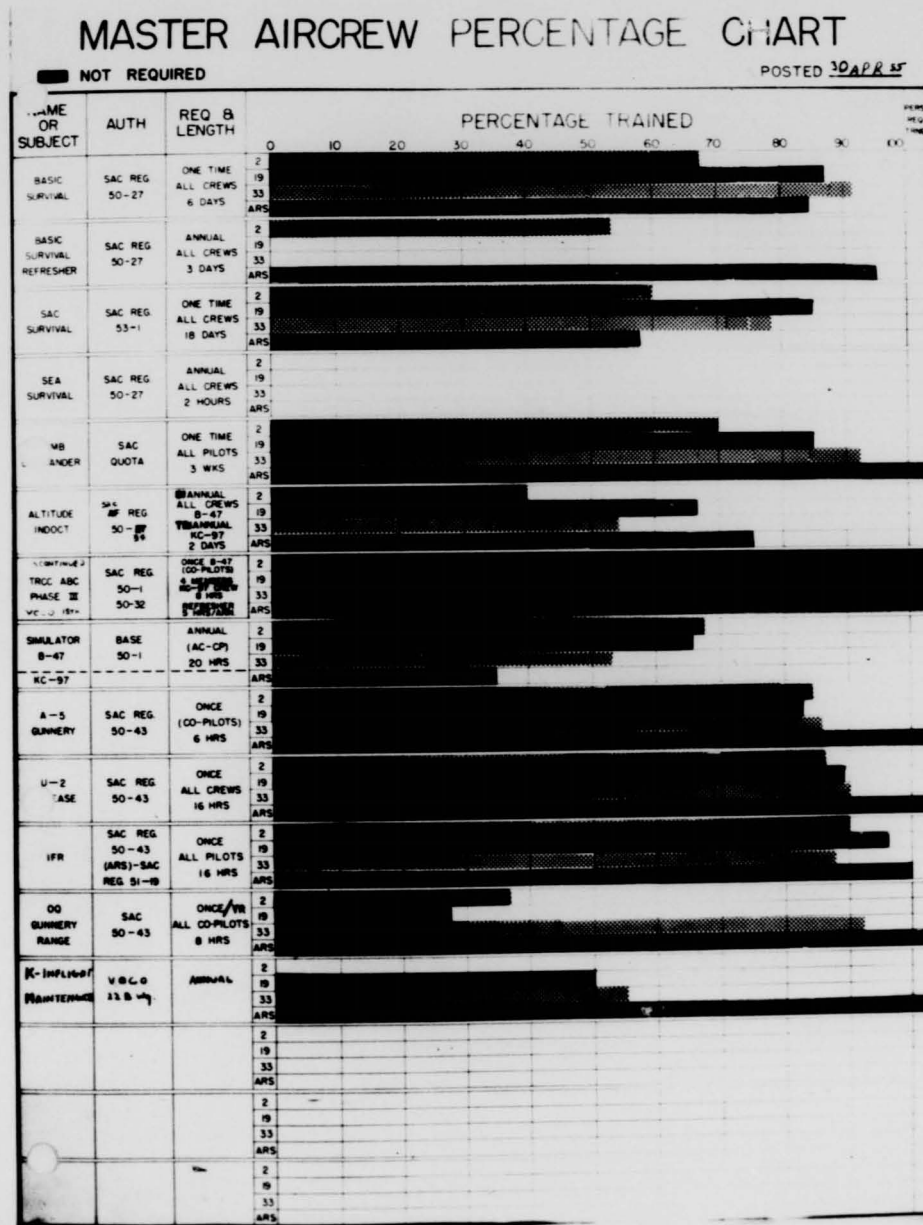
(3) Additional Comments:

a. Participation of this squadron in routine and ordered missions while deployed TDT at Ernest Harmon Air Force Base served to appreciably increase the proficiency level of assigned maintenance and flight crews. At present the all weather operational capability of this squadron is at a very high degree.

(4) Recommendations:

a. None

FOR THE COMMANDER:



2

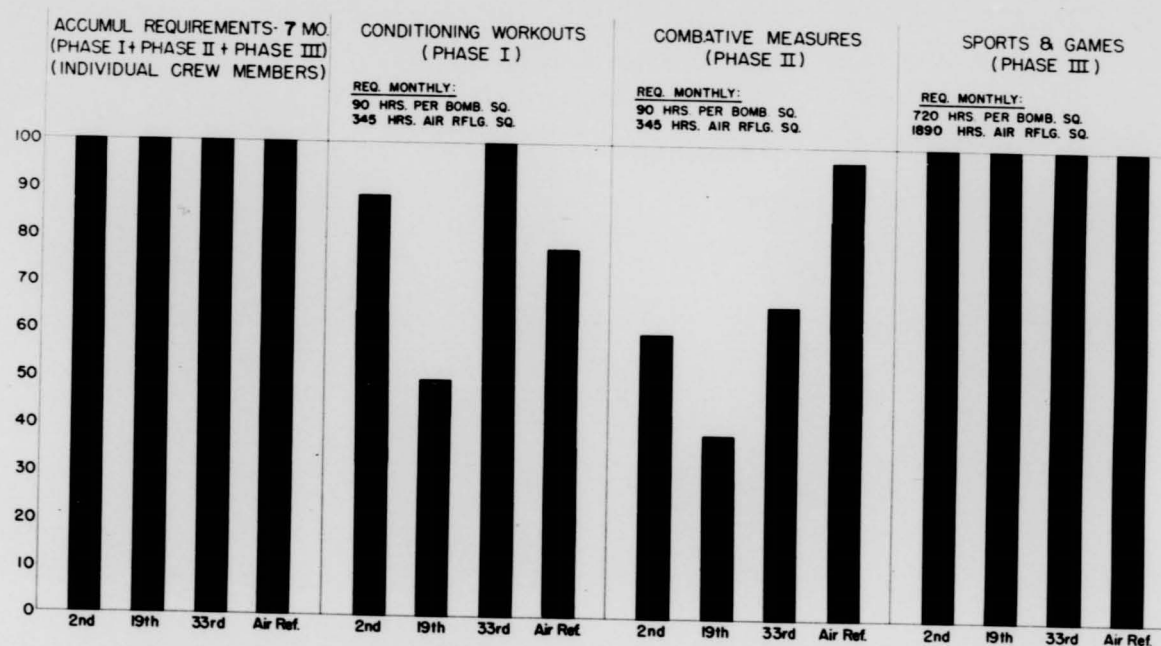
UNIT PERCENTAGE TRAINING CHART			
22d BOMBARDMENT WING (M) JET			
POSTED 30 APR 55			
SUBJECT	AUTH	REQ	
ABC	SAC REG 50-8 SUP II 19 FEB 1953 BASE REG 50-15 25 MAY 1953	2 HRS FISCAL YR ALL PERS	HQ
			2
			19
			33
			ARS
GROUND SAFETY	II	6 HRS YR ALL PERS	FM
			PM
			ARS
			HQ
			2
MEDICAL	II	5 HRS YR EXAM ALL PERS	19
			33
			ARS
			FM
			PM
MILITARY JUSTICE	II	2 HRS YR ALL LOWER 4 GRADES	ARS
			FM
			PM
			ARS
			HQ
PERSONAL AFFAIRS	II	2 HRS YR ALL PERS	2
			19
			33
			ARS
			FM
PSYCH WARFARE	II	5 HRS YR ALL PERS	PM
			ARS
			FM
			ARS
			HQ
QUAL IN ARMS	II	ONCE YR ALL PERS	2
			19
			33
			ARS
			FM
SECURITY	II	5 HRS YR PH I PH II AS DIR ALL PERS	ARS
			FM
			PM
			ARS
			HQ
CHAR GUID	II	12 HRS YR ALL PERS	2
			19
			33
			ARS
			FM
COMBAT REAR	II	1 HRS YR ALL PERS	ARS
			FM
			PM
			ARS
			HQ
AIR BASE DEFENSE	II	2 HRS YR ALL PERS	2
			19
			33
			ARS
			FM

3

GROUND TRNG. UTILIZATION APR 1955

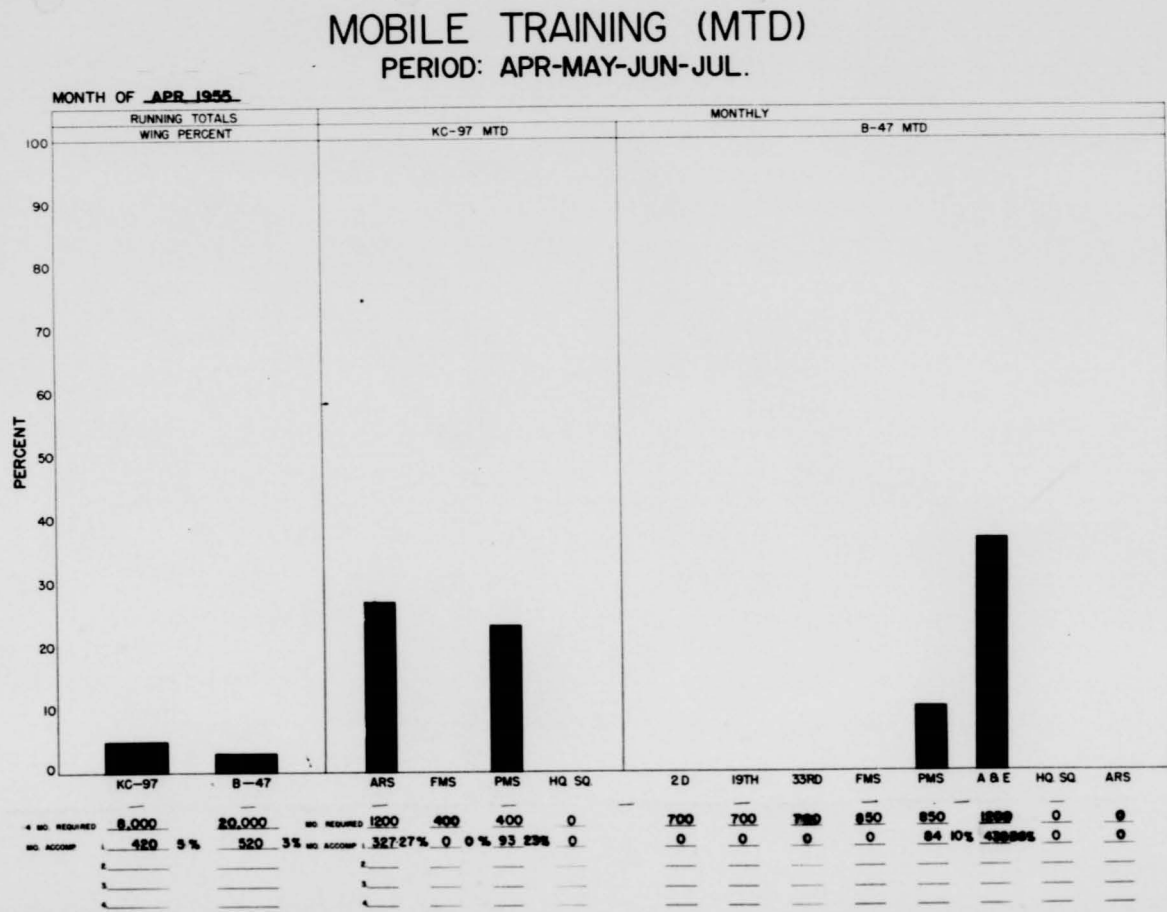
	<u>SCHED. AVAIL. TIME</u>	<u>UTILIZED TIME</u>	<u>%</u>
LINK TRAINER			
WING STAFF	00:00	00:00	-
2 BOMB SQ	00:00	00:00	87
19 BOMB SQ	00:00	00:00	58
33 BOMB SQ	00:00	00:00	98
22 AIR RFLG SQ	00:00	14:00	88
T-2 ULTRASONIC TRAINER			
WING STAFF (EWP)	00:00	00:00	-
2 BOMB SQ	00:00	01:00	78
19 BOMB SQ	00:00	14:00	80
33 BOMB SQ	00:00	16:00	64
T-1A GUNNERY			
2 BOMB SQ	00:00	30:00	84
19 BOMB SQ	00:00	28:00	48
33 BOMB SQ	00:00	41:00	73
LORAN TRAINER			
22 AIR RFLG SQ	00:00	10:00	48
KC-97 SIMULATOR			
WING STAFF	00:00	00:00	0
22 AIR RFLG SQ	TDY		
B-47 SIMULATOR			
WING STAFF & S.B.	00:00	00:00	100
2 BOMB SQ	00:00	00:00	85
19 BOMB SQ	00:00	00:00	87
33 BOMB SQ	00:00	00:00	
	<u>SPACES ALLOTTED</u>	<u>SPACES FILLED</u>	<u>%</u>
BASIC SURVIVAL			
2 BOMB SQ	4	4	100
19 BOMB SQ	4	4	100
33 BOMB SQ	4	4	100
22 AIR RFLG SQ	TDY		
SEA SURVIVAL			
2 BOMB SQ			
19 BOMB SQ			
33 BOMB SQ			
22 AIR RFLG SQ			
SAC SURVIVAL			
2 BOMB SQ			
19 BOMB SQ			
33 BOMB SQ			
22 AIR RFLG SQ			
BOMB COMMANDER SCHOOL			
2 BOMB SQ			
19 BOMB SQ			
33 BOMB SQ			
ALTITUDE INDOCTRINATION			
2 BOMB SQ	1	1	100
19 BOMB SQ	3	3	100
33 BOMB SQ	4	4	100
22 AIR RFLG SQ	4	4	100

PHYSICAL CONDITIONING PROGRAM APR 1955



Total hrs. required per crew member since 1 Oct. 54 76 HRS.

338 OF 406 Crews members received the required amount of hours for 83 %



MAINT. TIPS

MAINTENANCE INFORMATION BULLETIN NO. III APRIL-MAY 22D BOMB WING MARCH A. F. B. CALIFORNIA



HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

22DMST
MAINTENANCE INFORMATION BULLETIN)
NUMBER - - - - - 3-55)

April 1955

1. The Maintenance Information Bulletin is a publication nondirective in nature and pertains to suggestions, hints, etc. on maintenance items of general interest to maintenance personnel and is authenticated by the chief of maintenance. It is desired that all maintenance personnel take advantage of this publication as a means of exposing their maintenance problems so that a possible solution may be reached by the Maint. Stand. Team. A phone call (6297) or a written note on any problem will bring the M.S.T. to your assistance.

2. MAJFUNCTIONS-ABORTS: The Malfunction-Abort Report for January and February brought to light many errors that we as maintenance personnel could have prevented. We all know that when aircraft are scheduled for flight in the morning, support personnel, ground crew and flight crews, all arise in the middle of the night. In addition maintenance specialist must standby in all sections until the aircraft are in the blue.

The remark that we always hear from maintenance personnel is "We work too many hours above our normal duty". It's true, we do but let's look at why we have to work more than 8 hours- or do we? Here is a list of mistakes that have caused long hours of work with no increase in our Wing accomplishments.

- a. A high pressure fuel filter seal was blown and replaced since last flight with a wrong seal. A run up after seal installation would have disclosed this defect.
- b. Throttle linkage was improperly adjusted, allowing only 97 1/2 % output. A run up after adjustment would have disclosed this.
- c. An elbow from fuel ring to combustion chamber was left off at inspection. A thorough inspection was not accomplished or this would have been found.
- d. In complying with a T.O. an instrument hose was twisted causing the instrument to read zero after take-off. The specialist should have seen this when complying with the T.O. and done something about it.
- e. The cap for the forward drag strut pressure beam was removed for T.O. compliance and not replaced. An adequate inspection after completion of the work would have found this. Let's recheck our work and get it done right the first time.
- f. An aircraft aft main gear striker plate was bent causing a failure of aft main gear to indicate up. WHY? the cause was not determined but I'm sure it would have been found had a conscientious inspection been performed.
- g. Elevator trim was found to differ between pilot and co-pilot approx. 5°. The needle arm had slipped from the friction cog. No reason was found as to who was at fault but it did happen, let's watch it.
- h. An inner pressure door came open during taxi of the aircraft. The door latches had to be adjusted, this should have been found sooner.
- i. Faulty adjustment of the inverter system with resultant effect on "K" system. Closer attention to the job might have avoided this.
- j. A broken generator lead on the relay. This should never have been, it could have been found.

- / -

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k. A P.C.U. had been written up as leaking numerous times. The unit was run through until leak stopped. The unit prior to flight had leaked to much. Flight aborted because of a P.C.U. change. A little foresight, since it had been written up numerous times before, and the P.C.U. changed prior to the flight would have saved many hours of work and effort of all men. For a mission could have been completed.

3. MAINTENANCE MAL-PRACTICES were also detected by Armament - Electronics personnel.

- (A)
1. Improper modulation adjustment on ARC-27 in radio shop.
 2. A loose radio control panel had to be fastened causing a delay in takeoff.
 3. Numerous malfunctions of loose mike switches, loose interphone cords, sticking mike switches, etc, could have been prevented by proper preventive maintenance

(B) GUNNERY

1. APG-32 malfunctioned due to faulty seal on RF-Heads. Another for faulty adjustments
2. Guns jammed because of mis-aligned links

- (C) BOMBING SYSTEM
1. Faulty 'Phi' sensitivity adjustment.
 2. Failure to find intermittent short in 300 VDC line.
 3. An air abort caused by faulty 'HR' sensitivity adjustment.
 4. Faulty 'Radar Range' adjustment.
 5. Faulty 'AR' balance adjustment.
 6. Faulty Indicator Serve gain and balance adjust.
 7. 'CSM' too slow.
 8. Faulty boresight.
 9. Faulty set up of azimuth computer.

- (D) AUTO-PILOT
1. Azimuth channel of N-1 compass out of balance.
 2. A-12D Malfunction due to water in line.

- (E) CAMERA
1. Camera's not being synchronized
 2. Loose fuse holder

- (F) RADAR
1. Dirty switch 201 missed during calendar inspection.

Summarizing up all the reasons for shorts and mal-practices it is blamed on lack of proper inspection after completion of the job. Let us all take a little more time and inspect our work and see if we have done the job right, only this way can we cut down the hours that we have to work in order to get an aircraft to fly when scheduled.

'An Ounce Of Prevention Is Worth A Pound Of Cure'

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4. MATERIAL FAILURE: Many of the aborts were caused by Material Failure. Of which we have no control. But a little better inspection might have shown us defects prior to an abort.

It is very unlikely that AMC has been purchasing unsatisfactory parts and equipment indicated by 'Material Failures'. Lets make sure failures of equipment didn't result from our lack of attention, improper procedures, poor inspection or human errors. It is not a crime to make a mistake but let others know about it so they don't make the same mistakes.

(5) CABIN COOLING UNIT

1. Just a reminder that the Cabin Cooling Unit must be checked for oil level in sight gage every 10 hours. In maintaining the level tolerance of # 0 .10 inch of the high level mark on the sight gage. If refilling is required use Spec. MIL - L - 15016A Grade 3042. Capacity is 80 to 85 CC's.

2. CAUTION To avoid damage to unit, level airplane laterally before filling.

3. At each 100 hours, drain oil from sumps and flush.

6. CROCUS CLOTH - CORROSION

1. Have you been using crocus cloth to clean inlet guide vanes of your jet engine prior to painting? Here is some news for you. Crocus cloth is made of ferrous grit for abrasive characteristics. When particles of this ferrous grit (iron in some form) are left imbedded in the inlet guide vanes of the engine on B-47 aircraft, they form a point for corrosion to start.

2. By using alundum paper, which uses aluminium particles as an abrasive, instead of crocus cloth. After the paper has been used to clean the vanes, remove the dust and loose grit and touch up with silicone paint (GE 1212).

3. When ordering the paint, reference and request GE AGT Spec. F 50T14 which gives the process for applying the paint to jet engines.

7. RUN - UP PRECAUTIONS

1. B-47 Crew Chief's and Mechanics are reminded that engine exhaust gas temperature limits of 690°C are not to be exceeded during the 100% R.P.M. stabilizing run.

2. If the exhaust gas temperature exceeds 690°C, reduce engine speed until the temperature is stabilized below 690°C. Gradually advance the throttle to 100% R.P.M. and 690°C maximum exhaust gas temperature. Between 90 and 100% R.P.M. it may take 5 to 10 minutes to stabilize exhaust gas temperature before 100% R.P.M. can be reached.

3. Instructions are contained in Paragraph 1 - 65, T.O. 2J-J-47-22, revised 15 December 1954. Compliance will increase service life and reliability of J-47 Engines. (MAINTENANCE ENGINEERING BULLETIN)

8. OBSERVER'S DOWNWARD EJECTION HATCH PNEUMATIC SYSTEM LEAKAGE

1. Difficulty has been experienced with air pressure drop from the pneumatic system in excess of that expected for the temperature differential encountered at high altitudes. Most of the airplanes reported to have excessive pressure drop at high altitudes will not leak under normal conditions on the ground.

2. Investigation revealed that when a fully charged system was exposed to low temperature, the positioning type universal fittings, Part No. AN 833, would leak quite seriously, even though the system did not leak at room temperature. In most cases the leakage was a result of improper assembly of the fittings.

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8. "OBSERVERS DOWNWARD EJECTION HATCH PNEUMATIC SYSTEM LEAKAGE" (Continuation)

2. If the fittings are assembled correctly the connections will be leak proof in most cases. The following steps will insure correct assembly and help eliminate this condition."

(A) 1. Coat male threads of fitting, ring, and gasket sparingly with petrolatum, Spec. AN-F-51 (Vaseline) or Hydraulic fluid and assemble. Work the ring into the counterbore of the nut, then turn the nut down until the gasket is pushed firmly against the lower threaded section of the fitting

2. Install the fitting into the boss and at the same time keep the nut turning with the fitting until the gasket contacts the boss. This point can be determined by a sudden increase in torque. With the fitting in this position put a wrench on the nut to prevent its turning and, at the same time, turn the fitting in $1\frac{1}{2}$ turns. Position fitting by turning in not more than one additional turn.

3. Hold fitting and turn nut down tightly against boss. A slight extrusion of the ring is not detrimental. (TECHNICAL REPRESENTATIVE)

9. "IGNITION VIBRATOR FAILURES"

1. It appears that some of the ignition vibrator failures being experienced are caused by inadvertent positioning of the ignition switch to the Altitude Start position. This will result in a continuous operation of the Vibrator as long as power remains on the aircraft.

2. Look forward to the replacement of the switch in the near future with a spring loaded switch, until such time lets watch the position of the switch. (TECHNICAL REPRESENTATIVE)

10. "FILLING INSTRUCTIONS FOR EMERGENCY AILERON - FLAPERON HYD. SYSTEM RESERVOIRS"

This will be included in an early revision to Technical Order 1B-47B-2 and will be as follows:

1. Depressurize the aileron reservoir, use depressurization valve.
2. Remove the filler neck top. Make sure that the vent tube is in its highest position.
3. Fill until the fluid level appears in the lower half of the sight gage, use the depressurization valve if necessary to vent trapped air from the tank. Disregard the status of the flaperon accumulator, either pressurized or depressurized. (TECHNICAL REPRESENTATIVE)

11. "REMEMBER THIS"

To correct a widely misunderstood impression all personnel should be aware that loss, damage or destruction of government property may result in both reimbursement to the government (by means of Report of Survey Schedules of collections or statement of charges) and courts martial action with neither action having any mitigating effect on the other. Ref: Par 8, Section 5, Vol VI, AFM 67-1; and Articles 108, and 109 of the Uniform Code of Military Justice.

12. "ONE SUBJECT TO EACH UNSATISFACTORY REPORT"

The practice of reporting more than one discrepancy per UR imposes a serious problem in regards to proper evaluation, establishment of projects for investigation of the discrepancy, and subsequent control. Therefore, it is recommended that all UR's be submitted reporting one discrepancy per UR in accordance with par 1e, section III of T.O. 00-35D-54, dated 15 November 1954.

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13. "B-1 and B-2 Categories of accessories"

Look for T.O. 00-1-111 to be revised in the near future to recognize only the B-1 and B-2 categories of jet engine accessories and to outline the reuse and replacement procedures for these items.

14. "J-47-GE-23, -25, -25A Inlet Screen System Removal"

Look for a new T.O. in the near future directing removal of inlet screen systems on J-47-GE-23, -25, and -25A engines. This T.O. is presently being held up pending availability of ground run-up screens and contractors development of engine air guide sector fillers to smooth out air flow.

14. "Revision of T.O. 1-1-1"

A revision to T.O. 1-1-1 (01-1-1), Cleaning of Aeronautical Equipment, dated 3 Feb 1949, has been forwarded for printing and distribution. Considerable information has been included in the revision, especially regarding the use of skin brightening agents, which will be of benefit to field organizations.

15. Reference to MIL 21, dated 24 March 1955

It is requested that the Ground Crew Check List, MIL 21, dated 24 March 55 has the following item added to the Navigator's Position.

2. Pull Circuit breaker on the interphone.

16. MIL and MTI

Listed below are MIL's and MTI's published after 24 Jan 1955 to assist activities in maintaining a current file.

MIL 21	dated 24 March 55	Ground Crew Check List B-47 AC
24 "	25 March 55	Submission of Requests Through Supply Controller
29 "	12 Feb 55	Towing Aft and Ground Equipment
38 "	18 Feb	Aircraft Corrosion Control
46 "	10 Feb	Technical Order Files & Publications
63A "	17 Jan	Processing Aircraft Armament Electronics Equipment
66 "	12 Feb	Harminization of the A-5 Fire Control System
72 "	25 Feb	K-System Acceptance Check
MTI D-8	dated 17 Mar	Record of Overtemperature Operation
N-2 "	16 Mar	Calibration of Fuel Quantity System B-47 & KC-97 AC

17. These are the present standings Quality Control-wise for March. HOW DO YOU STAND ? Lets get on TOP.

(25% Flight Line Inspection - Average discrepancies per aircraft)

<u>STANDING</u>	<u>SQUADRON</u>	<u>NO. A/C INSPECTED</u>	<u>AVERAGE</u>
1st	19 BS	2	28.
2nd	2 BS	6	36.3
3rd	33 BS	2	36.5

(Periodic Inspections - Average discrepancies per A/C)

1st	19 BS	2	44.5
2nd	2 BS	2	45.
3rd	33 BS	2	59.

22DMST
MAINTENANCE INFORMATION BULLETIN)
NUMBER - - - - - 3-55)

W. B. Thompson
W. B. THOMPSON
Major, USAF
Chief of Maintenance



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SECRET

(UNCLASSIFIED)

THE HISTORY OF
22D BOMBARDMENT WING (M)

FOR

MAY, 1955

MARCH AIR FORCE BASE, CALIFORNIA

PREPARED BY

A/3C CLARENCE A. BROOKS, AFSN 19113446

IN ACCORDANCE WITH

AFM 210-1 AND SAC MANUAL 210-1

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LLOYD H. DALTON, JR.
Colonel, USAF
Commander

12th Air Division
Fifteenth Air Force
Strategic Air Command
United States Air Force

SECRET

MISSION

The mission of the 22d Bombardment Wing is to be prepared to conduct strategic bombing operations on short notice in any portion of the world and under any conditions of climate, terrain or weather. In order to maintain this condition of readiness, the Wing performs a training program encompassing ground and air training which is designed to insure that combat crews will be able to plan and conduct operations and maintain equipment in a high state of efficiency.

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CHAPTER I
ORGANIZATION & ADMINISTRATION

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ORGANIZATION AND ADMINISTRATION

May was a 'routine' month in the 22d Bombardment Wing; however, there seemed to be more operational activity than usual. The month was also notable for changes in command of several of the units in the Wing: Lt. Colonel Raymond E. Hamlyn had recently assumed command of the 22d Air Refueling Squadron^{1/}; Lt. Colonel Burl W. McLaughlin became commander of the 19th Bomb Squadron^{2/}; and Capt. James E. Vickery was made commander of the Headquarters Squadron^{3/}.

The main problem seemed not to be one of a technical nature, but, rather, the perennial one of acquiring and keeping skilled workers to take care of the huge amount of paperwork necessary to administer the Air Force.

Morale. The first of May saw the return of personnel from TDY at Harmon AFB, Newfoundland, and the end of the month saw the preparations for another TDY to Mt. Home AFB, Idaho. This and the healthy amount of productive activity during the month was no doubt the reason for the high state of morale among the personnel in the Wing.

-
1. See BEACON article, 22d Air Refueling Gets New Commander, 13 May, 55, p. 9. Exhibit A.
 2. See BEACON article, 19th Bomb Squadron Slates 'Open House' For Families, 6 May 55, p. 1. Exhibit B.
 3. See BEACON article, Capt. Vickery Gets Hq. Sq. 22nd BW, 13 May 55, p. 6. Exhibit C.

ORGANIZATION & ADMINISTRATION (CONT'D)

^{4/}
AMOLs. There were only three AMOLs (Absent Without Leave) during the month of May. This made a total of 11 men AMOL for the four-month period beginning with February 1955. This was very good considering that the rate was only 1.34 per 1000 men for the period.

^{5/}
Re-enlistments. During the month of May there were 31 men discharged, nine of whom reenlisted. During the four-month period ending 31 May 55, there were 125 men discharged, 38 of whom re-enlisted making an average of 30 per cent.

4. See Monthly Analysis for May 55, p. 3. Exhibit D.

5. See Monthly Analysis for May 55, p. 4. Exhibit D.

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CHAPTER II
PERSONNEL

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PERSONNEL

Officer Manning. Personnel accounting as of 31 May 1955 for officer personnel within the Wing was as follows:

<u>Auth</u>	<u>Asgn</u>	<u>Effect Manning</u>	<u>MIRS</u>
428	406	385	90.2%

The fiscal year 1956 Temporary USAF Officer Promotion Cycle began with instructions and machine rosters received from 12th Air Division to be submitted during June 1955 for First Lieutenants eligible for promotion to Captain.

During the month of May, a total of 141 Officer Effectiveness Reports were forwarded representing the Captain "Annuals" plus normal reports for other reasons. An extremely high rate of technical error was noted indicative of the steadily declining experience level of the assigned officer records clerks. This deficiency, according to the Director of Personnel, would not be overcome until the clerks assigned gained experience and the vacancies were filled with qualified personnel.

Airman Manning. On 31 May, 1955, there were 1712 airmen assigned to the Wing. In the "Direct Maintenance" career fields (30, 32, 40, 42 and 43) there were 910 airmen effectively assigned as against an authorization of 1070, for an effective percentage of 85 per cent. This represented a percentage increase of six per cent over the previous month. The cause of this increase in effective manning

PERSONNEL (CONT'D)

was due to upgrading in the 43 career field. The Wing jumped from a shortage of 37 airmen at the "5" skill level in April to an overage of 20 at the "5" skill level in May in the aircraft maintenance field.

In the "Indirect Maintenance" career fields (all other fields not mentioned above) as of 31 May 1955, there were 481 effectively assigned as compared to an authorization of 547 airmen for an effective percentage of 88 per cent. This was the same percentage as tabulated for April, which indicates a standstill in manning affecting especially the clerical (70) and personnel (73) career fields.

Losses to overseas quotas totaled ten airmen for the Wing, and reassignments which included Fifteenth Air Force totaled 16. Two airmen in the Wing retired during May: one from Headquarters and the other from the Field Maintenance Squadron.

^{6/} Questionnaires were prepared in the Office of the Director Personnel and mailed to each prior service airman in the Wing. These questionnaires outlined certain items which, it was felt, could only be answered by the airman from his discharge certificates, school certificates and orders. When completed, the questionnaire would be returned to the personnel section for use when airmen

6. See: Questionnaire for New Military Record. Exhibit E.

PERSONNEL (CONT'D)

were interviewed and the new airman military records were in the process of being accomplished for all airmen.

PERSONNEL SHORTAGES⁷¹

Personnel shortages continued to affect the operation of the Wing. While slight improvement could be seen in some areas, regression was evident in others so that over all the situation was not improved.

Radar Maintenance. Regression occurred since the last report leaving 22 airmen assigned with an authorization of 31.

X Systems. Slight improvement was shown in AFSC 32170E with 15 airmen assigned with an authorization of 35.

Gunlaying. This field remained critical at the 5 and 7 skill levels with a shortage of 29 out of an authorization of 57 in these levels.

Hydraulics. The addition of 2 airmen in this field reduced the shortage to 6 with an authorization of 23.

Engine Mechanics. The previous few months had seen a steady loss within the Wing of Engine Mechanics, AFSC 43231 and 43251. With an authorization of 88 airmen at these levels, only 69 were assigned. Losses had been heavy since approximately the middle of March, 1955, and was no indication of input.

7. This information taken from Wing Commander's Remarks - Part V. See Exhibit F.

PERSONNEL SHORTAGES (CONT'D)

Administrative Field. As previously reported, the administrative and personnel career fields were critical and were becoming a major problem in the Wing. It was anticipated that separations within the following three months would reduce both of these fields to their lowest levels, impairing the administrative capabilities of the Wing. This area was considered more serious than any other personnel losses. The Wing was authorized 129 in these career fields and had 133 assigned; however, 33 of those were at the helper level (AFSC 70010 and 73010). Overseas quotas were expected to effect the loss of these airmen as they were upgraded. A case in point was that three airmen were awarded the three level during May. By the end of the month, two of these airmen were on orders to overseas projects and the third was pending final action for an overseas project. It was expected that by the end of July the Wing would be 46 airmen short at the three and five levels.

Officer Personnel. The officer personnel accounting showed a problem area in the Combat and Operations and the Maintenance Engineering career fields. The authorized and assigned strengths in the AFSCs concerned were:

PERSONNEL SHORTAGES (CONT'D)

<u>AFSC</u>	<u>Auth</u>	<u>Asgd by Duty</u>	<u>Short</u>
1234C	60	54	6
1234B	0	42	0
1245	135	80	13
1435	13	12	1
1525B	72	65	7
4324	2	1	1
4344	10	8	2
4355	2	1	1

EFFECTIVENESS RATING

During May 1955, the effectiveness rating of units was as follows:

Administrative and Support

<u>Standing</u>	<u>Unit</u>	<u>Discrepancies in May</u>
#1	22d A&E Maintenance Sq.	2
#2	22d Periodic Maintenance Sq.	3
#3	22d Field Maintenance Sq.	8
#4	Hq Sq Sec, 22d Bombardment Wg	19

Tactical

#1	33d Bombardment Sq.	10
#2	2d Bombardment Sq.	17
#3	19th Bombardment Sq.	26
#4	22d Air Refueling Sq.	52

The Air Refueling Squadron made the poorest showing as a result of not performing annual records reviews for personnel of the unit during the month.

The inspection report^{8/} for inspections conducted during April 1955 was received from the commander of the 12th Air Division.

8. See ltr, Hq 12 ADiv, Subj: Inspection Report. Exhibit G.

8

EFFECTIVENESS RATING (CONT'D)

In response to the April inspection, approximately 360 hours of overtime work was performed during May to bring personnel records to a higher standard of maintenance. All 201 file material was screened to eliminate extraneous items, leave records for officers were reaccomplished, records were reviewed for errors, and officer assignment and preference cards were reaccomplished.

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CHAPTER III - A
OPERATIONS

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OPERATIONSSUMMARY

Several special missions were flown during the month of May in which units of the Wing participated, all with, generally, favorable results. The end of the month was busy with preparations in anticipation of the closing of Runway 13-31 which was to be closed for repair and lengthening. To relieve the heavy congestion on the remaining short runway 12-30, a series of 5 to 10 day TDYs to Mt. Home AFB, Idaho, were planned.

According to the Wing Commander's Remarks, ^{9/}478:20 hours were flown during the month of May in performing missions ordered by higher headquarters. Local weather did not cause any losses in flying time.

BISCUIT EATER - OPERATIONS ORDER 130-55^{10/}

This was a Unit Simulated Combat Mission scheduled for the 4th and 5th of May, 1955. Of the 31 scheduled aircraft, 26 were considered effective over the primary target. Thirty-one aircraft were airborne, however, four aircraft experienced pre-target aborts due to X System malfunctions and one due to hydraulic system malfunction, according to the TWX sent to the Fifteenth Air Force (Zippe 5-069).^{11/}

9. See Wing Commander's Remarks - Part V. Exhibit F.

10. See Excerpts from Operations Order No. 130-55 and Zippe 5-069 (SECRET). Exhibit H.

11. See Footnote 10.

10

OPERATIONS (CONT'D)

PARADE GROUND - OPERATIONS ORDER NUMBER 118-55.^{12/}

This mission was originally designed as a Fifteenth Air Force evaluation mission but was cancelled and flown on 12 May 55 as a Wing mission, designed to determine the current radar bombing, grid navigation, IBDA photography and B-51 reports capability of combat ready crews within the Wing.

NEVER HAPPEN - OPERATIONS ORDER NUMBER 119-55.^{13/}

This exercise was a Fifteenth Air Force wide Commander's Bombing Competition flown on 18 May 1955. The purpose of this mission, according to the Operations Order, was to enable commanders to become more conversant with the overall bombing problem, and to further the competitive spirit among Fifteenth Air Force commanders. Simulated radar bombing attacks were made on 19 and 20 May against RBS targets at Salt Lake City, Utah, and Denver, Colorado. Attacks were accomplished with squadron, wing and division commanders manning the appropriate observers position during the bomb runs.

12. See Parade Ground Critique (SECRET). Exhibit I.

13. See Excerpts from Operations Order No. 119-55 and Zippo 5-104 (SECRET). Exhibit J.

11

SADDLEHORN - OPERATIONS ORDER NUMBER 127-55^{14/}

This mission, flown on 26 May 1955, was designed to accomplish simulated bombing mission on selected RBS targets, utilizing grid navigational techniques over a portion of the route. Targets were at Spokane, San Francisco and Los Angeles. The mission results were considered good except for the bombing portion on the Spokane target complex.

14. See Excerpts from Operations Order No. 127-55 and Zippo 5-142 (SECRET). Exhibit K.

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CHAPTER III - B
TRAINING

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TRAININGFLYING TRAINING

May started a new 50-8 quarter and efforts were again directed, in the Air Refueling Squadron, towards scheduling and planning missions towards maximum accomplishment of 50-8 navigation requirements. As of the 1st of June, navigation requirements had been accomplished

as follows:

<u>Phase</u>	<u>per cent complete</u>
Night Celestial	14.7
Day Celestial	26.4
Grid	58.8
Day Rendezvous	32.9
Night Rendezvous	30.8
Flop Navigation Legs	17.6
Radar Navigation Legs	26.4
Radar Airborne Low Approaches	49.0

All of the Navigators in training under SAC Reg 51-19 had completed their ground school phase of 51-19.

According to the Monthly Analysis for May ^{15/}55, the following was accomplished in the Wing in flying training:

RBS Radar Bombing: 240 runs were performed, with 89.2 per cent acceptable.

RBS Visual Bombing: 30 runs were performed, with 100 per cent of them being acceptable.

Nite Celestial Navigation: Of the 34 legs performed, 32, or 94.1 per cent were acceptable.

15. See Monthly Analysis for May 55 (SECRET). Exhibit D. p. 7.

TRAINING (CONT'D)

Flight Engineering: Of the 80 missions performed, 77, or 96.3 per cent, were acceptable.

Gunnery: 44 missions were performed during the month, and 75 per cent of them were acceptable.

Air Refueling - Wet Hookups: 100 per cent of the 160 contacts were acceptable.

Air Refueling - Radar Rendezvous: 100 per cent of the 105 rendezvous were acceptable.

GROUND TRAINING

During the month of May, 1955, the following activities and training were conducted by the Wing Ground Training Section:

- a. A total of 85:00 hours of Judo and 302:00 hours of PCU were completed by the Wing in the Physical Conditioning Unit.
- b. A total of 448:00 hours of Synthetic Trainer time was accomplished by combat crew personnel
- c. A total of 1094 man-hours were spent by personnel of the Wing in the KC-97 MTD.
- d. A total of 1397 man-hours were spent by personnel in the B-47 MTD.
- e. A total of 480:00 hours of Special Weapons Refresher and 96:00 hours of loadings were accomplished.
- f. Five crews attended SAC Evaluation School during the month.
- g. TDY orders were published placing 11 crews in the Base Block Training Program during the month.

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GROUND TRAINING (CONT'D)

- h. Sixty combat crew members completed 960 hours of Altitude Indoctrination Training.
- i. Seven combat crew members attended the Base Survival School.
- j. Nineteen combat crew members attended the SAC Survival School at Stead AFB, Nevada.
- k. Four persons completed the SAC Organizational Supply Refresher Course during the month.
- l. Combat crew members completed 303:00 hours of EWP Training.
- m. 460:00 hours of Instrument Ground School training was accomplished by pilots.
- n. Five co-pilots of the Wing completed 41 hours of OQ Gunnery Range Training at Davis-Monthan AFB during the month.

AIRCREW PERCENTAGES OF TRAINING

Good headway was made by most of the units of the Wing in many phases of aircrew training during the month of May: The Basic Survival course was approximately 90 per cent completed by all units. Although the 2d Bomb Squadron and the Air Refueling Squadron had almost finished their training in the Basic Survival Refresher course, the 19th Bomb Squadron and the 33d Bomb Squadron had not yet begun by the end of May. Sixty per cent of the necessary training had been completed by the Refueling Squadron in Sea Survival, but none of the other units had started their training in that field. The Bomb Commander course, which is required of all pilots was almost 90 per cent completed by all units at the end of the month.

16. See Chart: Master Aircrew Percentage Chart. P. 1, Exhibit L.

15

AIRCREW PERCENTAGES OF TRAINING (CONT'D)

Altitude Indoctrination which was required of all crews, was approximately 55 per cent completed by units of the Wing. B-47 and KC-97. Simulator Training was well over half finished by all units. The A-5 Gunnery training requirements were about 85 per cent completed at the end of the reporting period. The U-2 requirements were almost completed by all units; In-Flight Refueling training was approximately 80 per cent completed; and the OQ Gunnery Range requirements were about 50 per cent completed by the end of the month.

UNIT TRAINING^{17/}

The training required of all personnel in all the units, as indicated by the Unit Training Chart, was, in most of the phases, for only a few hours per year, but all of the units were progressing in completing the requirements. The two hours indoctrination in SAC Mobility Plan was completed by all units by the end of the month.

PHYSICAL CONDITIONING PROGRAM^{18/}

The Physical Conditioning Program for the 22d Bombardment Wing, which called for a total of 88 hours for each crew member since 1 October, 1954, was 18.9 per cent completed as of 31 May 1955, 74 of the 391 crew members having received the required amount of hours of training.

17. See Unit Percentage Training Chart. P. 2, Exhibit L.

18. See Physical Conditioning Program. P. 6, Exhibit L.

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INTELLIGENCE

The Wing Intelligence Section continued to function much the same as it did during the month of April, however, much time was devoted to the preparation of target folders to be used for the TDY at Mt. Home AFB; also, the preparation of reports on wing mission "Saddlehorn."^{19/} The Wing Intelligence utilized a centralized interrogation system for this mission. All Intelligence personnel assigned to the tactical squadrons performed the combat crew interrogation with assistance from Wing Intelligence personnel.

Operational Intelligence Section. The first week in the month of May was devoted to the administration of EMP examinations for Combat Crew personnel. Examination papers were completed, graded and forwarded to Headquarters 15th Air Force for review. The Operational Section continued to brief the Wing Commander and his staff at the weekly staff conferences. The following subjects were covered during the month:

- (1) "Austria's New Status."
- (2) "The Chinese Communist Air Force."
- (3) "The May Day Air Review."
- (4) "Negotiations with the USSR."

19. See Operations Summary. Page 9, this history.

20. See Page 11, this history.

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INTELLIGENCE (CONT'D)

As a result of interest expressed by the Squadron Commanders for weekly Intelligence briefings, it was planned to consolidate the Thursday Wing staff conference with the Monday Squadron Commanders conference. The consolidated conference was scheduled for 1330 Thursday and would continue the briefings on timely Intelligence information.

Four Intelligence briefs were prepared for the Wing Commander and the Director of Operations during the month of May. The following subjects were covered:

- (1) "New Russian Aircraft."
- (2) "Formosa Situation Report."
- (3) "Satellite Air Forces Develop Offensive Mission."
- (4) "Chinese Communist Intercept Activity."

The Operational Intelligence section furnished the Wing Reports Control Officer for missions "Never Happen," "Biscuit Eater", and "Saddlehorn". Also, classes were conducted each Saturday on Escape and Evasion Communications Equipment in conjunction with the SAC 50-8 training program for combat crews.

Two new projects were planned for the future:

- (1) Dissemination of Intelligence Briefs to the Squadron Commanders.
 - (2) Weekly briefings to the combat crews on timely Intelligence which could affect the mission of the Wing.
-

18

INTELLIGENCE (CONT'D)

Target Materials Section. The Air Objective Folder system was revamped, allowing a quicker reference system. Also, additional target materials were added to target folders for Operations Plan 50-55A, which was received from Headquarters 15th Air Force.

Photo Interpretation Section. A total of 171 rolls of O-15 film were received by the photo interpretation section and sent to the respective squadrons for critique. There were 153 Forms X scored in compliance with SAC Regulation 51-11. During the month there were 50 scored runs on Camera Targets (Non-RBS sites). Nine malfunctions of camera or radar were noted by film review and were reported to the camera repair section for action.

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CHAPTER IV - A
MAINTENANCE

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MAINTENANCE

Maintenance Control Supply. This department reported the following AOCF and ANFE rates for the month of May:

	<u>B-47</u>	<u>KC-97</u>
Percentage of Acft AOCF	0	0
Percentage of Acft ANFE	4	4

Consumption Data Cards were established in five maintenance shops for a record of consumption data and every expendable item used by the shops. This procedure was recommended to Headquarters SAC for inclusion in SAC Manual 65-2. All remaining shops were scheduled for implementation of this procedure during the month of June 1955.

Aircraft Records Section. According to the report from this section, two KC-97F aircraft were lost to OCAMA on Project IRAN on 17 and 18 May 1955.

The records section reported the following TOC (Technical Order Compliance) Status as of the end of May:

	<u>B-47</u>	<u>KC-97</u>
New TOs received	196	70
Required manhours for TOs rec'd	457	312
SAC Forms 85 issued	196	70
Estimated manhours required	457	312
SAC Forms 85 received	160	125
Total TOC manhours accomplished	820	1070

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MAINTENANCE (CONT'D)

Maintenance Quality Control. A 90-day housekeeping inspection ^{21/} was completed on the 2d Bomb Squadron, the 19th Bomb Squadron and the 22d Air Refueling Squadron during May.

Assistance was rendered to the tactical units by this section on the following special projects during the month:

1. Inauguration of compliance with 15th AFM 66-1 on Maintenance of ground powered equipment.
2. The Unsatisfactory Report Section gave instructions on the Failure Reports System and the use of the cards in conjunction with the Project Improvement Plan.
3. Checked all B-47 aircraft for compliance with T.O. 1B-47-484 "Modification of Drag Chute Linkage."

During the month, Maintenance Quality Control reported that periodic inspections were accomplished on seven B-47s and four KC-97s, and that flight line 25 per cent inspections were accomplished on three C-45s, two B-25s and two T-33s.

Base Flight Quality Control. This department reported the following accomplishments during the month:

1. Eighteen periodic inspections were completed on seven C-45, one C-47, two C-54, one C-119, six B-25, and one T-33 aircraft.
2. One routine inspection was completed on a transient T-33 aircraft.

21. See 90-Day Maintenance Inspection Reports. Exhibit M.

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MAINTENANCE (CONT'D)

3. Two aircraft jacket files were inspected.

4. Twenty-six test flights were completed during the month.

Pilots were briefed and debriefed for test flights by personnel of this section.

New aircraft acceptance inspections were performed on one B-25 aircraft at Carswell AFB and one T-33 at Kelly AFB.

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CHAPTER IV - B
SUPPLY

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SUPPLY

Supply activities during the month of May seemed to be primarily concerned with clothing items. Inspections were made in all of the units and unauthorized items were returned to Base Supply

Authority was received from Headquarters SAC by message IM2D^{22/} 27652, 9 April, 1955, for Wing Commanders to determine allowance of flying clothing and other equipment listed in T/A 1-21. After several meetings and much deliberation, the Wing Supply Section delivered a listing to the Wing Commander of equipment and items recommended for deletion such as wool knit sweaters, cotton field trousers, hoods for field jackets and wet weather clothing. Deletion of these obsolete items would reduce the amount of wet weather gear to a reasonable figure (about 50 per cent). After this list was approved by the Commander, it was furnished as authority for each unit to withdraw from organizational supply these items for turn-in to Base Supply as excess. Approximately \$40,000 worth of equipment was deleted as a result of referenced SAC message. This Wing was given a period of 60 days to accomplish this turn-in; however, halfway through the project verbal information was received from Chief, SAC B-47 Equipment Evaluation and Audit Team indicating that Headquarters SAC was in the process of reversing the

22. See SAC message IM2D 27652. Exhibit N.

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SUPPLY (CONT'D)

the decision to allow Wing Commanders to compute the authorizations of T/A 1-21 property. The units, at the end of the month, were holding the turn-in of the remaining items pending final decision from Hq, SAC or Chief, B-47 EE&AT.

ROSTER OF KEY PERSONNEL
22D BOMBARDMENT WING (M)

Commander.	Colonel L. H. Dalton
Deputy Commander	Colonel William J. Crumm
Adjutant	Captain Alfred J. Nelson
Comptroller.	Major David A. Lion
Director of Operations	Lt. Colonel Jay O. Gray
Chief, Intelligence Branch.	Lt. Colonel K. Q. Paddock
Director of Personnel	Major Kenneth G. Barzee
Director of Materiel	Lt. Colonel Jack D. Crane
Chief of Maintenance.	Lt. Colonel Elw. F. Gallup
Maintenance Control Officer.	Major John J. Borah
Director of Safety	Major John J. Devlin, Jr.

ROSTER OF KEY PERSONNEL
22D BOMBARDMENT WING (M)
(CONT'D)

2d Bomb Squadron Commander.	Lt. Colonel James M. Graybeal
19th Bomb Squadron Commander.	Lt. Colonel B. W. McLaughlin
33d Bomb Squadron Commander.	Lt. Colonel Paul H. Francis
22d Fld Maint Squadron Commander.	Lt. Colonel Chas. L. Lockhart
22d Per Maint Squadron Commander.	Lt. Colonel Mabon A. Cornwell
22d A & E Maint Squadron Commander.	Lt. Colonel Kenneth L. Johnson
22d Air Refueling Squadron Commander.	Lt. Colonel Raymond K. Hamlyn
22d Tact Hosp Squadron Commander.	Major Maxwell W. Steele
Veterinary Staff Officer.	Captain Warren E. Collins

EXHIBITS

- A. BEACON article, 22d Air Refueling Gets New Commander, 13 May, 55, p. 9.
- B. BEACON article, 19th Bomb Squadron Slates "Open House" For Families, 6 May 55, p. 1.
- C. BEACON article, Capt. Vickery Gets Hq. Sq. 22d BW, 13 May 55, p. 6.
- D. Monthly Analysis for May 55.
(SECRET)
- E. Questionnaire for New Military Record.
- F. Wing Commander's Remarks - Part V.
(CONFIDENTIAL)
- G. Ltr, Hq 12 ADiv, Subj: Inspection Report.
- H. Excerpts from Operations Order No. 130-55 and Zippo 5-069. (SECRET)
- I. Parade Ground Critique. (SECRET)
- J. Excerpts from Operations Order 119-55 and Zippo 5-104. (SECRET)
- K. Excerpts from Operations Order No. 127-55 and Zippo 5-142. (SECRET)
- L. Training Charts.
- M. 90-DAY Maintenance Inspection Reports.
- N. SAC message IM2D 27652.

By MAJOR J. G. NEATHE

19th Bomb Squadron Slates 'Open House' For Families

An open house is planned by the 19th Bomb Squadron tomorrow, May 7. According to new commander Lt. Col. Burl W. McLaughlin, it is to be conducted at 19th

Bomb Sqd. operations section under the supervision of 1st Lt. Alfred Mathiasen, Jr. and Lt. Donald R. Meyers, Squadron PIO. Scheduled for Saturday morning

is a open house session of the famed 19th Bomb Sqd. for the purpose of familiarization of the families and friends with routine duties and missions performed by the Sqd. personnel in their everyday life.

The ceremony will begin with a brief introduction by the commander and crews members, followed by mass briefing of the operations and restrictions throughout the day, in which everyone must attend.

Spectators will have a chance to view a simulation of a typical mission of the crews. Movies, demonstration on use of equipment both survival and tactical, and tours of the flight line to a static display of the squadrons aircraft with crews explaining the functions and dependability of the aircraft now in use at March.

All visitors must be dependents, members of the family or invited and escorted by personnel of the 19th Bomb Squadron. This is not to deprive anyone the chance of attending, but another step in security that everyone must help to enforce.

Upon completion of the tours, arrangements have been made for lunch and refreshments will be served throughout the day.



NEW COMMANDER OF 19TH BOMB SQUADRON, Lt. Col. Burl W. McLaughlin, is introduced to former Operations Officer, Major Hugh O. Tucker, who assumed command recently. With them is Lt. Col. Jay O. Gray, former Commander, now Director of Operations for 22nd Bomb Wing. Col. McLaughlin's unit will hold open house tomorrow.

NEW COMMANDER

Capt. Vickery Gets Hq. Sq. 22nd BW

By BILL LEAHY
Captain James E. Vickery assumed command last week of Headquarters Squadron, 22d Bomb Wing, from 1st Lt. Joseph W. Oliver, who is being reassigned to the 19th Bomb Squadron.

Captain Vickery had quite a week of it. In addition to his new military duty, he assumed another domestic duty — that of walking the floor with his five-day-old daughter Joanne, presented to him by his lovely wife, "Bonnie."

Joanne brings the total of daugh-

ters in the family to three: Mary Ann, 12, and Joyce, 2, share their parents' jubilation in their father's new assignment and the new addition to their home in Riverside at 3055 Miguel.

The new commander of the squadron has been at MAFB since August 1952. Prior to the new job, he was a KC-97 Aircraft Commander with the 22d Air Refueling Squadron.

Regarding his new assignment, Captain Vickery said: "Well, I believe it's a good deal all



CHANGE OF COMMAND—(left to right) Captain James E. Vickery assumes command of Hq. Sq., 22nd Bomb Wing. Holding guidon is M/Sgt. Henry Herdt. Congratulating new commander is Col. Lloyd H. Dalton, commander of the 22nd Bomb Wing. Also congratulating Capt. Vickery is 1st Lt. Joseph W. Oliver (right), who leaves the squadron for reassignment with the 19th Bomb Squadron.

around. I'm a career man. It stands to reason that some day I'll be too old to fly, and I can learn a lot about administration in my present assignment, and therefore be of benefit to the service, as the saying goes."

Continuing, the captain chuckled and said, "I used to be in recruiting. Darned if I didn't sell myself on the service as a career."

As to his outfit, he declared that he had assumed command of one of the greatest squadrons in SAC. "I am especially pleased that my non-commissioned officers are old-timers. We'll get along, and I am confident that we'll have a smoothly running outfit. In fact, I'm very happy with my new job."

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were not available for this history.
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original.

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HEADQUARTERS
22ND BOMBARDMENT WING (M)
March Air Force Base, California

22CP

SUBJECT: Questionnaire to Complete New Airman Military Records

TO:

1. It is requested the attached questionnaire be completed by you and that it be returned to the Consolidated Personnel Section, 22nd Bombardment Wing (M) not later than 195.

2. The information required by this questionnaire will be used to prepare new airman military records for you during June - August 1955. The new military record will replace the present service record and qualification card being used in the Air Force.

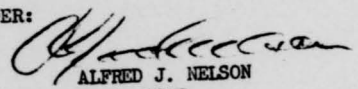
3. Although much of the information contained on your present records can be transcribed to the new record, other information not fully shown on present records is required on the new record.

4. No documentary evidence will be required when this questionnaire is completed and returned to the consolidated personnel section. However, when you are interviewed for the purpose of completing the new record, documentary evidence in the form of discharge certificates, valid orders, service school certificates of completion and verifications from military records centers will be necessary. Be certain to gather together these documents since they will be called for at the time of interview.

5. Although the suspense date in paragraph 1 must be met, it is requested the questionnaire be returned at the earliest date prior to the suspense date, if at all possible.

6. Before returning the questionnaire be certain that each question is answered fully. Please verify all your answers from your personal 201 file since this will simplify and speed preparation of the new record.

BY ORDER OF THE COMMANDER:


ALFRED J. NELSON
Capt, USAF
Adjutant

1 Incl:
Questionnaire

QUESTIONNAIRE FOR NEW MILITARY RECORD

Person completing questionnaire: Name: _____
 Grade: _____ AFSN: _____ Unit assigned: _____

Please answer the following questions fully:

1. List the date of rank for each of the following grades which you now hold or held just prior to promotion: (Documentary evidence: Orders)

Grade	Temporary?	Permanent?	Date of rank	Authority & date
SSgt	_____	_____	_____	_____
TSgt	_____	_____	_____	_____
ISgt	_____	_____	_____	_____

2. List all in-service schools you have completed during your military service giving the following information: (Document evidence: Certificates of completion)

Course title	Rating (if any)	Year completed
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. List all tours of foreign service from 7 Dec 1941 to date of present enlistment and indicate whether TDY or PCS as follows: (Documents: Orders or discharge certificates)

Date tour started	Location overseas	Date returned ZI	TDY	PCS
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

4. List all awards and decorations received during service: (Documentary evidence: Orders and/or discharge certificates)

Award or decoration	Authority & date	Presented (Yes or No)
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

5. List all campaigns and ~~combat~~ missions in which you participated: (Use AFR 35-50 for reference)
(Documentary evidence: Orders and/or discharges)

<u>Campaign designation</u>	<u>Dates of participation</u>	<u>Authority & date</u>	<u>Type of device received (bronze star, arrowhead etc)</u>

<u>Number of missions completed</u>	<u>Theater of operations</u>	<u>Period covered</u>

6. Give a summary of all your military service covering each period of active or inactive service and listing EACH PERIOD OF SERVICE - on a separate line: (Documentary evidence: Discharges & certificates of service)

<u>From</u>	<u>To</u>	<u>Active</u>	<u>Inactive</u>	<u>Highest grade</u>	<u>Most important position held</u>	<u>Army, Navy, Air Force, USMC, etc</u>

7. List continuation of items that are inadequately listed or explained on the questionnaire for lack of space:

Confidential

22d Bombardment Wing (H) 1 May - 31 May 1955
Wing Commander's Remarks - Part V - Supplemental Report

1. Several changes and additions to the monthly Air Training Report for May 1955 have been made necessary as a result of crews being TDY at SES during the last of May and returning after the submission of the Basic Report. Accomplishment forms were not available until after the return of the crews. Major changes are explained below:

a. Total training time for the month in B-47s of this Wing was reported in paragraph 15a of the Wing Commander's Remarks as 1626:10; however, this did not include portions of two flights at SES which began before midnight on 31 May and terminated in the morning hours of 1 June. This time has been applied to the crews which made the flights. The two crews affected are 121 and 149.

b. In addition, Crew 121 is credited with one sortie of 2:15 which had been reported as 5X because of lack of identification. This time is deducted from the 5X Practice.

c. Crew 149 is given credit for a mission which was flown at SES and erroneously credited to S50 as a result of aircraft substitution. This sortie is deducted from Crew S50.

d. The following crews flew gunnery missions at SES:

- (1) S07 loaded 700 rounds and fired 700 rounds.
- (2) 121 loaded 700 rounds and fired 700 rounds.
- (3) S34 loaded 700 rounds and fired 700 rounds.

/s/ L. H. Dalton
L. H. DALTON
Colonel, USAF
Commander

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22d BOMBARDMENT WING (M)
Wing Commander's Remarks -- Part V

1 May -- 31 May 1955

1. Hours flown performing missions ordered by higher headquarters:

a. 3943d SES Evaluation	83:20
b. 15th Air Force VIP Flights	7:20
c. Operation "Teapot"	10:20
d. Operation "Facekeeper"	74:05
e. Operation "Never Happen"	33:10
f. Operation "Saddlehorn" (15AF Evaluation)	213:10
g. Armed Forces Day Demonstrations	37:50
h. Practice Alert, 28 May	19:05

Total	<u>478:20</u>
-------	---------------

2. Weather and Local Conditions:

a. Three scheduled "Teapot" missions were cancelled because of unfavorable weather over the range; however, local weather did not cause any losses.

3. Restrictive Directives:

a. None.

4. Combat Crew Member Gains and Losses:

a. Crew Member Gains:

(1) Two Pilots.

b. Crew Member Losses:

(1) Two AOB's (One to Squadron Staff duty and one deceased).

5. Crew Member Changes:

a. None

6. New Crews:

a. None.

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Wing Commander's Remarks - Part V (cont'd) Page 2

7. Crew Status Changes:

- a. N15 to R15; upgraded 31 May.
- b. N53 to R53; upgraded 31 May.
- c. N82 to R82; upgraded 31 May.
- d. N54 to IN54; eff 1 May, auth: 15AF msg DOTE 27534, 6 May 55.
- e. N32 to IN32; eff 1 May, auth: 15AF msg DOTE 27534, 6 May 55.
- f. N99TP to IN99; eff 1 May, auth: 15AF msg DOTE 27534, 6 May 55.
- g. N97TP to IN97; eff 1 May, auth: 15AF msg DOTE 27534, 6 May 55.
- h. L02 to S02; upgraded 26 April.
- i. L04 to S04; upgraded 26 April.
- j. L33 to S33; upgraded 26 April.
- k. L50 to S50; upgraded 26 April.
- l. S17 to L17; downgraded 26 April.

NOTE: Announcement of changes in "h" through "l" was received too late for inclusion in the April Monthly Training Report.

8. Standardization Crews:

S07 Wing
S25 Squadron
L21 Squadron
S33 Squadron

9. Additional Materiel and Personnel Problems:

a. Materiel Problems:

- (1) None.

b. Personnel Problems:

(1) Personnel shortages continue to affect the operation of the Wing. While slight improvement can be seen in some areas, regression is evident in others so that over all the situation has not improved.

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Wing Commander's Remarks - Part V (cont'd) Page 3

10. SAC Minimum Training Requirements not Accomplished:

- a. Not applicable as this is the first month of a training quarter.

11. Non-Combat Ready Crews Capable of Deploying:

- a. Three.

12. Non-Combat Ready Crew Training:

- a. Non-Combat ready crews flew an average of 21.1 hours per crew as compared to 34.6 hours per combat ready crew. This difference is primarily the result of flying two large scale exercises, a Unit simulated Combat Mission and the 15th Air Force Evaluation Mission, in which only combat ready crews participated.

13. Field Training Operations:

a. Tests of Facilities:

- (1) On 28 May a Base Alert was conducted during which three aircraft were loaded and one was launched.

b. Exercises:

- (1) None.

c. Maneuvers:

- (1) On 4, 5 and 6 May, a Unit Simulated Combat Mission was conducted in which all participating aircraft were loaded with T-59s of which all except one were dropped. Accomplishments on this mission were listed in the USOM Report (3-SAC-T-12) dated 20 May 1955.

14. Special Training Month Remarks:

- a. Not applicable.

15. Comments or Recommendations of the Wing Commander:

- a. The projected B-47 flying time for the month of May was 1450 hours to be flown in 237 sorties. The flying time accomplished in B-47s of this Wing was 1626:10 flown in 267 sorties. In addition, Crew 159 ferried a B-47 possessed by another organization from Nouasseur, Africa to San Antonio A.D. They flew 12:15 and accomplished considerable training on the flight. This sortie and flying time

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Wing Commander's Remarks - Part V (cont'd) Page 4

is included in Part I of this report (Form 184). 5X crews flew 27:45 in six sorties. Seven test flights were flown for a total of 15:25. No T33 time was flown by the Wing during the month.

b. The record (unconfirmed) bombing accomplishments for the month were as follows:

- (1) Actual releases, scored:
(Made by 2 operators for a CEA of 570 feet) 3
- (2) Visual RBS runs:
(Made by 15 operators for a CEA of 713 feet) 31
- (3) Radar RBS runs:
(Made by 42 operators for a CEA of 2159 feet) 239
- (4) Malfunction RBS runs:
(Made by 6 operators for a CEA of 5889 feet) 10
- (5) GPI RBS runs:
(Made by 10 operators for a CEA of 13,350 feet) 11

c. In compliance with 15th Air Force Message DOTE 5533, dated 5 Jan 55, the following navigation training accomplishments are submitted:

- (1) Total record Grid Legs flown by the Wing in May was 68 for a CEA of 9.4 nautical miles.
- (2) Total record Day Celestial Legs flown was 25 for a CEA of 14.9 nautical miles.

d. In compliance with 15th Air Force message DOTE 13382, dated 21 Feb 55, the following gunnery training conducted during 3943d SES evaluation is reported:

- (1) Crew 146 loaded 700 rounds and fired 700 rounds.
- (2) Crew 155 loaded 700 rounds and fired 700 rounds.
- (3) Crew 167 loaded 700 rounds and fired 700 rounds.

e. In compliance with part V (unclassified) of 15th Air Force SECRET message DOTF 1456, dated 12 Mar 55, the following information concerning "Restricted Refuelings" is submitted:

confidential

Confidential

Wing Commander's Remarks - Part V (cont'd) Page 5

<u>Crew No.</u>	<u>No. of Sorties</u>	<u>Date of Sortie</u>	<u>AREFS</u>	<u>#Fuel Trfd</u>
S04	1	18 May 55	22 ARS	36,000
L16	1	18 May 55	22 ARS	38,000
L59	1	1 May 55	303 ARS	28,000
R72	1	18 May 55	22 ARS	36,000

f. In compliance with 15th Air Force Message DOOT 15313; dated 3 Mar 55, the following Operation "Teapot" runs are reported:

(1) Four missions were scheduled during the month. Three of these were cancelled due to weather. Crew S25 completed a successful mission on 15 May.

g. In compliance with 15th Air Force SECRET message DOTG 2500, dated 29 Apr 55, the following information concerning MK 18 IFIs is reported:

(1) Number of crews requiring MK 18 IFI training during the quarter: 2

(2) Number of crews receiving MK 18 IFI training during May: None.

(3) This training is scheduled for June and July.

h. The month of May is considered a very successful month with respect to 50-8 training accomplished. Slightly more than 50% of the quarterly requirements were completed and no difficulty is anticipated at this time in the completion of the remaining requirements during June and July.

/s/ L. H. Dalton
L. H. DALTON
Colonel, USAF
Commander

Confidential

DP

SUBJECT: Inspection Report

TO: Commander
22d Bombardment Wing (M)
March Air Force Base
California

1. In September 1954, the Fifteenth Air Force Audit Team discontinued its review of your personnel records because of the numerous discrepancies found in the first three squadrons visited. During the period 26 October - 1 November 1954, you consolidated your personnel sections in order to improve the quality of your records and, at that time, you were advised that the Fifteenth Air Force Audit Team would again audit your personnel records in January 1955. This was done and, on 3 March 1955, this headquarters forwarded a copy of the completed audit to you, indicating that the condition of personnel records maintenance within this command was unsatisfactory and advising you that a follow-up inspection would be made in April 1955.

2. Attached is the report of the follow-up inspection conducted in April 1955 of units of your command. It will be noted that many of the discrepancies reported at this time are similar to or are the same as those previously reported.

3. I am completely aware of the turn-over of personnel and dearth of experience in a number of persons responsible for maintenance of records in your command. I believe, however, that ample time has been given you in consideration of these handicaps, and it appears to me that there is no cogent reason for continued deficiencies in this area. The fact that you do have people capable of doing a good job becomes apparent when you note that the records of some of your squadrons are in excellent condition. The squadrons were judged as follows:

<u>Squadron</u>	<u>Officer Records</u>	<u>Airmen Records</u>
Hq Sq Section	Satisfactory	Satisfactory
2d Bomb Squadron	Unsatisfactory	Satisfactory
19th Bomb Squadron	Satisfactory	Satisfactory
33d Bomb Squadron	Unsatisfactory	Satisfactory
Per Maint Squadron	Excellent	Excellent
Fld Maint Squadron	Satisfactory	Satisfactory
A&E Maint Squadron	Excellent	Excellent
Air Rflg Squadron	Not checked due to TDY	

Of 14 squadrons thus far inspected, the 22d Periodic Maintenance Squadron has been reported to have the best personnel records. I desire that the people responsible be commended for that accomplishment.

Hq 12ADiv, Subject: Inspection Report

4. The personnel records of all units must be brought to the excellent standard set by the 22nd Periodic Maintenance Squadron without further delay. Airmen records must be acceptable prior to 20 June 1955, the tentative date for implementation of the new Airmen Records System.

5. I desire that you take whatever action you consider necessary to perfect personnel records of your command. Advise me not later than 15 June 1955 of the action taken by you.

1 Incl
Rept of Insp

CHARLES B. WESTOVER
Brigadier General, USAF
Commander

22ND BOMB WING

1. Headquarters Squadron Section:

a. Officers - 7 records checked.

(1) Col Lloyd H. Dalton, Jr.

(a) No records review (15AF Form 193).

(2) Col William J. Crumm

(a) Obsolete authority for Decorations in Item 41, DA Form 66.

(b) No records review (15AF Form 193).

(3) Lt Col Robert E. Mills

(a) Officer possesses fully qualified AFSC 0036C as an additional and a DAFSC of 1411.

(b) No entry in Item 17, DA Form 66, that officer attended the advanced B-47 Course at McConnell AFB, without completing course.

(c) Non-current entries in Item 41.

(d) DA Form 66 requires reaccomplishment; last reaccomplished in 1949.

(e) No records review.

(4) Maj Albert W. Hasson.

(a) No records review accomplished (15AF Form 193).

(b) Officer possesses AFSC 7321 with no record of ever having performed duty in this AFSC; suggest deletion.

(c) DAFSC in Item 12, DA Form 66, not entered.

(5) Maj Francis R. Walsh

(a) Officer has performed duty in AFSC 1411 since August 1954. Suggest officer's qualifications be reviewed to determine award of fully qualified AFSC 1416.

(6) Capt Paul E. Rath

(a) Possesses AFSC 6521 as primary. Officer has performed duty as 4351 since Sept 52; suggest reclassification.

22d Bomb Wing Personnel Records Inspection (cont'd) Page 2

(7) Several immunizations not current.

(8) Qualification in arms not current.

b. Airmen- 17 records checked (Form 20s).

(1) A/2C W. F. Eicker, Jr.

- (a) Item 28 - TAFMSD and TMSD not entered (para 2 and 6, AFR 35-3, 28 May 54).
- (b) Last ZI PCS date not entered.

(2) A/2C D. E. Babcock

- (a) MEIR indicates DLPCS 1 Oct 53; Item 28 indicates 1 Dec 54.

(3) A/1C D. L. Jenkins.

- (a) Item 1 - weight not shown as pencil entry (para 4d, AFR 35-500).
- (b) Item 1 - complete middle name entered (para 4a, AFR 35-500).
- (c) Item 28 - FSSD not entered (para 31a, AFR 35-500).
- (d) Item 28 - date of last ZI PCS not entered (para 3c, 15AFR 39-1, 27 Apr 54.).

(4) T/Sgt D. G. Darnall

- (a) MEIR indicates assigned 1 Feb 55. Item 29, Form 20, indicates still assigned 22d Air Refueling Sqdn.
- (b) MEIR indicates DLPCS Aug 53; Form 20 shows Jul 54.
- (c) Item 28 - TAFMSD and TMSD not entered.

2. 2nd Bombardment Squadron:

a. Officers - 11 records checked.

(1) Maj Harold F. Berry

- (a) OAA - middle initial "F"; DA Form 66 - middle initial "F".
- (b) FSSD was not corrected after the discrepancy was noted by the 15AF Audit Team.
- (c) DA Form 66 in need of reaccomplishment.

22d Bomb Wing Personnel Records Inspection (cont'd) Page 3

(2) Maj David B. Eastham

- (a) DA Form 66 required reaccomplishment.
- (b) No AF Form 625 on file.
- (c) No records review (15AF Form 193).
- (d) Obsolete authority for Awards and Decorations in Item 41, DA Form 66.
- (e) No entry in margin of Item 28 to denote submission of last DA Form 66A.

(3) Maj Lester E. Holmes

- (a) C&A - 2nd additional AFSC 33; DA Form 66 - 2nd additional AFSC 12.
- (b) C&A - instructor prefix of none; DA Form 66 - instructor prefix of I.
- (c) C&A - 1st additional AFSC 1231B; DA Form 66 - 1st additional AFSC 1044B.
- (d) Item 12, DA Form 66 - DAFSC 1231B.
- (e) Item 28, DA Form 66 - DAFSC 1234C.
- (f) Item 41, DA Form 66 - decorations entered in pencil.
- (g) No pencil entry in Item 28 margin to reflect submission of last DA Form 66A.

(4) Maj Dwight A. Lambert

- (a) Item 17, Form 66, does not reflect attendance at school as reflected in Item 28 (H1 Speed Nav and K Crs).
- (b) No qualification in arms.
- (c) Obsolete authority for awards and decorations.
- (d) No records review (15AF Form 193).
- (e) AF Form 625 is not current and has not been resubmitted 60 days prior to birthday.
- (f) No entry in Item 28 margin to reflect submission of last DA Form 66A.

(5) Capt Frederick L. Butler

- (a) No records review (15AF Form 193).
- (b) AF Form 625 is not current.
- (c) No pencil entry in Item 28 margin to reflect submission of last DA Form 66A.
- (d) No qualification in arms.

22d Bomb Wing Personnel Records Inspection (cont'd) Page 4

(6) Capt Edward L. Ellis

- (a) Leave Record is not current. Officer's leave Record reflects departure on leave in Nov 54; still on leave.
- (b) Running pencil summary of non-duty days is not being maintained.
- (c) No entry in margin of Item 28, DA Form 66, to reflect submission of last DA Form 66A.
- (d) Item 36, DA Form 66, reflects a half year of college education.
- (e) AF Form 625 not resubmitted during 60-day period prior to birthday.
- (f) DA Form 66 requires reaccomplishment (40 changes).

(7) Capt Moody E. Deaton

- (a) C&A - 1st additional AFSC of none; DA Form 66 - 1st additional AFSC 1431.
- (b) AF Form 625 not current.
- (c) Running pencil summary of non-duty days is not being maintained nor are non-duty days being recorded in Item 28.
- (d) C&A - 2nd additional AFSC 14; DA Form 66 - 2nd additional AFSC of none.

(8) 1st Lt Gilbert L. Hoffman

- (a) C&A - grade of Captain; DA Form 66 grade of 1st Lt.
- (b) Item 29, DA Form 66 - pencil entry.
- (c) Item 41, DA Form 66 - pencil entry.
- (d) No records review (15AF Form 193).
- (e) No AF Form 625.

(9) 2nd Lt John H. Wood

- (a) No records review (15AF Form 193).
- (b) No running pencil summary of non-duty days maintained in Item 28, DA Form 66.
- (c) No AF Form 625.
- (d) No AF Form 625 on file.
- (e) No entry in margin of Item 28, DA Form 66, to reflect submission of DA Form 66A.

22d Bomb Wing Personnel Records Inspection (cont'd) Page 5

(10) Capt Walter H. Hamilton

- (a) Officer possesses R&D AFSC 8621 with no AF Form 603 on file.
- (b) Item 40, DA Form 66, obsolete pencil entries.
- (c) No records review (15AF Form 193).
- (d) No AF Form 625 on file.
- (e) No entry in margin of Item 28, DA Form 66, to reflect submission of DA Form 66A.

(11) Capt Robert C. Vainais

- (a) Officer possesses a R&D AFSC; no AF Form 603 on file.
- (b) No qualification in sure.
- (c) Item 36, DA Form 66, reflects 2/3 years under college education.
- (d) No records review (15AF Form 193).
- (e) No entry in margin of Item 28, DA Form 66, to reflect submission of last DA Form 66A.
- (f) No running pencil summary of non-duty days, Item 28, DA Form 66.

(12) Non-duty days are not being recorded in Item 28, nor is a running pencil summary of non-duty days being maintained in accordance with para 38, AFM 35-9. This is predominant throughout records checked.

(13) From the condition of the records in this squadron, and the number of irregularities noted, it appears that the records clerk is either over loaded with work or is unable to perform his job properly. Suggest this matter be looked into. Airman was not interviewed because he was on pass.

b. Airmen -

Form 20s - 10 checked.

(1) A/2C G. H. Grant

(a) Item 27 - 2 AFSCs indicated as primary para 30a, AFR 35-500).

(2) Four of the ten records checked contained above irregularity.

Service Records - 8 checked.

(3) A/3C D. Houston

(a) 2nd Ind, 4 Mar 55, not signed.

22d Bomb Wing Personnel Records Inspection (cont'd) Page 6

3. 19th Bombardment Squadron:

a. Officers - 10 records checked.

(1) Lt Col Burl W. McLaughlin

- (a) No AF Form 625 on file.
- (b) Date of submission of last DA Form 66A not entered in pencil in margin of Item 28.

(2) Lt Col Kenneth G. McGrew

- (a) Records review not current.
- (b) AF Form 625 is not signed by officer and not current.

(3) Maj James M. Baily, Jr.

- (a) Records review not current.
- (b) AF Form 625 not current nor resubmitted during 60-day period prior to the officer's birthday.

(4) Maj Barney R. Carlson

- (a) No qualification in arms on DA Form 66, Item 40.
- (b) Obsolete authority for awards in Item 41, DA Form 66.
- (c) No clothing account number in Item 42, DA Form 66.
- (d) AF Form 625 not current nor resubmitted during 60-day period prior to birthday.
- (e) Records review not current.
- (f) Date of submission of last DA Form 66A not posted to margin of Item 28, DA Form 66.

(5) Maj Murray E. Cohn

- (a) Records review not current.
- (b) No qualification in arms entered in Item 40, DA Form 66.
- (c) No clothing account number entered in Item 42, DA Form 66.

(6) Capt Patrick E. Coleman

- (a) No records review (15AF Form 193).
- (b) Qualification in arms not entered in Item 40.

(7) 1st Lt Marice Reznar

- (a) Officer possesses B&D AFSCs 8551 and 8511; no AF Form 603 on file.

22d Bomb Wing Personnel Records Inspection (cont'd) Page 7

(8) Capt Leon V. Creed

(a) Officer possesses R&D AFSC 8561; no AF Form 603 on file.

b. Airmen -

Form 20s - 10 checked

(1) A/2C A. W. Harris, Jr.

(a) Item 28 - unauthorized entry (potentially qualified in AFSCs - - - -) (para 31, AFR 35-500).

(2) M/Sgt H. L. Stock

(a) Item 29 - incorrect summary; includes periods of prior service (para 32b(15), AFR 35-55).

Service Records - 10 checked

(4) T/Sgt D. H. Fous

(a) Section 4 - incomplete entry; shows airman still TDY in Newfoundland (para 23, AFR 31-10).

(5) A/2C A. Cross

(a) Section 6 - on leave from 1 - 7 Jul inclusive; charged with 8 days leave (para 26b, AFR 31-10).

(6) A/1c J. Ave

(a) Section 6 - leave balance, Jun 53, erroneously computed. Airman on leave on 30 Jun 53. Entries not made as required by para 26g, AFR 31-10.

4. 33rd Bombardment Squadron

a. Officers - 10 records checked.

(1) 1st Lt Robert G. Miner

(a) Officer possesses R&D AFSC 8691; no AF Form 603 on file. (MEMO: Officer presently TDY at McConnell AFB, ETA May 55).

(2) 1st Lt William Neff

(a) OMA - 1st additional AFSC none; Form 66 - 1st additional AFSC 1521B.

22d Bomb Wing Personnel Records Inspection (cont'd) Page 8

- (3) Lt Col Paul H. Francis
 - (a) No records review (15AF Form 193).
 - (b) Qualification in arms not current.
- (4) Lt Col Arnold Sipes
 - (a) AF Form 625 not resubmitted during 60-day period prior to birthday.
 - (b) No records review (15AF Form 193).
- (5) Lt Col George M. Sutherland
 - (a) No annual physical examination since Nov 53 entered in Item 19, DA Form 66.
 - (b) Officer is rated.
 - (c) AF Form 625 not reaccomplished 60 days prior to birthday; present form not current.
- (6) Maj J. W. Cotton, Jr.
 - (a) Officer possesses IRS 1245 and 5524; performing duty in AFSC 1435.
 - (b) Additional AFSC 5524 possessed as fully qualified; no record of current performance of duty in this specialty.
 - (c) Possesses two degrees in Engineering; suggest classification action on this officer.
 - (d) Annual physical examination not current in Item 19, DA Form 66.
 - (e) AF Form 625 was not resubmitted during 60-day period prior to birthday.
 - (f) No records review (15AF Form 193).
- (7) Maj Harold O. Hopps
 - (a) No records review (15AF Form 193).
 - (b) AF Form 625 is not current and was not resubmitted during 60-day period prior to birthday.
- (8) Maj William P. Reed
 - (a) No records review (15AF Form 193).
 - (b) AF Form 625 is not current.
- (9) Maj Fale F. Rice
 - (a) Item 36, Form 66, reflects $\frac{1}{2}$ year college credit which is contrary to para 46, AFM 35-9.

220 BOMB WING Personnel Records Inspection (cont'd) Page 9

- (b) No records review (15AF Form 193).
- (c) AF Form 625 is not current nor resubmitted during 60-day period prior to birthday.

(10) Maj Vernon P. Saman

- (a) AF Form 625 was not resubmitted during the 60-day period prior to the officer's birthday.
- (b) Item 36, DA Form 66, reflects $\frac{1}{2}$ year college.
- (c) No records review (15AF Form 193).
- (d) DA Form 66 was reaccomplished 5 Dec 55; records still on file.

b. Airman -

Form 20a - 10 checked

(1) A/1C J. Baragi

- (a) Items 11, 12, and 20 - no entry and not checked (para 3, AFR 35-500).

(2) A/1C D. M. Jewell

- (a) Item 29 indicates airman assigned 33d Bomb Sq since 1 Apr 53.
- (b) Item 28 indicates last SI PCS as 17 Mar 54.

Service Records - 10 checked

(3) A/1C D. W. Mark

- (a) No entry indicating types of discharge certificates explained (para 18a, AFR 31-10). Section 14.
- (b) Section 1 - AMs read to airman only once (para 13, AFR 31-10).

(4) A/20 L. V. Martin

- (a) Section 6 - number of days leave erroneously computed. Airman on leave from 21 Oct to 14 Nov 54; charged with 23 days instead of 25. Entry is shown as on leave from 21 Oct 54 to 14 Oct instead of 14 Nov (para 26b, AFR 31-10).

- (5) Three records noted with no entry indicating types of discharges certificates explained (para 18a, AFR 31-10).

22d Bomb Wing Personnel Records Inspection (cont'd) Page 10

5. Periodic Maintenance Squadron.

a. Officers - 4 records checked.

No Errors.

b. Airmen -

Form 20s - 10 checked

No irregularities noted.

6. Field Maintenance Squadron.

a. Officers - 5 records checked.

(1) Lt Col Charles L. Lockhart

- (a) Immunizations not current.
- (b) Records review (15AF Form 193) not current.
- (c) Qualification in arms not current.

(2) Capt Warren C. Hardin

- (a) Records review not current (15AF Form 193).
- (b) Immunization not current.
- (c) Date of submission of last DA Form 66A entered incorrectly in margin of DA Form 66.
- (d) Last change was submitted 15 Mar 55; DA Form 66 reflects 1 Jul 55.
- (e) AF Form 625 not resubmitted during 60-day period prior to birthday.

(3) Capt Robert Iles

- (a) Obsolete authority in Item 41, DA Form 66, for Awards and Decorations.
- (b) Qualification in arms not current.
- (c) Pencil entry in margin of Item 28 to denote the submission of the last Form 66A in error; should be 9 Jan 55.
- (d) AF Form 625 not reaccomplished 60 days prior to birthday.

221 Bomb Wing Personnel Records Inspection (cont'd) Page 11

b. Airmen -

Form 20s - 12 checked

(1) T/Sgt Brinker

- (a) Item 28 - TMSD and TAFMSD not entered (para 2 and 6, AFR 35-3).
- (b) Item 28 - FSD incomplete; foreign service area not shown (para 31a, AFR 35-500).
- (c) Item 30 - not changed to reflect current data on reenlistment (para 36b(1), AFR 35-500).

7. Armament & Electronics Maint Squadron

a. Officers - 5 records checked.

(1) Capt Charles Romanick

- (a) Directed duty assignment in the 30 career field; officer performing duty in 32 career field.

b. Airmen -

Form 20s - 15 checked.

(1) M/Sgt L. H. Atkinson

- (a) MRR indicates PAFSC 3017OE; Form 20 shows PAFSC as 3017I.
- (b) Form 20 shows airman on OJT to 3217OE; effective 19 Dec 54, however MRR has no entry as to OJT.

(2) T/Sgt R. D. Anderson

- (a) Items 22 and 27 full; form required reaccomplishment (para 36a, AFR 35-500). Three others checked require same action for same reason.

(3) A/2C J. L. Anderson

- (a) Item 28 - unauthorized entry (reference change of UAFSC).

Service Records - 12 checked

No irregularities noted.

8. Air Refueling Squadron

a. Officers - 7 records checked.

22d Bomb Wing Personnel Records Inspection (cont'd) Page 12

- (1) Due to the TDF of the Air Refueling Squadron, the discrepancies written by the 15AF Audit Team have not been corrected. The officer in charge of the Consolidated Personnel Records Section was advised. The Officer Records Clerk was advised to obtain a copy of the audit and take necessary corrective action.
- (2) From a review of the few records, it was noted that the following discrepancies were predominant throughout the unit:
 - (a) No records review (15AF Form 193).
 - (b) AF Form 625 not current and resubmitted as required.
 - (c) Qualification in arms not current.
 - (d) No entry in Item 28 margin to indicate submission of last DA Form 66A.

SECRET

EXCERPTS FROM OPERATIONS ORDER NUMBER 130-55

1. GENERAL SITUATION: The 22d Bombardment Wing (M) is scheduled for a Unit Simulated Combat Mission on 4 and 5 May 1955, to be flown in accordance with instructions contained in Supplement XVIII, SAC Regulation 50-8, dated 15 December 1954. Nickname "Biscuit Eater" is unclassified.

2. MISSION:

a. Accomplish a Unit Simulated Combat Mission on 4 and 5 May 1955.

* * * * *

3. TASKS FOR SUBORDINATE UNITS:

a. 2d Bombardment Squadron: Provide four B-47 aircraft and aircrews on X Day, and one spare aircraft and crew. Provide five B-47 aircraft and aircrews on X + 1 Day and one spare pre-flighted aircraft.

b. 19th Bombardment Squadron: Provide six B-47 aircraft and aircrews on X Day, and one spare aircraft and crew. Provide four B-47 aircraft and aircrews on X + 1 Day and one spare pre-flighted aircraft.

c. 33d Bombardment Squadron: Provide five B-47 aircraft and aircrews on X Day and one spare aircraft and crew. Provide five B-47 aircraft and aircrews on X + 1 Day and one spare pre-flighted aircraft.

d. 22d Air Refueling Squadron:

(1) Provide twenty-nine KC-97 aircraft and aircrews to refuel B-47 aircraft on 4 and 5 May 1955.

(2) Provide a weather scout aircraft four hours prior to take-off of first B-47 aircraft on 4 and 5 May 1955 to determine refueling orbit to be utilized.

e. 22d Armament and Electronics Maintenance Squadron, 22d Field Maintenance Squadron and 22d Periodic Maintenance Squadron will:

(1) Provide necessary personnel and material as required to support this operation.

SECRET

secret

From: COMDR BW 22 MARCH AFB CALIF

SECRET

To: COMAF 15 MARCH AFB CALIF/COURIER/

PP

PP

X

X

Info: COMADIV 12 MARCH AFB CALIF/COURIER/

/SECRET/ 1. ZLPFO 5-069. B-27/130-55/22BW/BISCUIT EATER

2. CONCLUSIONS:

A. ESTIMATE OF MISSION, SUCCESS. MSN RESULTS CONSIDERED FAIR. 26 OUT OF 31 SCHED ACFT WERE CONSIDERED EFFECTIVE OVER PRIMARY TGT (SF HBS). 31 ACFT WERE AIRBORNE, HOWEVER 4 ACFT EXPERIENCED PRETGT ABORTS DUE TO K SYSTEM MALF AND 1 DUE TO HYDRAULIC SYSTEM MALF. 100% AIR REFUELING WAS ACCOMPLISHED. THE 22AREFS PERFORMANCE WAS SUPERIOR. 33 SORTIES WERE FLOWN WITH ONLY 20 AIRCRAFT AVAILABLE.

B. LESSONS LEARNED:

1. BLUE FLASHING ALDIS LAMP DISPLAYED IN KC-97 REFUELING POD IAW 15AF MSG DOCP 808 DTD 12 FEB 55 IS DIFFICULT TO SEE EVEN AT CLOSE RANGE.

2. NIGHT CELL CELESTIAL PROCEDURES CAN BE IMPROVED THRU PRE-PLANNING TO REDUCE THE COMMUNICATIONS REQUIRED BETWEEN ACFT.

C. RECOMMENDATION:

1. RECOMMEND BLUE ALDIS LAMP COLOR USED IN NITE FORMATION REFUELING TACTICS IAW 15AF MSG DOCP 808 BE CHANGED TO A MORE DISCERNIBLE COLOR.

3. ADEQUACY OF SUPPORT ITEMS:

A. BASE FACILITIES: ADEQUATE.

B. TARGET MATERIALS AND INTELLIGENCE DATA: ADEQUATE.

C. INTERNAL SECURITY: ADEQUATE.

4. EFFECT OF FOLLOWING ON SUCCESS OF PRIMARY MISSION:

A. ACFT MAINT AND SUPPLY: SATISFACTORY.

B. COMMUNICATIONS: SATISFACTORY.

C. WEATHER: IFR WX CONDITIONS AT HOME BASE AT END OF MISSION RESULTED IN DIVERSION OF 2 B-47 ACFT TO GEORGE AFB DUE TO SATURATION OF LOCAL RAPCON FACILITY. HOWEVER DID NOT AFFECT THE OVERALL MISSION.

secret

secret

ZIPFO 5-069 (CONT'D) PAGE 2)

D. NAVIGATION: NO MAJOR NAVIGATION PROBLEMS WERE ENCOUNTERED. 22BW CELL CELESTIAL PROCEDURES WERE USED ONLY BY THE FIRST CELL OF EACH INCREMENT DUE TO THE LIMITED PERIOD OF DARKNESS AVAILABLE. WING ESTIMATED CEA WAS 9.4 NM WHICH IS CONSIDERED EXCELLENT AND IS CONSISTENT WITH THIS WING NAVIGATIONAL RELIABILITY.

E. FLIGHT ENGINEERING: SATISFACTORY.

F. BOMBING: BOMBING RESULTS WERE CONSIDERED GOOD. MOST ERRORS AFFECTING THE WINGS RELIABILITY FACTOR WERE ATTRIBUTED TO MARGINAL OR MALFUNCTIONING K EQUIPMENT. THE WING CEA WAS 2051 FEET WITH A CEP OF 1435 FEET. THE WING RELIABILITY FACTOR WAS 85%.

G. GUNNERY: 27 OUT OF 28 MAX LOAD GUNNERY MISSIONS WERE ACCOMPLISHED FOR AN 81% FIRE OUT. MAJOR MALFUNCTIONS ENCOUNTERED WAS LOSS OF PRESSURIZATION IN THE RF HEAD AND MODULATOR. UR HAVE BEEN SUBMITTED PREVIOUSLY ON THIS MALFUNCTION.

H. TACTICS: MODIFIED EW AND IFR OR NIGHT PENETRATION WAS UTILIZED AND FOUND SATISFACTORY. THESE TACTICS WERE FLOWN AS REQUESTED BY 15AF.

I. SPECIAL WEAPONS: A TOTAL OF 33 B-47 ACFT WERE PREPARED. POSITIONED IN EQP LOADING SITES, LOADED WITH T-59 PRACTICE BOMBS, AND PLACED UNDER AIRBASE GROUP SECURITY. 31 OF THESE ACFT PARTICIPATED IN THE MISSION AS SCHEDULED, WITH TWO SPARED NOT UTILIZED. ONE WEAPON WAS RETURNED DUE TO IN-FLIGHT BOMB DOOR MALFUNCTION. THE OTHER WEAPONS WERE RELEASED ON SECURE RANGES. SPECIAL WEAPONS ACTIVITIES PLANNED FOR EMP EXECUTION WERE TESTED AND FOUND ADEQUATE AND FEASIBLE, WITH NO SERIOUS DISCREPANCIES. EXPERIENCE GAINED IN THIS OPERATION WILL BE EXTREMELY VALUABLE FOR FUTURE OPERATIONS INVOLVING SPECIAL WEAPONS.

secret

Secret
PARADE GROUND

CRITIQUE

DATE OF MISSION: 12 May 55

DATE OF CRITIQUE: 27 May 55

GENERAL

The classification of this critique is _____. Has the briefing room been secured? Each person attending is cleared and entrance to this room has been established by personal investigation and recognition. Call the Roll - 2nd, 19th, 33d.

VIP, _____, critiquing Bomber Stream Mission coded "Parade Ground," in accordance with 22nd Bomb Wing Operations Order 118-55.

A. SCOPE

Under the provisions of 22nd Bomb Wing Operations Order 118-55 a Bomber Stream mission was flown on 12 May 55 to determine the current radar bombing, grid navigation, IBDA photography and B-51 reports capability of combat ready crews within the Wing. The mission was originally designed as a Fifteenth Air Force evaluation mission but was cancelled and flown at this later date as a Wing mission.

B. RESULTS

The task force accomplished simulated bombing against Salt Lake City, Denver and Phoenix. The grid navigation leg started at Logan, Utah and ended at Pierre, South Dakota. The 22d Bomb Wing exercised operational control and issued the order of execution.

C. SUMMARY OF AIRCRAFT PERFORMANCE

- | | |
|-------------------|----|
| 1) Acft Available | 39 |
| 2) Acft Required | 28 |
| 3) Acft Scheduled | 27 |
| 4) Acft Airborne | 27 |

Four aircraft were diverted to George AFB due to below-minimum weather at March.

- | | |
|-------------------------------|--------|
| 5) Total Hours Proj (27 acft) | 184:30 |
| 6) Total Hours Flown | 174:45 |

Secret

Secret

PARADE GROUND CRITIQUE
12 MAY MISSION
PAGE TWO

D. ACCOMPLISHMENTS FORWARDED BY CREWS

<u>BOMBING</u>	<u>BRIEFED</u>	<u>ACCOMPLISHED</u>
Record Radar RBS (35,000)	70	43
Record Radar RBS (above 37,000 MSL- .81 Mach & 96% RPM)	2	7
Practice Radar RBS	3	5

<u>NAVIGATION</u>	<u>BRIEFED</u>	<u>ACCOMPLISHED</u>
Grid Navigation Legs	26	22
Radar Legs	1	1
Long Range Cruise Control - 7 hours	0	2
Controlled ETA	6	18

<u>PILOT PROFICIENCY</u>	<u>BRIEFED</u>	<u>ACCOMPLISHED</u>
Take-Offs	25	25
Landings	25	25
With GCA or ILS (Full Stop)	19	19
With PPI	3	2
With Gyro Out	1	2

Secret

Secret

PARADE GROUND CRITIQUE
12 MAY MISSION
PAGE THREE

MISCELLANEOUS	BRIEFED	ACCOMPLISHED
Let Down & Low Approach Using Airborne Radar	15	15
Let Down & Low Approach	2	2
Depressurized Flying (hours)	8 hours	13:45 hours
Emergency Procedures	15	15

E. REMARKS

2nd:

Deaton- Aborted run on Salt Lake RBS. EOO light on.

Hirsch- 1) Offset unreliable
2) #6 booster pumps went out
3) A-5 inverter out

Eastham- 1) No RBS - K out
2) Landed at George - (WX)

19th:

Carlson- 1) 252 x 253 x 255 x
2) UHF radio inop - unable to accomplish RB

Grubb- 1) 252 x 253 x 255 x
2) Lost crosshairs right after take-off, also
sector scan. Sector scan repaired in
flight, unable to fix crosshairs.

Howard- 252 x 253 x 255 x

Lloyd- 1) 252 x 253 x 255 x
2) Grid not flown due to cabin temp reg inop
except in full cold. Cabin press altitude
was 22,000 at actual 33,000. Observer
could not shoot celestial observations
while wearing helmet and lack of pressuri-
zation precluded removing helmet in flight.

Secret

secret

PARADE GROUND CRITIQUE
12 MAY MISSION
PAGE FOUR

- Griffin- 1) 252 x 253 x 255 x
2) March Racon 120 n m.
3) Radar out before and after start of Denver run.
- Gray- 1) 252 x 253 x 255 x
2) Air Abort for Aps-23 after first bomb run.
3) March beacon received at 130 miles.
- Howell- 1) 252 x 253 x 255 x
2) Grid not accomplished due to K maintenance being performed.
- Fox- 1) 252 x 253 x 255 x
2) 3rd RBS run aborted

3rd:

- Miller- 1) Insufficient crew rest for this mission.
2) Blown tire on landing at George - must have anti-skid trouble as excessive pressure never used.

- Kennington- 1) K abort - mission not flown as briefed.

F. BOMBING & NAVIGATION

G. PERFORMANCE

H. COMMUNICATIONS

I. LESSONS LEARNED

secret

Secret

EXCERPTS FROM OPERATIONS ORDER NUMBER 119-55 (CONT'D) PAGE 2

- (5) Bombardment Phase:
- (a) Bomb load (for scoring purposes only):
One simulated bomb in accordance with para
9d, SAC Regulation 50-4, 16 April 1954.
 - (b) Method of bombing: Practice runs as indicated below:
 - 1. Salt Lake City - synchronous (radar offset).
Type 4 run as defined in SAC Regulation 50-4.
 - (c) Optical assistance will not be used on the bomb runs.
 - (d) Initial Points:

<u>Tgt</u>	<u>IP</u>
1. Salt Lake City	Delta, Utah (39/21N-112/34W)
2. Denver	Fort Morgan, Colo (40/15N-103/48W)
 - (e) Targets:
 - 1. Salt Lake City - RBS Target "K". Vitro Chemical Company, aiming point: top of smokestack located on the west side of the plant. Top elevation is 4641 feet.
 - 2. Denver - RBS Target "B". Lowry Air Force Base. Aiming Point: Ground center of control tower, located on northwest corner of east hangar west of northwest runway. Ground elevation is 5390 feet.

secret

Secret

From: COMDEBW 22 MARCH AFB CALIF
TO: COMDRAF 15 MARCH AFB DALIF/COURIER/
INFO: COMDRAD 12 MARCH AFB CALIF/COURIER/

/SECRET/1 ZIPPO 5-104 /B-27/119-55/22BW/NEVER HAPPEN

2 CONCLUSIONS:

A. ESTIMATE OF MISSION SUCCESS: IT IS BELIEVED THAT "NEVER HAPPEN" ACHIEVED ITS OBJECTIVES, I.E. CLOSE ORIENTATION OF COMMANDER TO THE BOMBING PROBLEM AND DEMONSTRATION OF THE FACT THAT MINIMUM EXPERIENCED OBSERVERS CAN BOMB EFFECTIVELY IF PROPER TARGET STUDY AND MISSION PREPARATION ARE AFFORDED.

B. LESSONS LEARNED: NOT APPLICABLE TO THIS OPERATION INASMUCH AS WELL ESTABLISHED PROCEDURES WERE UTILIZED AND MISSION REQUIREMENTS WERE MINIMAL.

C. RECOMMENDATIONS: NONE

3 ADEQUACY OF SUPPORT ITEMS:

A. BASE FACILITIES: ADEQUATE

B. TGT MATERIALS & INTELLIGENCE DATA: ADEQUATE

C. INTERNAL SECURITY: ADEQUATE

4 EFFECT OF FOL ON SUCCESS OF MSN:

A. ACFT MAINT & SUPPLIES: SATISFACTORY

B. COMMUNICATIONS: SATISFACTORY.

C. WEATHER: SATISFACTORY

D. NAVIGATION: SATISFACTORY.

E. FLIGHT ENGINEERING: SATISFACTORY.

F. BOMBING: CONSIDERED EXCELLENT WITH 100% RELIABILITY FACTOR

THE "WING" CEA WAS 1719 FT WITH A CEP OF 1985 FT.

G. TACTICS: SATISFACTORY.

Secret

JAMES MARANTOS, CAPT., USAF
CONTROLLER

Secret

EXCERPTS FROM OPERATIONS ORDER NUMBER 127-55 (CONT'D) PAGE 2

3X. GENERAL INSTRUCTIONS:

(1) Headquarters Fifteenth Air Force will exercise operational control of all wings participating in this operation. An order of execution will be transmitted by Headquarters Fifteenth Air Force.

(2) Colonel L. H. Dalton will be the 22d Bombardment Wing Task Force Commander.

(3) This Operations Order is effective upon receipt.

(4) Fifteenth Air Force units participating in this exercise are listed according to take-off order and Zulu date:

• • • • •
(5) 12th Air Division will send one observer to Los Angeles RBS site to be in place at the start of this operation on 23 May and will remain at the site until all units have completed the scheduled missions. Observer will insure that the RBS bombs away time are recorded to nearest second. The appropriate RBS site and Headquarters Fifteenth Air Force, Attention: DOTO, will be notified by priority unclassified TWX not later than 48 hours preceding the visit, of the name, rank, organization, and security clearance of visitor. The senior observer at the site will promptly make a collect, commercial phone call at the end of each day's missions, to Headquarters, Fifteenth Air Force, extension 5225 (15th Air Force Controller) and report the following information: Crew number, RBS grid score or type abort and type run (record or malfunction).

(6) A minimum of 48 hours prior to take-off of the first aircraft, task organizations will forward the following information by unclassified priority TWX to each RBS site being used during this mission, with information copy to Headquarters, Fifteenth Air Force, Attention, DOTO: Organization, crew number, name of aircraft commander, radar observer's name, rank and serial number. This information will be submitted for each aircraft scheduled to participate.

(7) The TWX call signs of detachments which will be used in this mission are:

- (a) Detachment 7, 11th RBS Squadron, Spokane, SP207.
- (b) Detachment 5, 11th RBS Squadron, San Francisco, SF477.
- (c) Detachment 2, 11th RBS Squadron, Los Angeles, LA734.

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EXCERPTS FROM OPERATIONS ORDER NUMBER 127-55 (CONT'D) PAGE 3

(8) Wings are not authorized to contact the RBS sites for the purpose of obtaining scores. Scores will be forwarded to participating units by priority message.

(9) Individual scores may be transmitted by RBS sites to the bombing aircraft, providing this procedure does not interfere with the site scoring the following aircraft.

(10) Non-combat ready, 5X and staff crews will not participate in this exercise.

(11) RBS call in procedure: See paragraph 5, this Operations Order.

• • • •

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Secret

From: COMDR 22 BW MARCH AFB CALIF
To: COMDR AF 15 MARCH AFB CALIF/COURIER/
INFO: COMDR AD 12 MARCH AFB CALIF/COURIER/

SECRET

COURIER

COURIER

/SECRET/ 1. ZIPPO 5-142 .B-27/127-55/22BW/SADDLE HORN/

2. CONCLUSIONS:

A. ESTIMATE OF MISSION SUCCESS: MISSION RESULTS WERE CONSIDERED GOOD EXCEPT BOMBING PORTION ON SPOKANE TARGET COMPLEX. 26 OF 27 SCHEDULED AIRCRAFT WERE AIRBORNE. ONE SORTIE NOT FLOWN DUE TO CREW OBSERVER DNIF. 20 AIRBORNE AIRCRAFT WERE CONSIDERED EFFECTIVE. 4 NON-EFFECTIVE DUE TO "K" MALFUNCTIONS, ONE DUE TO CREW ERROR & ONE DUE TO RADIO MALFUNCTION. 69 TARGETS IF A POSSIBLE 78 WERE BOMBED FOR 86.96% EFFECTIVENESS. TWENTY AIRCRAFT WERE EFFECTIVE OVER ALL THREE HBS TARGETS. GRID NAVIGATION RESULTS WERE CONSIDERED EXCELLENT. 25 GRID LEGS WERE SCORED WITH CEA OF 6.9, CEP 6.0NM, RELIABILITY 96.0%.

B. LESSONS LEARNED:

- (1) ADDITIONAL EMPHASIS NEED BE PLACED ON NECESSITY FOR SECURING FINAL BOMBING WIND AS NEAR AS POSSIBLE TO AIMING POINT.
- (2) THAT COMPLETE FAMILIARITY THROUGH ROUTINE TRAINING OVER AN ESTABLISHED BOMBING COMPLEX DOES NOT RELIEVE THE NEED FOR SPECIAL STUDY WHEN TARGETS AND AIMING POINTS ARE SELECTED.
- (3) THAT DOG-LEGS WITHIN THE BOUNDARIES OF THE ADIZ DESIGNED FOR USE IN MAKING CONTROL TIMES GOOD DO NOT CONFORM IN PRINCIPLE TO THE INTENT OF AFR 60-22.

C. RECOMMENDATIONS:

- (1) THAT DOG-LEGS TO ESTABLISH CONTROL POINT TIMES BE FLIGHT PLANNED OUTSIDE ADIZ BOUNDARIES WHENEVER POSSIBLE.

3. COMMENT ON ADEQUACY OF SUPPORT ITEMS:

- A. BASE FACILITIES: ADEQUATE
- B. TARGET MATERIALS: ADEQUATE
- C. INTERNAL SECURITY: ADEQUATE

4. EFFECT OF FOLLOWING ON SUCCESS OF PRIMARY MISSION:

A. ACFT MAINTENANCE AND SUPPLY: ADEQUACY OF AIRCRAFT MAINTENANCE CANNOT BE FIRMLY ESTABLISHED UNTIL AIRCRAFT MALFUNCTION BOARD CONCLUDES ITS FINDINGS AS TO AGENCY RESPONSIBLE FOR THE FIVE NON-EFFECTIVE AIRCRAFT MENTIONED IN PAR 2A, ABOVE.

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ZIPPO 5-142 (CONT'D) PAGE 2

B. COMMUNICATIONS: COMMUNICATION DIFFICULTIES WERE EXPERIENCED IN CONTACTING 21 AIR/GROUND STATIONS ON HF RADIO DURING PORTIONS OF ROUTE. TOKYO AIRWAYS WAS UTILIZED ON OCCASION FOR RELAY. THIS DID NOT, HOWEVER, INFLUENCE SUCCESS OF THE BOMBING MISSION.

C. WEATHER: TEMPORARY DIFFICULTY ENCOUNTERED DURING DEPARTURES DUE TO SUDDEN WIND SHIFT AND CHANGE OF TAKE-OFF DIRECTION. THE EFFECT WAS A SMALL DIFFICULTY IN MAKING GOOD NAVIGATION CONTROL TIMES.

D. NAVIGATION: NAVIGATION WAS CONSIDERED EXCELLENT. GRID NAVIGATION CEA 6.9NM, CIP 6.0NM FOR 25 LEGS.

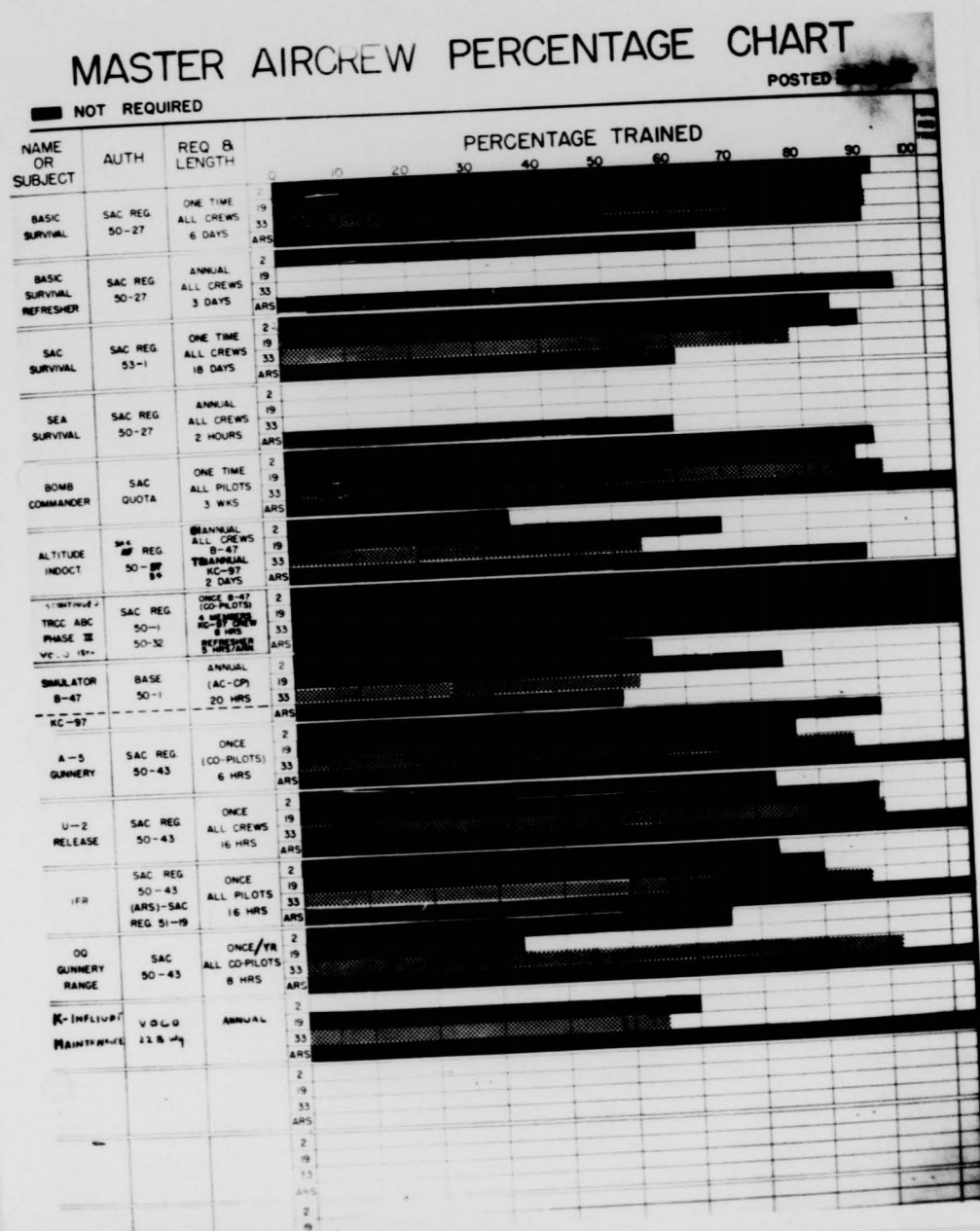
E. FLIGHT ENGINEERING: SATISFACTORY.

F. BOMBING: PRIMARY DIFFICULTY ON SPOKANE TARGET COMPLEX WAS CAUSED BY SHIFT OF JET STREAMS JUST PRIOR TO ADMING POINTS. WING CEA 2200, CEP 1670, OVER 69 RUNS ON THREE TARGETS.

G. TACTICS: SATISFACTORY.

H. AIR REFUELING SUPPORT WAS NOT A REQUIREMENT OF THIS MISSION. HOWEVER, DUE TO IMMINENT TDY OF BOMBARDMENT SQUADRONS, REDUCED OPERATING CAPABILITY AT TDY BASE, AND REDUCED TRAINING FACILITIES, AIR REFUELING WAS UTILIZED TO SECURE ADDITIONAL 50-8 TRAINING ACCOMPLISHMENTS AND AIR REFUELING PROFICIENCY. OF 13 KC-97 AIRCRAFT SCHEDULED, 12 WERE AIRBORNE AND 100% EFFECTIVE. ONE AIRCRAFT GROUND ABORT DUE TO HYDRAULIC MALFUNCTIONS. MAXIMUM FUEL TRANSFERS ACCOMPLISHED 12 REFUELINGS TO 190,000# PERMITTING PLOP NAVIGATION TRAINING AFTER COMPLETION OF PRIMARY MISSION.

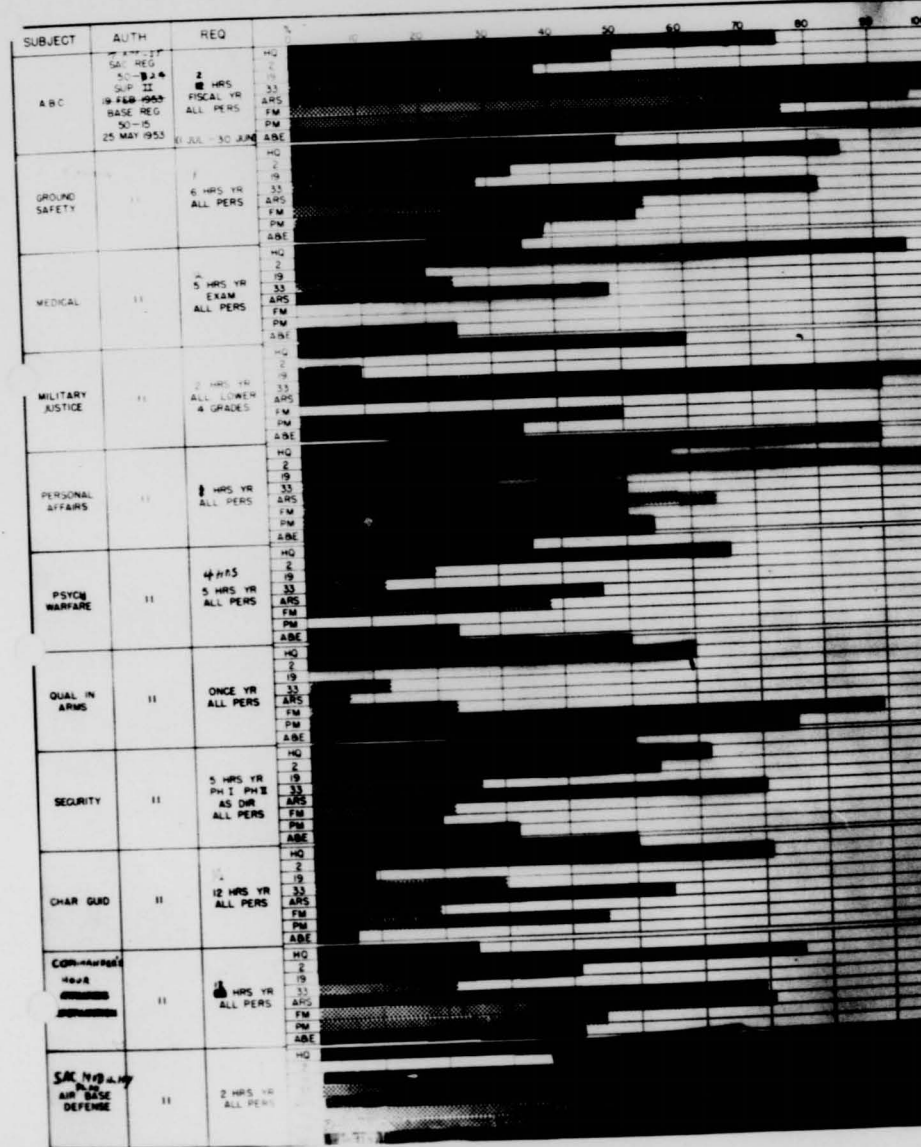
Secret



UNIT PERCENTAGE TRAINING CHART

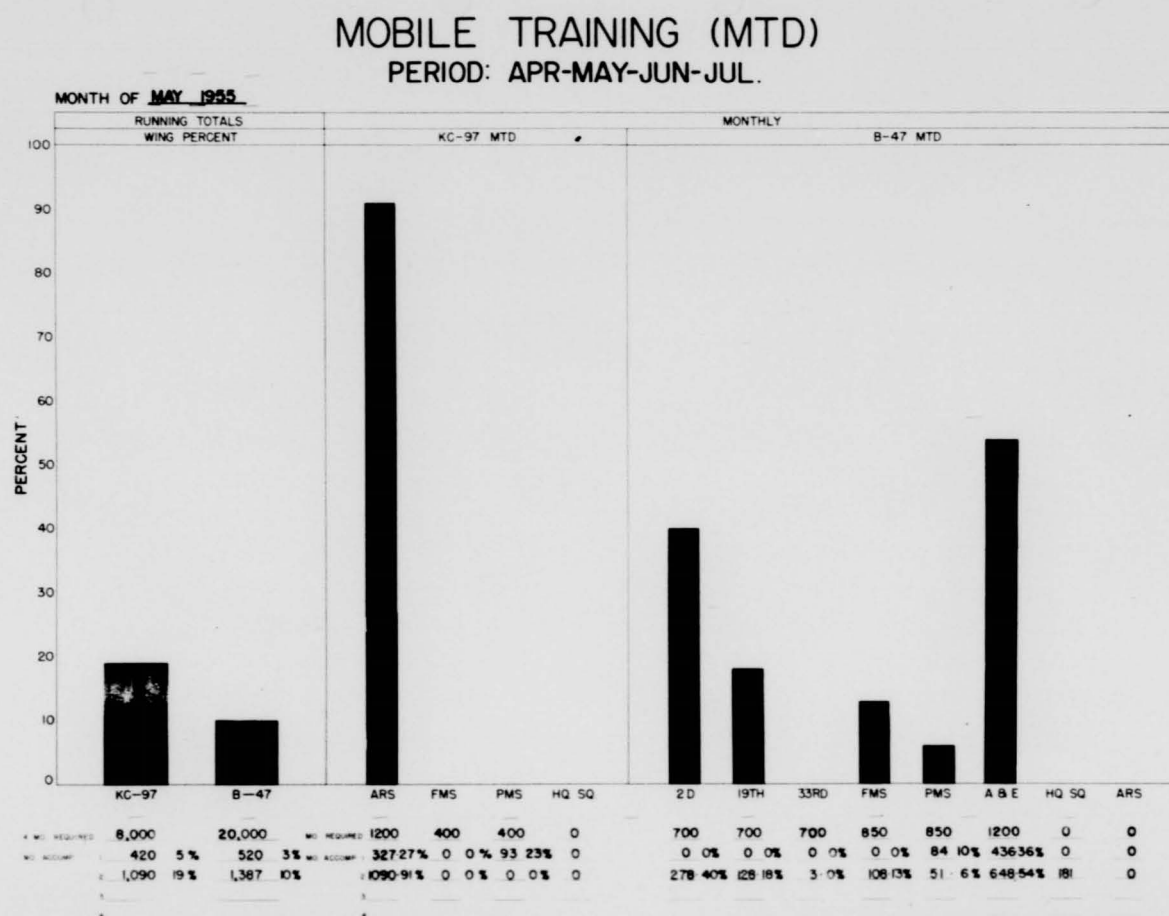
22d BOMBARDMENT WING (M) JET

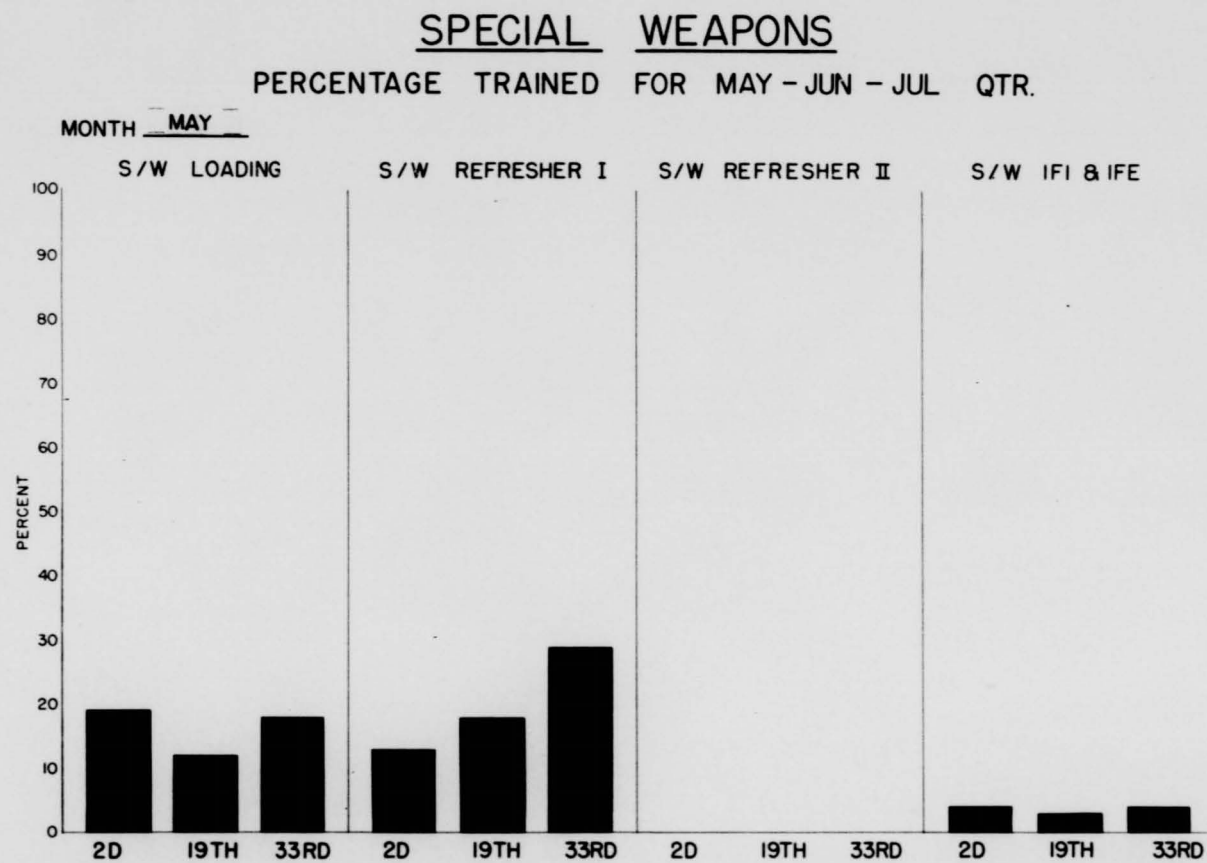
POSTED 31 MAY 55



GROUND TRNG. UTILIZATION MAY 1955

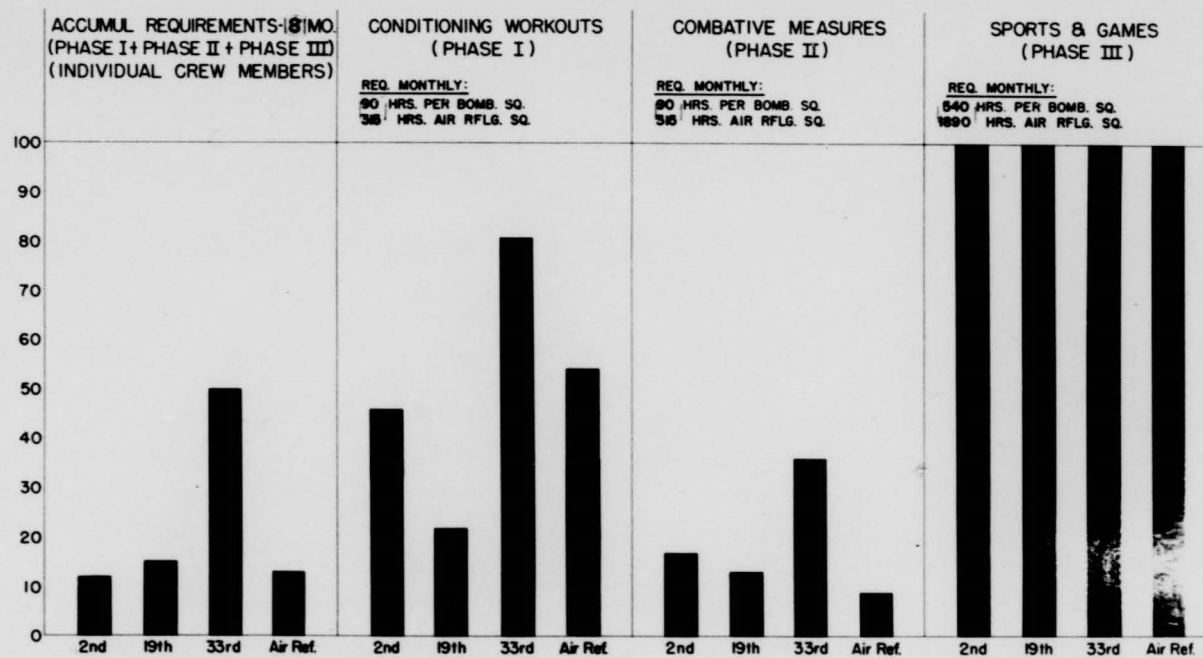
	SCHED. AVAIL. TIME	UTILIZED TIME	%	
LINK TRAINER				
WING STAFF	04:00	02:00	50	
2 BOMB SQ	04:00	32:00	55	
19 BOMB SQ	04:00	55:00	83	
33 BOMB SQ	04:00	38:00	75	
22 AIR RFLG SQ	16:00	50:00	64	
T-2 & T-3 TRAINERS				
	T-2	T-3	T-2	T-3
WING STAFF (EWP)	00:00	00:00	-	-
2 BOMB SQ	28:00	28:00	19:00	16:00
19 BOMB SQ	28:00	32:00	14:00	16:00
33 BOMB SQ	28:00	28:00	15:00	14:00
T-1A GUNNERY				
2 BOMB SQ	04:00	07:00	13	
19 BOMB SQ	04:00	31:00	55	
33 BOMB SQ	04:00	34:00	63	
LORAN TRAINER				
22 AIR RFLG SQ	00:00	00:00	-	
KC-97 SIMULATOR				
WING STAFF	00:00	00:00	0	
22 AIR RFLG SQ	70:00	38:00	54	
B-47 SIMULATOR				
WING STAFF & S. A.	21:00	00:00	0	
2 BOMB SQ	33:00	18:00	55	
19 BOMB SQ	27:00	15:00	56	
33 BOMB SQ	36:00	36:00	92	
	SPACES ALLOTTED	SPACES FILLED	%	
BASIC SURVIVAL				
2 BOMB SQ	8	0	0	
19 BOMB SQ	8	0	0	
33 BOMB SQ	8	1	13	
22 AIR RFLG SQ	8	6	75	
SEA SURVIVAL				
2 BOMB SQ	8	0	0	
19 BOMB SQ	9	0	0	
33 BOMB SQ	9	3	33	
22 AIR RFLG SQ	187	187	100	
SAC SURVIVAL				
2 BOMB SQ	3	3	100	
19 BOMB SQ	4	4	100	
33 BOMB SQ	5	5	100	
22 AIR RFLG SQ	7	7	100	
BOMB COMMANDER SCHOOL				
2 BOMB SQ				
19 BOMB SQ				
33 BOMB SQ				
ALTITUDE INDOCTRINATION				
2 BOMB SQ	5	5	100	
19 BOMB SQ	3	3	100	
33 BOMB SQ	4	4	100	
22 AIR RFLG SQ	25	25	100	





PHYSICAL CONDITIONING PROGRAM

MAY 1955



Total hrs. required per crew member since 1 Oct. 54 88 HRS.

74 OF 391 Crews members received the required amount of hours for 18.9 %

22DMGJ
Commander
2d Bomb Squadron

90-day Maintenance Inspection - 2d Bomb Sq.
Maintenance Quality Control 2d May 55
22d Bomb Wing (M)

I. Authority: An inspection of the 2d Bomb Squadron Flight Line Maintenance Office and the flight line for good housekeeping practices, fire prevention, ground safety, publication files, hangar equipment, and compliance with SAC Manual 65-12 and other pertinent directives, was made 16 through 19 May 1955 by M/Sgt Mortenson and M/Sgt Jackson of the Quality Control Unit.

II. General:

A. An inspection of personnel records and conversation with the line chief revealed that the section is authorized 61 airmen and at the present time has 89 airmen assigned for duty with an average daily attendance of between 55 and 65. Of the 22 M/Sgts authorized, only 5 are assigned in grade. Of the 28 S/Sgts, only 7 were assigned in grade. The aircraft crew chiefs consist of 3 F/Sgts, 5 S/Sgts, and 7 A/1C. There is one postflight team composed of 7 airmen with a M/Sgt in charge.

B. Existing shortages to their authorized T/O were 2 airmen vehicle operators (60750), 1 supply technician (64151) and 1 clerk (70250). The above T/O shortages are presently being filled by mechanic personnel in the 4th career field. In addition, there were 6 mechanic personnel being utilized as permanent vehicle operators. The misassignment of these personnel has had considerable effect on the direct support of aircraft maintenance. Ten airmen were receiving On-the-job training for upgrading in the 4th career field, however, 3 of these airmen were assigned permanent duties outside of their career field and could not possibly become proficient for up-grading in their career field.

III. Recurring Discrepancies:

- A. Improper maintenance of limited technical orders.
- B. Aircraft did not have pitot covers installed.
- C. The T.O. Familiarization Charts indicate only a small number of personnel are reading listed publications.
- D. Flight line ground safety and fire prevention practices are inadequate.
- E. Mechanics are being utilized as permanently assigned operators of the maintenance control vehicle in violation of 22d Bomb Wing MIL No. 5.

90-day Maintenance Inspection - 2nd Bomb Squadron (cont'd) Page 2

F. Majority of hydraulic jack pump handles missing on B-4 stands.

G. CO2 fire extinguishers are not being positioned at aircraft in parking areas in accordance with SAC Regulation 92-1.

IV. Findings:

A. Inadequate preventive maintenance and repair was being performed on B-4 stands and other ground servicing equipment utilized in support of aircraft maintenance and servicing.

B. General administrative practices within the engineering office were satisfactory. Organizational and functional charts and the aircraft status boards and reports were adequately maintained. However, maintenance of pertinent administrative files and the MIF file was unsatisfactory.

C. The Maintenance Control vehicle assigned to the Engineering Section was being utilized for other functions which limited its use for aircraft maintenance control use. Mechanics were being assigned to operate this vehicle on a permanent basis. (22d Bomb Wing MIL No. 5).

D. Compliance with ground safety and fire preventive practices on the flight line is not adequate. Discrepancies are covered in the specific findings of this report.

E. Aircraft records were being adequately maintained, however, several discrepancies listed in the Part III's of AF Form 1 have been carried since last Autumn and could have been corrected by flight line maintenance personnel.

F. Most of the discrepancies on the previous report still exist on the majority of aircraft ground support equipment such as B-4 stands, E3 oxygen carts and mechanics rollaway boxes.

V. Recommendations:

A. That the Maintenance Officer and the Line Chief place more emphasis on the maintenance and supply support of aircraft ground support equipment to insure it is in good repair and safe for use.

B. That personnel who receive OJT be utilized in their career field during the specified period of training, as indicated by the orders, to insure adequate training.

C. That supervisory personnel continually emphasize the importance of good ground safety and fire prevention practices to their personnel.

Unit Inspection - 2d Bomb Squadron (cont'd) Page 3

D. That only supervisory personnel be utilized to operate the maintenance control vehicle (IAW 22BW MIL #5). This will release maintenance personnel for flight line duty.

E. That the line chief insure that personnel responsible for maintaining the limited files of administrative and technical publications maintain these files as current and complete as possible.

VI. Routing:

attached is a "Split" Inspection record of specific findings. Request that this report be forwarded by indorsement not later than ten days after receipt to the Director of Material and Wing Commander and returned to the Chief of Maintenance for review. One copy with corrective action will be retained in the Squadron file.

/s/ Joseph H. Morgan
JOSEPH H. MORGAN
Major, USAF
OIC, MQC

22DMQC
Commander
19th Bomb Squadron

Unit Inspection 19th Bomb Squadron
Maint Quality Control 31 May 55
22d Bomb Wing (M)

I. AUTHORITY: In accordance with Section VI, SAC Manual 66-12, an inspection of the 19th Bomb Squadron Flight Line Maintenance Office, hangar, and flight line for good housekeeping practices, fire prevention, ground safety publication files and for compliance with existing directives, was accomplished 23 May thru 25 May 1955 by M/Sgt. Jackson and M/Sgt. Mortenson.

II. GENERAL:

A. The Engineering Section is authorized 81 airmen and at the present time has 82 airmen assigned for duty. Of the 82 airmen assigned, there are approximately 58 present for duty daily. Of a total of 22 M/Sgts, 10 T/Sgts, and 26 S/Sgts authorized, there were only 2 M/Sgts, 7 T/Sgts, and 5 S/Sgts assigned.

B. One T/Sgt, three S/Sgts and ten A/IC are assigned as Crew Chiefs. The overall aircraft maintenance experience of these Crew Chiefs average approximately 2½ years.

C. There is one post flight team composed of 12 airmen with a M/Sgt. in charge.

D. Overall operation of the Engineering Section, ground safety, fire prevention, and good housekeeping practices is considered above average for a comparable squadron of this type.

III. RECURRING DISCREPANCIES:

A. The T.O. Familiarization Charts indicate only a small number of personnel are reading listed publications.

B. Improper maintenance of limited technical order files.

C. Mechanics are being utilized as assigned operators of the Maintenance Control vehicle in violation of 22d Bomb Wing MLL #5.

D. Master preflight work sheets and master postflight cards are not posted with current changes.

IV. FINDINGS:

A. General administrative practices within the engineering office are good. However, organizational and functional charts are not up to date and more emphasis is needed in the maintenance of limited technical order files.

Unit Inspection 19th Bomb Squadron (cont'd) Page 2

B. Maintenance of administrative files is good, however, some applicable publications in the 32, 90, 92 and 125 series are not in the files.

C. There is one S/Sgt., Senior Aircraft Mechanic, AFSC 43151, permanently assigned as operator of the maintenance control vehicle in violation of 22d Bomb Wing MIL #5.

D. Familiarization chart master lists are not listing all applicable publications and directives of general nature which are applicable to all maintenance personnel of the engineering section.

E. Good housekeeping practices and storage of equipment was apparent throughout all activities of the engineering section.

F. Master copies of the preflight work sheets and post-flight cards are not adequately maintained. Changes to the above forms are not being posted.

V. RECOMMENDATIONS:

A. That supervisory personnel be utilized to operate the Maintenance Control vehicle in accordance with 22d Bomb Wing MIL #5. This will release the Senior Aircraft Mechanic presently assigned this duty on a permanent basis for aircraft maintenance utilization.

B. That more emphasis be placed in the maintenance of the limited technical order file.

C. That responsible personnel keep the master preflight work sheets and master post-flight cards currently posted with all changes.

VI. ROUTING: Attached is a "Split" Inspection record of specific findings. Request this report be forwarded by indorsement not later than ten days after receipt to the Director of Materiel and Wing Commander and return to the Chief of Maintenance for review. One copy with corrective action will be retained in the squadron file.

/s/ Joseph H. Morgan
JOSEPH H. MORGAN
Major, USAF
OIC Maintenance Quality Control.

22DMQC Unit Inspection 22d Air Refueling Squadron
CO, 22d ABS Squadron MQC, 22d Bn WG (M) 14 May 55

In accordance with Section VI SAC Manual 66-12, an inspection of the 22d Air Refueling Squadron Flight Line Maintenance Office, Hangar and Flight Line for good Housekeeping practices, fire prevention, Ground Safety, Publication Files, Hangar Equipment and for compliance with existing directives was accomplished 3 May by M/Sgt. Hitchcock and M/Sgt. Jackson.

1. **GENERAL:** This section is authorized one hundred and seven airmen and at present time has one hundred and one airmen assigned for duty with an average daily present for duty of seventy-five airmen. Approximately seventy per cent of these personnel are qualified in their AFSC. Approximately eight per cent of those are ready to be upgraded to a higher AFSC. The remainder did not possess the skill or time to be up-graded to a higher skill level. The Line Chief stated that the number of supervisory personnel assigned is inadequate. There were twenty-eight Master Sergeants authorized, only eleven are assigned. There are six Technical Sergeants authorized, eight are assigned. There are twenty-two Staff Sergeants authorized, eighteen are assigned. There are twenty-eight Airmen First Class authorized, twenty-three are assigned. There are twenty-three Airmen Second Class authorized, thirty-seven are assigned. There are no A/TC authorized, four are assigned. The squadron has two Master Sergeants, five Technical Sergeants, ten Staff Sergeants and five Airmen First Class assigned as crew chiefs. There are two flightline teams composed of two fifteen man crews each, with a Master Sergeant as supervisor. Paragraph 51b(r) SAC Manual 66-12 states the Flight Line Maintenance Officer must fully utilize specialist support and supervise the work accomplished by specialist personnel. The Line Chief stated he was receiving satisfactory support from Field Maintenance and A & B specialists.

II. REQUIREMENT DISCREPANCIES:

1. FTL's and T.O. Indexes did not agree on the requirements of the section.
2. The majority of aircraft on the flight line did not have pilot covers installed.
3. Some DD Form 781-3 (formerly Part III, Form I) entries show no reason for delayed corrective action.
4. Some DD Form 781-3 (formerly Part III, Form I) entries have not been approved by the supervisors.
5. AF Form 263, Special Equipment items are not being inventoried at the time "TL" and "UL" items are checked.

Unit Inspection 22d Air Refueling Squadron (cont'd) Page 2

6. Maintenance of ground equipment has not improved since last inspection.

III. FINDINGS:

1. Preventive maintenance of aircraft ground support equipment and stands was inadequate and could not be properly maintained with the one airman presently assigned this function. General condition of this equipment was unsatisfactory. Facilities and security at the hangar for this equipment was inadequate.

2. Fire Prevention was not receiving the attention it should to insure maximum protection of life and property.

3. Good Housekeeping practices were not being observed throughout the maintenance areas.

4. Shortage lists in Aircraft 263 Inventory Books were not entered in Part I or on requisition.

5. Ground Safety practices were not being practiced to the extent they should be by use of static ground wires, safety locks and proper wheel chocks.

6. Preflight worksheets were not being used by aircraft crew chiefs.

IV. RECOMMENDATIONS:

1. That a program be initiated to return ground support equipment to a satisfactory condition, and, subsequently, that a minimum of two personnel be assigned to properly inspect, repair, and maintain such equipment.

2. That the PRT's and T.O. indexes be screened for requirements and aircraft "G" files be screened to insure that current T.O.'s are in evidence.

3. That the squadron fire marshall and his unit fire wardens comply with current directives in regards to use and care of fire prevention equipment.

4. That preflight worksheet books be used for each Preflight Inspection.

Unit Inspection 22d Air Refueling Squadron (cont'd) Page 3

V. Attached is a "Split" Inspection record of specific findings. Request this report be forwarded by indorsement not later than ten days after receipt to the Director of Materiel and Wing Commander and returned to the Chief of Maintenance for review. One copy with corrective action will be retained in Squadron file.

/s/ Joseph H. Morgan
JOSEPH H. MORGAN
Major USAF
OIC, MQC

/UNCLASSIFIED/DM2D 27652. SUBJ IS T/A 1-21 ALWS. WG AND B COMDRS
ARE AUTHORIZED TO DETERM QTY OF T/A 1-21 ITEMS OF EQP REQ'D ACCOMP OF
THE UNITS MISSION. IN ALL INSTANCES SUP CLOTHING AND EQP W/B ON
HAND TO FULFILL MAX MOB. REQ'TS W/B DET BY WG AND B COMDRS,
BUT T/A 1-21 ALW WILL NOT BE EXCEEDED. PARA 2C T/A 1-21.
DTD 14 AUG 53, WILL APPL. REQ UNITS SEM AUTO UAL CHANGE
REQ IAW SAC REG 400-8 FOR ALL CHANGES.



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(UNCLASSIFIED)
THE HISTORY OF
22D BOMBARDMENT WING (M)
FOR
JUNE - JULY 1955
MARCH AIR FORCE BASE, CALIFORNIA

PREPARED BY
A/1C ROBERT J. STOUT, AFSN 19428466

IN ACCORDANCE WITH
AFM 210-1 AND SAC MANUAL 210-1

for JACK A. STEFFENSEN
Major, USAF
Base Information Services Officer

Lloyd H. Dalton Jr.
LLOYD H. DALTON, JR.
Colonel, USAF
Commander

12TH AIR DIVISION
FIFTEENTH AIR FORCE
STRATEGIC AIR COMMAND
UNITED STATES AIR FORCE

MISSION

The mission of the 22d Bombardment Wing is to be prepared to conduct strategic bombing operations on short notice in any portion of the world and under any conditions of climate, terrain or weather. In order to maintain this condition of readiness, the wing performs a training program encompassing ground and air training which is designed to insure that combat crews will be able to plan and conduct operations and maintain equipment in a high state of efficiency.

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CHAPTER I
ORGANIZATION AND ADMINISTRATION

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ORGANIZATION

Manhour Accounting Section. Part of the work load of the 22d Bombardment Wing Director of Materiel's manhour accounting section was relieved during the month of June with the receipt of SAC Manual 66-14 (Production Control for Aircraft Maintenance). The target date for the changes prescribed in this document was 1 August 1955.

Specifically, and most importantly, it directed the transfer of the tab files and key punch apparatus from the 22d Reports and Analysis people to 807th Air Base Group statistical services. In addition, procedures for the tabulation and accounting of time cards was revised, necessitating the planning of a training program to indoctrinate all personnel in the new 66-14 stipulations.

SPECIAL EVENTS

Fifteenth Air Force Inspection. Offices and shops of the 22d Bombardment Wing were visited by representatives of a Headquarters, Fifteenth Air Force inspection team during June. In general, the results of this check reflected efficient operations on the part of the Wing, although some deficiencies were pointed out.

The official document carrying the results of this inspection had not been distributed at the time of the writing of this history; thus, it will be appended in a future report.

Visit by Riverside Dignitaries. Three representatives of the Feed Machinery and Chemical Corporation of Riverside visited March Air Force Base and 22d Bombardment Wing functions on 28 July.

SPECIAL EVENTS (Cont'd)

Under the supervision of the Office of the Director of Materiel, they were given demonstrations of the loading of a KC-97, with an analization of the problems encountered. The purpose behind this visit was to acquaint these technicians from the commercial firm with these problems, in hopes that, through coordination with key members of the 22d Air Refueling Squadron, they can develop a practical loading ramp to facilitate the loading of KC-97 aircraft.

LEADERSHIP AND MORALE

Squadron Recréational Activities. To maintain and improve the morale and esprit de corps of the individual squadrons, activities involving all members of the organizations have been planned and carried out, with the turnouts usually large and the affairs considered highly successful. Picnics, scheduled for off-base locations such as the Sycamore Picnic Grounds, were the most common.

Intra-Wing Softball League. Another activity designed to improve morale and establish new acquaintanceships was the intra-Wing softball league, which has functioned throughout the summer despite TDYs of several organizations.

Leaves. The granting of as many summer vacations as possible was a third morale boosting factor. This "accentuated" leave program was placed on a squadron basis, and became a policy for most commanders to grant as many leaves as feasible during any given period of days.

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ADMINISTRATION

The Wing Adjutant, Captain Edward E. Johnson,^{/1} called a meeting of all squadron adjutants early in July to discuss administrative policies practiced within this organization. One of the primary 'targets' for discussion was the procedure for selecting the Outstanding NCO and Airmen Award candidates.^{/2} A fanfold suspense system was also discussed, with the result that a new practice of monitoring important correspondence was inaugurated. A third matter of administrative interest that was established during the meeting was the complete adoption of AF Form 1164 -- Leave Requests -- in place of Wing special orders.

FAMILY DAY -- 33D BOMB

Families of the officers and airmen of the 33d Bomb Squadron were treated to a "Day" during the first week of June. Briefings on survival at sea (complete with a "space man" attired in an over-water survival suit), the B-47, and the mission of the squadron were given to the dependents by members of the 33d. Also a judo exhibition and tour of facilities were included on the "Family Day" agenda.^{/3}

-
1. See Roster of Key Personnel. Exhibit A.
 2. The letter establishing this selection is included as an appendix item. Exhibit B.
 3. Photographs taken during "Family Day." Exhibit C.

4

MAINTENANCE MAN OF THE MONTH

Master Sergeant Vern P. Allen, 22d Field Maintenance Squadron, was chosen as the 12th Air Division's "maintenance man of the month" for the period ending 31 May. Sergeant Allen's selection was announced on 24 June.¹⁴

Allen was presented with a three day pass, a check for \$25.00, and a letter of achievement signed by Brigadier General Charles B. Westover, Division Commander. In his letter to the award winner, General Westover said, "your demonstration of a thorough knowledge and ability in all routine aspects of your job and also your outstanding instructive and inventive capabilities have resulted in the winning of this award. . . "

Assigned to the electric shop, Allen designed a voltmeter tester for B-47s and a DC-AC load bank.¹⁵¹⁶

Each month both wings (the 22d and 320th) and the Air Base Group submit one name representing their outstanding maintenance man for the 30-day periods. A 12th Air Division selection board then chooses one of the three nominees for the division award.

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4. Photographs of the Award ceremonies. Exhibit D.
 5. This tester allows voltmeter checks within the plane. The use of it within the 22d has immeasurably reduced work order requests and manhours subsequently expended in the electric shop and the A & E squadron.
 6. This load bank enabled electrical specialists to test B-47 aircraft electrical circuits to obtain the high values required by this electronic equipment.

OUTSTANDING NCO/AIRMEN AWARDS

On 23 July 1955 fifteen airmen and NCOs, representing various 22d Bombardment Wing Squadrons, received expense paid three-day pass trips to Hollywood, California, for being selected "outstanding" in their jobs. Wing Commander Colonel L. H. Dalton personally made the official presentations.

During the same ceremonies, the 22d Periodic Maintenance Squadron was named the "Best Squadron of the Month". The 22d Air Refueling Squadron received a banner for being the most improved squadron of the month.

Winning NCO achievement awards were: M/Sgt Carl Waag, 33d Bomb Sq; T/Sgt Herbert Hancock, 22d ARS; T/Sgt Harold Kling, 19th Bomb Sq; T/Sgt Carl R. Rodriguez, 22d Field Maint Sq; S/Sgt Bruce Poythress, 2d Bomb Sq; S/Sgt Harald Arts, 22d A & E Sq; S/Sgt Joel Sundquist, 22d Periodic Maint Sq. Airmen awards were given to: A/1c LeRoy Melby, 2d Bomb Sq; A/2c Robert Knauf, 22d ARS; A/1c Willie Wright, 33d Bomb Sq; A/1c Walter Canfield, 19th Bomb Sq; A/2c Thomas Tidymen, HEDRONSEC; A/1c Jerry Moore, 22d Field Maint Sq; A/1c Robert McDougall, 22d Periodic Maint Sq; and A/1c Louis Leone, 22d A & E Sq.

7. Photographs, award presentation.

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CHAPTER II
PERSONNEL

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PERSONNEL ACTIVITIES

Strength. As of the end of June, 1729 airmen were assigned to the 22d Bombardment Wing. Eight-hundred and eighty-eight of these men were in "direct" maintenance fields (1060 slots were authorized) for an effective manning figure of 82.7 percent. In the "indirect" career fields, 566 slots were authorized. Four hundred and sixty-two of these were filled, for an effective manning percentage of 83.2.

A glance at past strength figures will show a decrease in the effective manning of both direct and indirect career fields. According to the Director of Personnel, this is due to discharges of airmen in the 70, 73, and reciprocal engine maintenance career fields.

On the 31st of the following month the MIRS (manning in required specialties) percentage dropped even further. In the direct support skills a percentage of 81.7 was recorded; in indirect support skills the MIRS was 75.1.

In officer strength, 428 men were required, 385 were assigned to jobs in required specialties. The percentage was 90 percent.

1. For benefit of those not familiar with the "direct" and "indirect" categorization of enlisted personnel, support jobs that directly affect the maintenance and flying of the aircraft -- i.e. auto-pilot maintenance men, radio operators, hydraulic mechanics -- are in the first named group. Skill fields such as administration, motor vehicle operators, etc., are considered "indirect".
2. More elaboration on these figures is contained in the SAC Management Control Systems Report for July. Exhibit F.
3. Ibid

7

PERSONNEL ACTIVITIES (Cont'd)

Separations. In June, 58 22d Bombardment Wing enlisted men received their separation papers. Ten of these men re-enlisted for a high 17.2 percent rate. The following month, July, saw 90 airmen discharged with 20 re-enlisting for an even better 22.2 percent rate. However, it should be pointed out that most of the re-enlistees signed on for other bases instead of resuming the jobs they vacated. Only four of the ten re-uppers in June stayed with the Wing. Figures were not available for a breakdown of the July totals.

Promotions. One hundred and fifty-three airmen donned new stripes after the June promotion cycle. Broken down, these consisted of:

T/Sgt - M/Sgt	5
S/Sgt - T/Sgt	10
A/1c - S/Sgt	32
A/2c - A/1c	69
A/3c - A/2c	37

OJT Program. Percentage-wise, the 22d dropped a few points in the handling of their OJT (on-the-job training) program. This was the result of late promotion orders, which did not permit enough time to submit classification action on the recently upgraded airmen. The figures by squadrons:

19th Bomb Sq	100%
22d Periodic Maintenance Sq	100%
22d Field Maintenance Sq	100%
33d Bomb Sq	97%

PERSONNEL ACTIVITIES (Cont'd)

22d AREFS	94%
HEDRONSEC, 22d BOMWG	74%
2d Bomb Sq	88%
22d A & E Maint Sq	85%

CONSOLIDATED PERSONNEL

June Reorganization. Early in June, the 22d Bombardment Wing consolidated personnel section was reorganized from the squadron-functional set-up it had been operating under for six months to a purely functional arrangement. "This," said the Personnel Officer, "was done to conserve manpower and to fully utilize available manpower."

During the two months of operations under the strictly functional system, the CPS has proved successful. The Personnel Officer outlined the duties of the new set-up by saying: ¹⁴ "Functions of units were combined to assign records of more than one unit to each clerk where feasible and to provide a generally equitable workload for persons performing like tasks — that is — officers records, seventy per clerk; air-mens records, 250 per clerk; morning reports, 550 persons per clerk for accountability; pay records, 1050 persons per clerk for services.

"This change in operation has resulted in saving . . . approximately twenty-five percent of authorized manning."

4. Hq 22d BOMWG CPS SOP #1, dtd 1 Jun 55, subject: Management of Consolidated Personnel Section. Exhibit G.

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CHAPTER III
OPERATIONS AND TRAINING

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FLYING TRAINING

Summary and Problems Encountered. Flying training accomplishments for B-47s Wing such as the 22d are evaluated through the complex system of points awarded for the percentages of 50-8 ¹ training completed. This is done through the F-1 reporting of requirements accomplished (established by SAC Regulation 60-9).

Accomplishments for the months of June and July were described by the 22d Bombardment Wing Operations Section as "slightly deficient in certain categories." Only 1189 B-47 flying hours were amassed during the second month, a definite below-average figure considering past monthly performances.

The problems behind this cut-down of Strato-jet flying hours ² were varied. Probably the most serious was the lack of possession status of the full strength of the three 22d Bombardment Wing tactical squadrons. Only 39.4 B-47s, on the average for the entire month of July, were possessed daily. Naturally, this caused the total flying time for the Wing to drop. As one radar-man expressed it: "You can't fly what y'ain't got."

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1. So called from SAC Reg 50-8 which governs it.
 2. "... lack of possession status." This means that, for various reasons such as IRAN at OCAMA and modifications, some B-47s were not available to the Wing for flying training.

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FLYING TRAINING (Cont'd)

High runway temperatures, existent throughout the summer months of June and July, prevented take-offs with heavy fuel loads; thus sorties only averaged 5.7 hours. The depth of this factor as a flight hampering problem can be seen after the figures are multiplied. Normal training missions, when runway temperatures permit the B-47s to take off with maximum fuel loads, usually extend to eight flying hours. Thus, if during June and July the average was only 5.7, two and three-tenths hours were lost per sortie. After five sorties, 11.5 hours would have been lost; after ten sorties, 23 hours would have been lost. Thus, innumerable hours could not be added to the monthly totals because of these nature inflicted restrictions.

Although factor concerning the March AFB runways tossed a wrench in ordinary flying operations. The local stripes underwent a resurfacing project during the month; as a result, the Wing scheduled most of their flying operations out of Mountain Home AFB, Idaho (this project will be discussed in length later in this chapter).

Approximately 200 flying hours were lost in the rotation of B-47s to modification centers. Naturally, 50-60 accomplishments on these flights were negative.

Tanker troubles in the 22d Air Refueling Squadron caused the B-47 flying accomplishments to drop in aerial refueling requirements. The 22d Bombardment Wing KC-97 flying hours and aborts were "the worst since August 1954." ¹³

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FLYING TRAINING (Cont'd)

A review of KC-97 in-commission rates graphically demonstrates this. For example:

In-Commission Rate Of KC-97 Aircraft

<u>Month</u>	<u>Rate</u>
April	90.8%
May	77%
June	77.3%
July	74.4%

Technical order compliance (TOC) on KC-97 Strate-Cruiser propellers were principally responsible for the decline in the in-commission rate. (This program began during the month of May.) Also the average number of days spent by the tankers in the docks was the highest since January of this year -- 12.9 per KC-97 (January's average was 21.9 per tanker).

Utilization of the 1189 flying hours which were amassed during July was damaged by the high number of B-47 transition flights given for members of higher headquarters, other bases, and the new 22d Bombardment Wing operations officer. Little or no flying training accomplishments under SAC Regulation 50-8 were recorded during these flights.

-
3. Quote, Colonel L. H. Dalton in the SAC Management Control System Scores Report. See Exhibit F.

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FLYING TRAINING (Cont'd)

Two suggestions were advanced through official report channels for changes in scoring of flying time utilization. These were: granting .20 hours of credit for shooting "touch and go" landings⁴ and reducing the .25 hours accredited for dry hook-ups, since they take only about five minutes each to accomplish.

Despite these problems, the 22d finished high on the quarterly accomplishments. Credit for this can be attributed to the planning and scheduling procedures used during the first two months of the quarter. By intensive concentration on 50-8 subjects during the month of May (the first month of the three month training quarter) fewer needed phases had to be emphasized during June and July. According to the schedule, approximately 50 percent of 50-8 training should have been completed by the end of May, and 83 percent by the end of June, leaving only 17 percent to be done the final month.

This schedule was pretty well adhered to in most training categories. At the end of the quarter, the following percentages of the quarterly requirements had been accomplished:

4. "Touch and go" landings are no more than what the descriptive words imply. The aircraft makes a regular landing approach, but instead of actually landing, touches the wheels down and roars off again. This practice is often repeated many times.

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	<u>Bombing</u>	
	<u>As of 30 June</u>	<u>As of 31 July</u>
Bombing	75.2%	98.8%
Navigation	63%	97.7%
Flight Engineering	78%	97.8%
Air Rflg & Radar Rtrn	67%	99.7%
Gunnery	70%	100%
Flying Time	89%	99.8%

The 22d Air Refueling Squadron, despite its difficult July in-commission rate, completed all its required training phases 100 percent.

Flying hour utilization, however, showed a small percentage when compared with the figures above. After the category marked "Training Produced per Flying Hour" the Wing had only a 76.9%. Under normal conditions this was not considered unfavorable; however without the handicaps enumerated previously it would have been much higher.

TDY TO MOUNTAIN HOME

Operation "Rainbow", already mentioned in this chapter, was the TDY (temporary duty) maneuver involving aircraft from March Air Force Base's 12th Air Division. Mountain Home Air Force Base, located approximately 45 miles from Idaho's capital, Boise, was the destination for approximately 265 men from the 22d Bombardment Wing. Reasons motivating this TDY centered around runway construction at March Air Force Base, which disabled the B-47s of

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TO MOUNTAIN HOME (Cont'd)

the 22d and 320th Bombardment Wings to attain their 50-8 flying training requirements. The first problem arose before the aircraft were ready to make their move. A survey party, having returned from Mountain Home with a list of requirements (both men and equipment) that would be needed there, were "shot down" when a lack of funds necessitated cutting their recommended requirements. However, minimum lists were decided upon, and the departure was scheduled and made on 27 May (ADVON) and 31 May through 2 June for the main body of the task force. 22d Air Refueling Squadron KC-97s, abetted by three Base Flight C-119s, were used for the airlift.

This Mountain Home staging was not too successful from the standpoint of 50-8 training recorded. A bomber stream mission was run daily in conjunction with the 320th Bombardment Wing on a flight to Mountain Home. A flight was then flown out of Mountain Home, and then a return flight was flown to March. To quote a memo from the Wing Operations Section, "These flights were non-productive from a 50-8 view and very little was gained from them."

INTELLIGENCE - JUNE

Late in May (see the May 22d Bombardment Wing history) all squadron intelligence personnel were consolidated under the mono-jurisdiction of Wing headquarters. Four separate sections were formed: Operational Intelligence - Reports and Training - Target Development - Target Materials.

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INTELLIGENCE - JUNE (Cont'd)

During the TDY of combat crews to Mountain Home, the Wing Intelligence Section prepared all the combat mission folders and issued them to the crews for transmission to Mountain Home. These combat mission folders were returned upon completion of the TDY.

Operational Intelligence. One B-47 crew, briefed by the 22d Bombardment Wing operational intelligence section, participated in Operation "Meadowlark" -- the escape and evasion pick-up exercise conducted by the survival school at Stead Air Force Base, Nevada. This exercise was conducted in accordance with Fifteenth Air Force operations order number 133-55. After the exercise, a critique was held by the crew for the Wing Commander and the Director of Operations.

The classes on escape and evasion communications equipment in conjunction with 50-8 training for combat crews was stressed during the month of June. "It," the Wing Intelligence Officer said, "has . . . been one of the top subjects in the block training program."

Target Development. The target development section processed 171 rolls of O-15 film that were received during the month. After reviewing all of this film, it was forwarded to the tactical squadrons concerned.

A total of 205 Form X's were scored and 114 runs on non-RBS sites were scored during June. While processing O-15 film five

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INTELLIGENCE -- JUNE (Cont'd)

malfunctions of camera were noted and reported to the camera repair section for corrective action.

INTELLIGENCE -- JULY

During the third week of July, the 22d Bombardment Wing intelligence section received notification of CPX Exercise "Street Light". Two intelligence officers and one airman were placed on temporary duty to the United Kingdom to coordinate intelligence matters during this mission. In addition, the operational intelligence officer was project officer here at March Air Force Base for the duration of the entire operation.¹⁵

The target development section processed 139 rolls of O-15 film. A total of 138 Form X's were scored and 76 scored runs on camera targets were made.

Block training for B-47 aircrews from the 22d and 320th Bombardment Wings was continued, with escape and evasion communications equipment again the most important topic. In all, 28 crews received block training.

GROUND TRAINING

Ground training for the period of this history is covered by Operations Order #261-55.¹⁶

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5. Due to the lateness of receiving information about "Street Light" this mission will be covered in the next 22d BOMWG history.
 6. Hq 22d BOMWG Ops Order 261-55. Exhibit H.

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SUPPLY

Cannibalization, AOCF and ANFE. Six cannibalizations were required for aircraft (both KC-97s and B-47s) during June. The AOCF (aircraft out of commission for parts) rate during this period, however, was excellent, with no B-47s or KC-97s out for the 24 hour period as a result of parts shortages. The ANFE (aircraft not fully equipped rate) correspondingly was excellent. For B-47s it was .50 percent; for KC-97s it was .54 percent.

The July figures correspondingly were low:

Pct of B-47 aircraft AOCF	0
Pct of B-47 aircraft ANFE	2.4
Pct of KC-97 aircraft AOCF	0
Pct of KC-97 aircraft ANFE	3.4

Twelve aircraft cannibalizations were made during July.

Supply Activities. A letter was submitted to Headquarters, USAF, requesting that volume I, section 17, AFM 67-1 be changed. It was requested that unit control numbers be used as valid voucher numbers when property is transferred from the 263 section to other organizations.

A supply improvement program was initiated during July. This program was scheduled to carry through until 31 December 1955. Part of the functions of this program, aimed at unit supply sections, was outlined in Standing Operating Procedure #5.¹

1. Hq 22d BOMWG Supply SOP #5. Exhibit I.

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SUPPLY (Cont'd)

New unit allowance lists (UALs) were received for the four tactical squadrons and immediately put into effect.

The Director of Materiel, 22d Bombardment Wing, conducted a good housekeeping inspection on the 22d Field Maintenance Squadron unit supply and found it to be in excellent condition.

MAINTENANCE

KC-97s at OCAMA. The two KC-97s from this Wing at OCAMA (Oklahoma City Air Materiel Area) on Project IRAN (inspect and repair as needed) returned to "active duty" during June. Two B-47s were lost to the Douglas Aircraft Corporation for wing drag angle revision during the same period of time. One B-47 returned from Douglas (in Tulsa, Oklahoma) after completing the drag angle modifications.

<u>TOC Status.</u>	<u>B-47</u>		<u>KC-97</u>	
	<u>June</u>	<u>July</u>	<u>June</u>	<u>July</u>
New TOs received	44	352	155	44
Required manhours for TOC	264	660	3962	352
SAC Form 85s issued	44	352	155	352
Estimated manhours required	264	660	3962	352
SAC Forms 85 received	130	125	45	54
Total TOC Manhours accomplished	324	426	456	296

Maintenance Quality Control Inspections. The 90-day housekeeping inspection of the 33d Bomb Squadron, 22d Armament and Electronics Maintenance Squadron and 22d Periodic Maintenance Squadron were completed

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MAINTENANCE (Cont'd)

during June. The 22d Field Maintenance Squadron was inspected during July. In the last named organizations the ground power and flight line equipment sections were found to be in unsatisfactory conditions, with 124 discrepancies existing. All other sections and squadrons were without discrepancies.

Four special projects were handled during the second month of the period covered by this report. They were: assisting the Air Refueling Squadron and Field Maintenance Squadron with the inspection of propellers in accordance with recent technical orders and messages received from higher headquarters; assisting Norton Air Force Base personnel in the weighing of aircraft; initiating a program and obtaining equipment for future weighing of aircraft within this Wing here at March Air Force Base; and continuing the project of checking ground safety practices, which includes fire extinguishers, ground wires, and ground handling of aircraft and equipment.

Seven B-47 aircraft underwent periodic 66-15 (so called from the SAC Regulation that governed it) inspections, conducted by the quality control unit.

Ten B-47s and four tankers were administered flight line 25 percent inspections. Additionally, 23 jacket files were checked, 15 aircraft test flights were flown, and 60 unsatisfactory and 650 failure reports were processed.

New SAC Form 320. In compliance with directions from higher

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MAINTENANCE (Cont'd)

headquarters, a new SAC Form 320, Fueling and Defueling Check List,¹² has been published and distributed. The procedures set forth in this new check list preclude any possibility of fuel shortages due to single point refueling.

2. Fueling and Defueling Check List. Exhibit J.

EXHIBITS

- A. Roster of Key Personnel
- B. Ltr, NCO and Airmen Candidates
- C. Photographs - Family Day
- D. Photographs - Maintenance Man of the Month
- E. Photographs - NCO/Airmen of the Month Awards
- F. SAC Management Control System Scores, July 1955 (SECRET)
- G. Personnel SOP #1
- H. Operations Order 261-55
- I. Supply SOP #5
- J. Fueling and Defueling Check List

ROSTER OF KEY PERSONNEL
22D BOMBARDMENT WING (M)
(CONT'D)

2d Bomb Squadron Commander	Lt Colonel James M. Graybeal
19th Bomb Squadron Commander	Lt Colonel B. W. McLaughlin
33d Bomb Squadron Commander	Lt Colonel Paul H. Francis
22d Fld Maint Squadron Commander	Lt Colonel Chas. L. Lockhart
22d Per Maint Squadron Commander	Lt Colonel Mabon A. Cornwell
22d A & E Maint Squadron Commander	Lt Colonel Kenneth L. Johnson
22d Air Refueling Squadron Commander	Lt Colonel Raymond K. H _g -lyn
22d Tach Hosp Squadron Commander	Major Maxwell W. Steele
Veterinary Staff Officer	Captain Warren E. Collins

ROSTER OF KEY PERSONNEL
22D BOMBARDMENT WING (M)

Commander	Colonel L. H. Dalton
Deputy Commander.	Colonel Frederic G. Huish
Adjutant.	Captain Edward E. Johnson
Comptroller	Major David A. Lion
Director of Operations	Lt Colonel Jay O. Gray
Chief, Intelligence Branch	Lt Colonel K. Q. Paddock
Director of Personnel	Lt Colonel Lewis B. McCord
Director of Material	Lt Colonel Jack D. Crane
Chief of Maintenance	Lt Colonel Edw. F. Gallup
Maintenance Control Officer	Major John J. Borah
Director of Safety	Major John J. Devlin, Jr.

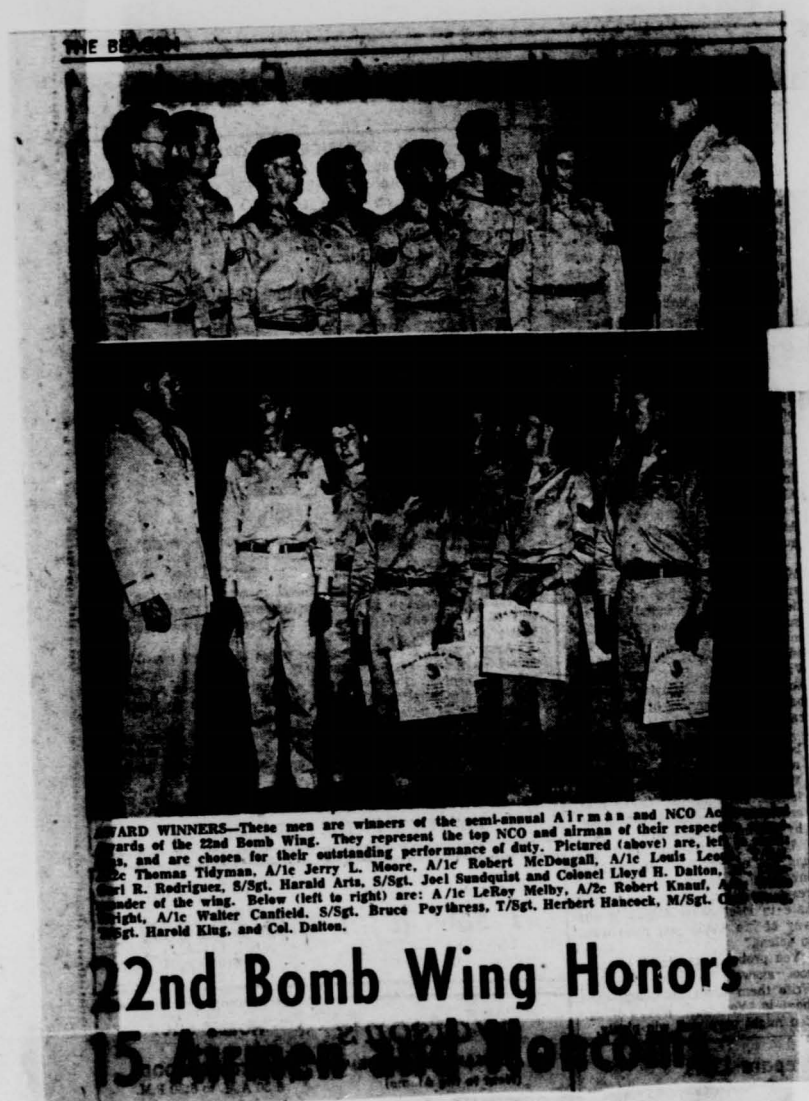
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SECRET

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

Class: SECRET
Auth: CNDP/22B
Date: 1/2/83
Name: [Signature]

22AC

18 AUG 1955

SUBJECT: (Unclassified) SAC Management Control System Scores Report -
22d Bombardment Wing (M) - July 1955 (RCS: 1-2AC-135(15AF-1)

TO: Commander
Fifteenth Air Force
ATTN: Comptroller Directorate
Management Analysis Division
March Air Force Base
California

1. Inclosed are quarterly scores computed under the SAC Management Control System for Bombardment Wings for the month of July 1955.

2. When inclosures are not attached or are withdrawn, the classification of this correspondence will be cancelled in accordance with AFR 205-1.

3. Manning in Required Specialties. a. Manning in required specialties for airman direct support skills was 90.0% of max score, and for indirect support skills 30.0% of max score. As reported for the last several months, the Wing is currently suffering from a shortage of reciprocal engine mechanics at all skill levels. Authorization in AFPC 43231/21 is 88 airman with a total of 63 assigned. Authorization in AFPC 43271 is 14 airman with only 1 presently assigned. Projected loss figures indicate that the discharge rate in this field has reached its peak and a more normal attrition will occur in the next four months. No input notification at this skill level has been received for the next four months, therefore this field is considered very critical.

b. The decline in the personnel and administration field continues unabated. The Wing is authorized 108 airman in the Administration and Personnel fields. 88 airman are assigned, 21 of which are not fully qualified at the 3 skill level. Projected losses in the next 120 days will reduce this figure to 46 airman. Projected input for this period is 3 airman, bringing the total to 49 airman, or 46% of the authorized strength. Overseas quotas will reduce these figures beyond projection since most of the airman at the 3 skill level or in training for the 3 skill level are vulnerable for overseas quotas levied against the Wing.

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2240, SUBJ: CT:(Uncl) SAC Management Control System Scores Report -
22d Bombardment Wing (M) - July 1955

e. In the Electrical Systems Repair Field the Wing is authorized 63 airmen in the 42330/50 skill levels and 10 airmen at the 42370 level. Presently assigned at the 30/50 level are 69 airmen, and at the 7 level 3 airmen. Projected losses within the next 120 days will reduce the manning at the 30/50 level to 30 airmen, with no projected input. Included in the projected losses will be 5 airmen AFSC 43250 in the A & E Squadron who must be trained in Auto Pilot maintenance. This field is considered to be critical with prospects of becoming increasingly so in the next 120 days.

4. Reenlistment Rate. Reenlistment rate for the month of July was 23.4 (4 months total) earning 20.9% of max score. No substantial increase has been noted this calendar year. As the method of scoring has changed several times no comparison can be made.

5. Mobile Training Detachment Utilization. MTD utilization for the month of July was 31.1%. A 12th Air Division letter was forwarded requesting release from scoring based upon decrease in requirements for MTD training.

6. Flying Hours Delivered as % of Required. Although the new SAC F-1 reporting of "requirements" (SAC Reg 60-9) adversely affected our score, the real problem was July's B-47 training flying hours (only 1189). The major factors for July shortages were; (1) 39.4 B-47s average possessed, (2) high runway temperatures and altitude prevented take-offs with heavy fuel loads, therefore sorties averaged only 5.7 hours, (3) runway resurfacing in June and flying of 2/3rds of training sorties away from home base, (4) rotation of B-47s to modification centers caused loss of approximately 200 flying hours, (5) miscellaneous factors: Shortage of B-47 air refuelings; KC-77 flying hours and aborts were worst since August 1954 - - KC-77 in-commission rates were: April 90.6, May 77.0, June 77.3, July 74.4. TUC's on propellers caused the above decline in rates. Also the average number of days in docks (12.9) was highest since January's 21.9.

7. Flying Hour Utilization. We flew a great number of flying hours giving B-47 transition to higher headquarters, other bases and our new operations officer that garnered almost nothing for credit. Suggest that credit of about .20 hour be added for shooting "tough and go" landings. Dry hook-ups, on the other hand, probably should earn less than .25 of an hour credit as they can be accomplished in 5 minutes each.

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22AC, Subject: (Uncl) SAC Management Control System Scores Report -
22d Bombardment Wing (M) - July 1955

8. Airmen Holding AFSC 73330V and 73370V. The following number of
airmen are holding AFSCs 73330V and 73370V and are performing duty and
are assigned to the Wing Controller in these AFSCs:

<u>AFSCs</u>	<u>Number</u>
73330V	2 (1 to transfer 17 Aug. Other is undergoing indoctrination.)
73370V	0

1 Incl: L.H. DALTON
SAC Management Control Statement Colonel, USAF
22d Bm Wg (11 pages, 3 parts) Commander

cc: Comdr, SAC
DO, 12th ADiv
DP, 12th ADiv
Base Off of Info Services

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SAC MANAGEMENT CONTROL STATEMENT
22D BOMBARDMENT WING (M) - JUL 1955

Class: <i>SECRET</i>
Auth: <i>(MRC 2284)</i>
Date: <i>1600P</i>
By: <i>Sen</i>

Part b. Scores

	Max Points	1 of Max Score		Variance From Previous Score
		JUN	JUL	
A. PERSONNEL				
1. Manning in Required Specialties				
a. Officers	30	70	80.0	+10.0
b. Airmen				
Direct Support Skills	150	60	90.0	-10.0
Indirect Support Skills	25	60	90.0	-30.0
2. AWOL Rate per 1000	30	100	100.0	
3. Recruitment Rate	40	30	20.0	-10.0
4. Mobile Dig Det Utilization	20	29	31.1	+ 2.1
TOTAL	295 (295)	99	90.7	
B. MATERIAL				
1. Flying Hrs Delivered as a % of Required	60	99.8	97.7	- 2.1
2. Manhour Utilization, Aircraft Maintenance	200	NR	NR	
3. Tech Order Compliance	40	NR	NR	
TOTAL	320 (60)	99.8	97.7	
C. GENERAL ITEMS				
1. Cost per Flying Hour	150	NR	NR	
2. Flying Safety	50	100	100.0	
3. Motor Vehicle Utilization	30	NR	NR	
4. USCM Effectiveness	250	NR	NR	
5. Ground Safety	25	AS	55.0	+10.0
TOTAL	525 (75)	81	65.1	

NR - NOT RATED

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Part b. Scores (Cont'd)

D. OPERATIONS

1. Training Minims	Max Points	% of Max Score		Variance From Previous Score
		JUN	JUL	
a. Bombardment - Total	190	75.2	98.8	23.6
Bombing	35	63	97.7	34.7
Navigation	25	78	97.8	19.8
Flight Engineering	10	91	98.6	7.6
Air Rfl & Rad Adv	25	67	99.7	32.7
Gunners	10	70	100.0	30.0
Atomic Weapons	10	NR	NR	
Miscellaneous	15	88	99.3	11.3
Flying Time	20	89	99.8	10.8
b. Tanker - Total	50	73.8	100.0	26.2
Air Rfl & Rad Adv	15	70	100.0	30.0
Navigation	10	87	100.0	13.0
Flight Engineering	5	69	100.0	31.0
Miscellaneous	10	80	100.0	20.0
Flying Time	10	63	100.0	37.0
2. Flying Hour Utilization				
a. Training Produced per Flying Hour	30	76	76.9	.9
b. Cost of Tag Produced	30	NR	NR	
3. Wing Proficiency				
a. RBS Radar Bombing	40	100	100.0	
b. RBS Visual Bombing	25	100	100.0	
c. Nite Cell Navigation	20	100	100.0	
d. ECM	40	NR	NR	
e. Flight Engineering	15	100	100.0	
f. Gunners	20	80	90.0	10.0
g. Air Rfl - Wet Hookups	20	100	100.0	
h. Air Rfl - Rad Adv	20	100	100.0	
4. Probation Status - S/L Crews	30	NR	NR	
5. WWP Mission Examination				
a. Bombardment	40	NR	NR	
b. Tanker	10	NR	NR	
6. Combat Ready Crews				
a. Bombardment	40	60	90.0	30.0
b. Tanker	10	100	100.0	
7. Physical Conditioning				
a. Preceding Phase	10	NR	NR	
b. Current Phase	10	10	10.0	
TOTAL	670 (440)	80	93.9	
GRAND TOTAL % OF MAXIMUM	1820 (890)	75	79.2	

NR - NOT RATED

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Part e. Computation of Scores.

A. PERSONNEL

1. Manning in Required Specialties

	<u>Required</u>	<u>"IRS"</u>	<u>1 "IRS"</u>	<u>1 Score</u>
a. Officers	428	385	90.0	80.0
b. Airman				
Direct Support Skills	1097	864	81.7	90.0
Indirect Support Skills	596	434	75.1	30.0

2. ANML Rate

	<u>ANMLs</u>	<u>Strength</u>	<u>Rate</u>	<u>1 Score</u>
April	2	2131	.90	
May	3	2024	1.48	
June	2	1880	1.06	
July	1	1968	.90	
TOTAL	8	8023	1.00	100.0

3. Recruitment Rate

	<u># Airman Discharged</u>	<u># Recruited</u>	<u>Rate</u>	<u>1 Score</u>
April	30	9	30.0	
May	31	10	32.3	
June	38	10	17.2	
July	90	20	22.2	
TOTAL	209	49	23.4	20.0

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SECRET**A. Mobile Training Detachment Utilization**

	<u>April</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>TOTAL</u>
Desired Utilization (B-47)	9000	9000	9000	9000	36,000
Actual Utilization (B-47)	930	1397	1810	2085	5,222
Percent Utilization (B-47)	10.4	27.9	36.2	41.7	29.1
Desired Utilization (KC-97)	NOT a/s	2000	2000	2000	6,000
Actual Utilization (KC-97)		1094	970	606	2,670
Percent Utilization (KC-97)		54.7	28.5	20.3	37.8
Wing Total Desired Util	9000	7000	7000	7000	26,000
Wing Total Actual Utilization	930	2491	2380	2691	8,092
% Utilization	10.4	35.6	34.0	36.4	31.1
% of Score					31.1

B. MATRIEL**1. Flying Hours Delivered as % of Required**

	<u>May</u>	<u>June</u>	<u>July</u>	<u>TOTAL</u>
Hours Required (B-47)	1430	1430	1430	4290
Hours Utilized (B-47)	1600	1446	1189	4235
% Util of Required	112.7	101.8	83.7	99.4
Hours Required (KC-97)	700	680	685	2065
Hours Utilized (KC-97)	690	711	584	1985
% Util of Required	92.9	104.6	85.3	94.2
Wing Total Required	2130	2110	2115	6355
Wing Total Utilized	2090	2157	1773	6020
% Util of Required	97.6	99.5	79.7	97.7
% of Score				97.7

2. Manpower Utilization, Aircraft Maintenance

Information for this category (July's SAC U 22 Report) did not become available in time to compute a score and still meet the deadline of 1200 hours, 17 Aug 55.

C. GENERAL ITEMS**1. Cost Per Flying Hour**

Information for this category (July's SAC C-21 report from Base Budget and Accounting) did not become available in time to compute a score and still meet the deadline of 1200 hours, 17 Aug 55.

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2. Flying Safety

	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>TOTAL</u>
Number of Accidents	0	0	0	0	0
Number of Hours Flown	2119	2316	2200	1810	8445
Aft Accident Rate	0.00	0.00	0.00	0.00	0.00
% of Score.	100.0				

3. Ground Safety

Accident Cost Index: 3.88

% of Score: 55.0

	<u>Accident Costs</u>	<u>Mean Strength</u>	<u>Accident Cost Index</u>
April	\$482.00	2164	.22
May	31,909.00	2160	14.77
June	628.00	2167	2.90
July	402.00	2115	1.90
TOTAL	33,421.00	8606	3.88

Ground Safety Index: 6.75

	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>TOTAL</u>
Military Injuries	5	3	3	2	13
Military Exposure	63930	65928	64090	64573	258,481
Civilian Injuries	0	0	0	0	0
Civilian Exposure	9544	9544	5632	5376	28,096
Vehicle Accidents	1	0	0	0	1
Miles Driven	13423	14982	14351	13487	56,243
Ground Safety Index.	6.75				

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SECRET**D. OPERATIONS****1. Training Minimums**

a. Bombardment Crews	Max Points	Qtrly Rec'd	Qtrly Assess	% of Score
(1) Bombing	35	608	594	97.7
(2) Navigation	25	224	219	97.8
(3) Flight Engineering	10	72	71	98.6
(4) Air Rfl & Rdr	25	288	287	99.7
(5) Gunnery	10	96	96	100.0
(6) Atomic Weapons	10	NR	NR	NR
(7) Miscellaneous	15	408	405	99.3
(8) Flying Time	20	2040	2035	99.8
TOTAL	190	-	-	96.8

b. Tanker Crews

(1) Air Rfl & Rdr	15	289	289	100.0
(2) Navigation	10	187	187	100.0
(3) Flight Engineering	5	51	51	100.0
(4) Miscellaneous	10	308	308	100.0
(5) Flying Time	10	90	90	100.0
TOTAL	50	-	-	100.0

2. Flying Hour Utilization**a. Training Production Per Flying Hour**

	B-47s	KG-57s	TOTAL
Total B-47 Flying Hours	4264	1997	6263
Effective Flying Hours	3210	1609	4819
% Effective Flying Hour	75.3	80.5	76.9
% of Score,			76.9

b. Cost of Training Production

Information for this category (July's SAC C-11 report from Base Budget and Accounting) did not become available in time to compute a score and still meet the deadline of 1200 hours, 17 Aug 55.

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SECRET**3. Wing Proficiency:****a. RCS Radar Bombing**

Number Runs Performed	551
Number Under 3500 Feet CE	900
% Acceptable	90.7
% of Score	100.0

b. RCS Visual Bombing

Number Runs Performed	155
Number Under 1900 Feet CE	145
% Acceptable	93.5
% of Score	100.0

c. Wing Celestial Navigation

Number of Legs Performed (B-47)	116
Number Under 320M (B-47)	115
Number of Legs Performed (KC-97)	74
Number Under 200M (KC-97)	65
Total Number Legs Performed	190
Total Acceptable	180
% Acceptable	94.7
% of Score	100.0

d. Flight Engineering

Number of Missions Performed (B-47)	120
Number With PI 90 or Better (B-47)	110
Number of Missions Performed (KC-97)	63
Number With PI 90 or Better (KC-97)	55
Total Number of Missions Performed	183
Total Acceptable	165
% Acceptable	90.2
% of Score	100.0

e. General

Number of Missions Performed	88
Number With 75% Fireout or Better	70
% Acceptable	79.5
% of Score	90.0

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SECRET**1. Air Refueling - Wet Hooking**

Number of Contacts Performed (B-47)	145
Number Acceptable (B-47)	145
Number of Contacts Performed (KC-97)	143
Number Acceptable (KC-97)	143
Total Contacts Performed	288
Total Acceptable	288
% Acceptable	100.0
% of Score	100.0

2. Air Refueling - Radar Rendezvous

Number of Rdvu Performed (B-47)	166
Number Acceptable (B-47)	166
Number of Rdvu Performed (KC-97)	184
Number Acceptable (KC-97)	184
Total Rendezvous Performed	350
Total Acceptable	350
% Acceptable	100.0
% of Score	100.0

3. Probation Status - G/L Crews

To be scored by Headquarters SAC, reference paragraph 5, SAC Regulation 170-4, 18 Apr 55.

4. Mission Examination

No score computed for this category. Information received by 22d Plans Section indicates administration of examinations has been delayed until sometime during the month of August 1955.

5. Combat Ready Crews**a. Bombardment**

Number of Combat Ready Crews Auth	45
Number Assigned	44
% of Score	90.0

b. Tankers

Number of Combat Ready Crews Auth	20
Number Assigned	21
% of Score	100.0

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7. Physical Conditioning

a. Preceding Training Phase

Not rated this quarter reference SAC Message COA 8927, 2 Aug55.

b. Current Training Phase

Number of Combat Crew Members Assigned	345
Number Meeting Combative Measures Rpt	87
% Meeting Requirements	25.2
% of Score	10.0

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Part 4, Analysis of Training

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TRAINING ACTIVITY

	<u>No. Crews 2A</u> <u>Selected/Load</u>				<u>No. Crews 2</u> <u>Combat Ready</u>				<u>No. Crews 2</u> <u>Non Ready</u>			
	<u>Req</u>	<u>Assigned</u>	<u>Over</u>	<u>Short</u>	<u>Req</u>	<u>Assigned</u>	<u>Over</u>	<u>Short</u>	<u>Req</u>	<u>Assigned</u>	<u>Over</u>	<u>Short</u>
<u>COMBATMENT</u>												
Bombing	304	616	243	11	224	245	44	3	0	-	-	-
Navigation	144	219	76	3	80	100	21	2	0	-	-	-
Flight Regt	48	73	25	0	24	28	5	1	0	-	-	-
Air Refl & Advn	216	392	135	1	72	119	47	0	0	-	-	-
Gunnery	72	41	9	0	24	28	4	0	0	-	-	-
Air Weapons	NR	-	-	-	-	-	-	-	-	-	-	-
Miscellaneous	288	389	298	3	104	160	76	0	16	32	36	0
Flying Time	1440	2806	764	0	0	-	-	-	600	620	120	0
<u>TOTAL</u>	<u>2382</u>	<u>4132</u>	<u>1532</u>	<u>15</u>	<u>232</u>	<u>732</u>	<u>237</u>	<u>4</u>	<u>166</u>	<u>332</u>	<u>36</u>	<u>0</u>
<u>AIR REPAIRING</u>												
Air Refl & Advn					209	307	18	0	0	-	-	-
Navigation					107	205	18	0	0	-	-	-
Flight Regt					32	38	7	0	0	-	-	-
Flying Time					0	-	-	-	90	93	3	0
Miscellaneous					304	385	279	0	2	3	1	0
<u>TOTAL</u>					<u>652</u>	<u>1152</u>	<u>232</u>	<u>0</u>	<u>22</u>	<u>26</u>	<u>4</u>	<u>0</u>

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Part d. Analysis of Training (CONT'D)

1. For the "training shortages" wherein there were "training overages" within the same crew category, the following is submitted.

SELECT/LEAD SHORTAGES (24 Crews)

a. BOMBING: Nine (9) of the shortages in this category were credited to crew S 22. The crew was scheduled to obtain these requirements but was prevented from doing so because of emergency operation and subsequent DMIP status of the observer for the last month of the quarter. One (1) Cannon Attack, Radar (Crew L 56) was accomplished but omitted in reporting.

b. NAVIGATION: One pressure pattern leg not accomplished by Crew S 22 for reasons stated in Part Ia, above. Two items (1 Grid Leg - Crew L 49, and 1 Press Pattern Leg - Crew L 79) accomplished but omitted in reporting.

c. AIR REF. & REWU: One Refueling in Darkness (Crew L 20) accomplished but omitted in reporting.

d. MISCELLANEOUS: Three (3) Night Call Tactics Missions (Crews L 20, S 22, S 64) accomplished but omitted in reporting.

COMBAT READY CREW SHORTAGES (6 Crews)

a. BOMBING: Crew R 27 experienced 2 radar shorts, 1 "K" short, and 1 HES site malfunction during the last week of the quarter. They finished the quarter lacking 2 GPI and 1 Radar HES Run.

b. NAVIGATION: One Grid Leg and one Using Celestial Observations (Crew R 72) accomplished but omitted in reporting.

c. FLIGHT ENGINEERING: Crew R 90 failed to obtain 1 long range flight engineering mission as a result of a projected crew change which did not materialize. The co-pilot departed on TDY to SAC Survival School.

NEW CREW SHORTAGES (6 Crews)

a. FLYING TIME: Crew R 19 failed to obtain 5 hours of flying time due to landing away from home station after shorter than planned mission. This was late in the quarter and crew did not return in time to fly an additional sortie.

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CONSOLIDATED PERSONNEL SECTION
HEADQUARTERS 22ND BOMBARDMENT WING (M)
March Air Force Base, California

STANDING OPERATING PROCEDURE)

1 June 1955

NUMBER

1)

Management of Consolidated Personnel Section
(This SOP supersedes SOP #1, 13 Jan 1955)

1. PURPOSE: To outline the functions and establish methods for the management and operation of the Consolidated Personnel Section, 22nd Bombardment Wing (M).
2. LAYOUT OF ACTIVITY: Personnel clerks on special duty with the section will be placed in a functional grouping within the section. These functional groupings will consist of officer records, airman records, pay records and morning report functional groups.
3. RESPONSIBILITY:
 - a. The personnel officer assigned to duty in the section will be the custodian of the field personnel records of the officer and airman personnel assigned to the wing and will certify to the pays of such personnel and shall be authorized to verify personnel actions effecting them. He will further be responsible for the activities of the section.
 - b. Direct supervision will be exercised by the personnel officer through the noncommissioned officer in charge and thus through the senior airman in each functional group.
 - c. The noncommissioned officer in charge of the personnel section will function as the central control point for the section and will assist the personnel officer in the management and operation of the section.
 - d. The senior airman in each functional group shall be responsible for the functions of the group and for controlling the absences and the work of the personnel in the group and will determine and oversee OJT and cross-training of personnel in the functional group.
4. PROCEDURE:
 - a. The most qualified airmen in the personnel section shall be selected to be advisors for one of each of the four functional groups in the section. This airman will normally be the senior airman in the functional group. These airmen will further the control of the four functions of the personnel section by periodic inspection of records to insure morning report entries are being made on officer and airman records as well as pay records and that orders and other personnel actions are being noted. The airman advisors will also be used as instructors to train other airmen in the respective functions.
 - b. The functional group will operate as a unit to accomplish the daily workload. For training purposes the senior airmen in the group will determine cross training and OJT needs and will request the services of other trained airmen by coordination with the personnel officer of the section.

SOP #1

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c. Airmen advisors will function as individual members of the group and will be available for expert opinions and advice relating to their respective skill function. Advisors will schedule class training periods, whenever needed, for airmen performing like tasks. Training classes and subjects for training will be coordinated with the personnel officer of the consolidated personnel section.

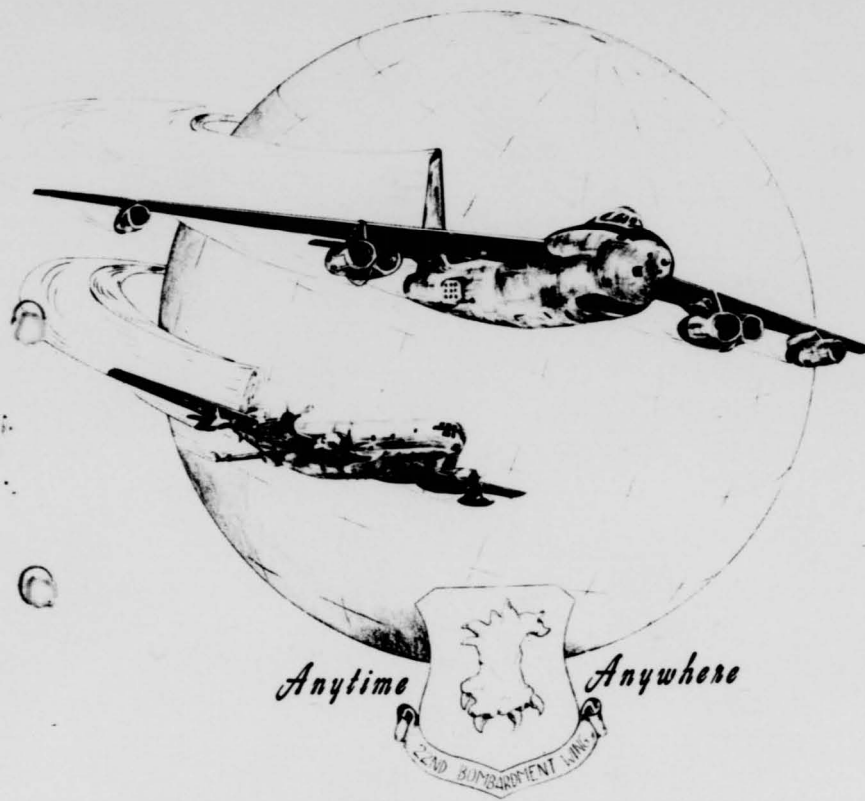
Edward Blake

EDWARD BLAKE
1st Lt, USAF
Personnel Officer

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22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE, CALIFORNIA



(TRAINING FOR JUNE 1955)

**OPERATIONS ORDER
NUMBER
261-55**

22D BOMBARDMENT WING (H)
March Air Force Base, California
20 May 1955

OPERATIONS ORDER
SERIAL NR. 261-55

TRAINING FOR JUNE 1955

22d Bombardment Wing (H)
Operations Order 261-55
20 May 1955

22d Bombardment Wing Operations Order _____

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22D BOMBARDMENT WING (M)
March Air Force Base, California
20 May 1955

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20 May 1955

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20 May 1955

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California
20 May 1955

OPERATIONS ORDER

NUMBER 261-55

Chart and Map References: As required.

Task Organizations:

2d Bombardment Squadron	Lt Col James M. Graybeal
19th Bombardment Squadron	Lt Col Burl W. McLaughlin
33d Bombardment Squadron	Lt Col Paul H. Francis
22d Air Refueling Squadron	Lt Col Raymond E. Hamlyn
Hq Sq Sec, 22d Bombardment Wing (M)	Capt. James E. Vickery
22d A&E Maintenance Squadron	Lt Col Kenneth L. Johnson
22d Field Maintenance Squadron	Lt Col Charles L. Lockhart
22d Periodic Maintenance Squadron	Lt Col Mabon A. Cornwell

1. GENERAL SITUATION: The flying training requirement for the 22d Bombardment Wing during June is 1140 hours for B-47 aircraft and 680 hours for KC-97 aircraft. Due to runway construction at March AFB during June it will be necessary to phase certain B-47 crews to Mt Home AFB, Idaho. It is anticipated that out of a total of 263 B-47 sorties scheduled during the month, 167 will be identified with this staging exercise.

a. Enemy Forces: Omitted

b. Friendly Forces:

(1) Commander, 11th EBS Squadron will:

(a) Provide radar bomb scoring for the 22d Bombardment Wing.

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(2) Commander, 807th Air Base Group will:

(a) Provide personnel and materiel as required to support the 22d Bombardment Wing.

(3) Detachment Commanders of Detachments #7 & #5 of the 9th Weather Squadron will:

(a) Provide weather briefings and weather folders (Cross Sections) for 22d Bombardment Wing crews as scheduled by this Operations Order.

2. MISSION:

a. To accomplish the required monthly flying and ground training requirements in accordance with SAC Regulation 50-8 and other applicable regulations and directives.

3. TASKS FOR SUBORDINATE UNITS:

a. 2d Bomb Squadron:

(1) Will provide necessary crews to accomplish sorties as indicated in Flying Training Sortie Chart, (Annex B, Appendix 2.)

(2) Will provide one B-47 for 12th Air Division on the 1 and 24 June 1955.

(3) Will provide one (1) B-47, less crew, on 27 June 1955 for 15th Air Force.

(4) Reference paragraph 3X and Annexes "A", "B", "C", "D" and "E".

b. 19th Bomb Squadron:

(1) Will provide necessary crews to accomplish sorties as indicated in Flying Training Sortie Chart, (Annex B, Appendix 2).

(2) Will provide one (1) B-47 for 12th Air Division on 23 June 1955.

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(3) Will provide one (1) B-47 for ADS Loading at Travis AFB on 28 June 1955.

(4) Reference paragraph 3X and Annexes "A", "B", "C", "D" & "E".

c. 33d Bomb Squadron:

(1) Will provide necessary crews to accomplish sorties as indicated in Flying Training Sortie Chart, Annex B, Appendix 2.

(2) Will provide one (1) B-47 for 12th Air Division on 8 June 1955.

(3) Will provide one (1) B-47 for 15th Air Force on 23, 24, 28, 29 and 30 June 1955.

(4) Will provide one (1) B-47 crew to fly a 15th Air Force Sortie on 27 June 1955. This aircraft will be provided by the 2d Bombardment Squadron.

(5) 15th Air Force sorties are air training for Brigadier General Reynolds.

(6) Reference paragraph 3X, and Annexes "A", "B", "C", "D", & "E".

d. 22d Air Refueling Squadron:

(1) Will provide necessary crews to accomplish sorties as indicated in Flying Training Sortie Chart, Annex B, Appendix 2.

(2) Will provide indoctrination flights for approximately 20 AFOTC Cadets on the following dates:

(a) Thursday, 23 June, Cadet "D" Flight.

(b) Friday, 24 June, Cadet "E" Flight.

(c) Monday, 27 June, Cadet "E" Flight.

(d) Wednesday, 29 June, Cadet "F" Flight.

(e) Friday, 1 July, Cadet "A" Flight.

(f) Wednesday, 6 July, Cadet "C" Flight.

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Time of Cadet reporting will be established by the Air Refueling Squadron which will enable the cadets to participate in the weather briefing, pre-flight planning and pre-flight inspection.

c. 22d A&E Maintenance, 22d Field Maintenance and 22d Periodic Maintenance

Squadrons:

- (1) Reference paragraph 3X, Annexes "A", "B", "C", "D" and "E".

3X. GENERAL INSTRUCTIONS:

- (1) This Operations Order becomes effective 1 June 1955.
- (2) Order of execution for scheduled flights will be issued by the tactical squadrons in the form of flight orders.
- (3) All commitments from higher headquarters, known at this time, have been considered and included in the Flying Sortie Projection Chart.
- (4) All available rated personnel will attend the monthly Flight Safety meeting in the Wing Briefing Room (Bldg. T-642) at 1500 hours, 31 May 1955.

- (5) Organizations possessing the following crews will insure that standardization crew checks are completed prior to 30 June 55: S-64, L-29, L-51, R-37, R-62, R-71, T-02, T-29, T-30 and T-33. Successful completion at SES will fulfill this requirement.

- (6) B-47 Evaluation:

- (a) The following crews will report to the 3943d Strategic Evaluation Squadron, Davis Monthan AFB on 27 June 55.

Sipes, Ludlow, Grubb.

Primary Spare: Schreiber.

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- (b) Pre SES Ground School will be accomplished in the weekly block training program.
- (c) Bombardment Squadron Commanders will take necessary action to accomplish the following:
 - 1. Provide clean summer flying suits and clean personal equipment.
 - 2. Survival equipment will be carried including over water equipment and the four (4) man raft.
 - 3. Special weapons certificate indicating weapons responsibilities of individual crew members.
 - 4. Submit to 22d Bombardment Wing Logistics Officer by 13 June 55 the names of Maintenance personnel going to Davis Monthan as required by SAC Regulation 51-24, Supplement III.
 - 5. Compliance with SAC Regulation 51-24, Supplement III.
 - 6. Co-pilots will be evaluated on T-1A Trainer while at Davis Monthan AFB.
- (d) Squadron Commanders and the Chief of Maintenance will take the necessary action to provide highly reliable aircraft and K-System.
- (e) Each Squadron Commander will appoint a project officer to supervise preparation and coordination with the 22d Bombardment Wing Logistics Officer. Names of project officers will be submitted to the Director of Operations and Wing Logistics not later than 13 June 55.
- (7) Officer Duty Rosters: All required duty rosters for 22d Bombardment Wing Officers are listed in Annex "E".

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- (8) Personal and Survival Equipment: As published in 22d Bombardment Wing Operations Order 259-55, paragraph 3X (15) dtd April 1955.
- (9) RAPCON Duty Officer: (22BW Reg. 11-3, dtd 11 Apr 55).
- (a) The RAPCON duty officer will be a qualified B-47 pilot or co-pilot. He will be present at the general and final weather briefing of the mission concerned. He will present himself to personnel on duty in the RAPCON room at least twenty-four (24) hours prior to execution of the mission. At this meeting the RAPCON officer will brief the RAPCON personnel on all aspects of the mission to be executed as it comes within the scope of Radar Approach Control Center's responsibilities and capabilities. He will advise on all altitude and time separations of aircraft involved, cover aborting aircraft procedures and make suggestions to eliminate conflicts or hazards that may arise.
- (b) He will provide RAPCON advice and coordination with 22d Bomb Wing Control and Tower offices.
- (c) He will report to RAPCON twenty (20) minutes prior to the first take-off.
- (d) RAPCON will have a current crew folder for all 22d Bombardment Wing missions.
- (e) RAPCON duty officer schedule:
- | | |
|--------|---------------------------|
| 1 June | 2d Bombardment Squadron |
| 2 June | 19th Bombardment Squadron |
| 3 June | 33d Bombardment Squadron |
| 7 June | 2d Bombardment Squadron |

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10 June

19th Bombardment Squadron

15 June

33d Bombardment Squadron

23 June

2d Bombardment Squadron

(10) Colonel Horace E. Hatch and Major Thomas L. Chambers are scheduled for the afternoon period for simulator trainer the week commencing 6 June 55.

(11) Squadron Operations representatives of the 22d Bombardment Wing and 320th Bombardment Wing will attend a weekly meeting to be held in the Operations Plans section of the 22d Bombardment Wing (Bldg. T-642) at 1500 hours on the following dates:

1, 8, & 15 June 1955. The purpose of this meeting is to identify all crews scheduled for Mt. Home the following week, and to establish the type ground training required by each crew while at Mt. Home.

(12) All personnel scheduled for temporary duty at Mt. Home AFB will insure that they have two (2) blankets in their possession for this staging exercise.

(13) Instructions on the modified 22BW Operations Plan 10-55 out of Mt. Home will be included in the individual aircraft's evacuation folders. Reference Annex "B".

(14) All crewmembers departing for Mt. Home will attend a general briefing in the Wing Briefing Room (Bldg. T-642) at 1030 the day prior to their scheduled take off date, except crews departing on Mondays will be briefed and Target Studied the preceding Friday. All observers will attend a mission planning, target study session in the Wing Briefing Room at 0830 the day prior to their scheduled take off

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date, except crews departing on Mondays will be briefed and :
Target Studied the preceding Friday.

- (15) The requirement for "Side Track" runs will be accomplished during the period of TDY to Mt. Home. Squadron Observers will monitor this project to insure compliance.
- (16) EMP Target Study: See Attachment "D" Appendix 3 to Annex "B".
- (17) EMP examinations required by SAC Reg. 50-8 will be administered by 15AF during the final week of June. Time and date will be announced later.
- (18) Plans for July 1955:
 - (a) Uninterrupted work on 50-8.
- (19) Plans for August:
 - (a) A higher headquarters directed mission will be flown during this month, details to be announced later.
- (20) Any request for changes to this order will be submitted to the Director of Operations & Training for consideration.

4. ADMINISTRATION AND LOGISTICS: See Annex "D".

5. COMMAND AND COMMUNICATIONS:

- a. Command and Command Post: Headquarters, 22d Bombardment Wing (M)
March Air Force Base, California.
- b. Communications: See Annex "C".

LLOYD H. DILTON
Colonel, USAF
Commander

22d Bombardment Wing (M)
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ANNEXES:

- A - Intelligence
- B - Operations and Training
- C - Communications
- D - Administration and Logistics
- E - Officers' Duty Roster

DISTRIBUTION:

Comdr, 15th Air Force	1 cy
Comdr, 12th Air Division	4 cys
Comdr, 22d Bomb Wing	2 cys
22DO	16 cys
22DM	6 cys
22DJ	5 cys
22DP	1 cy
22MI	1 cy
22MC	1 cy
Comdr, 2d Bomb Squadron	6 cys
Comdr, 19th Bomb Squadron	6 cys
Comdr, 33d Bomb Squadron	6 cys
Comdr, 22d Air Refueling Squadron	6 cys
Comdr, Hq Sq Sec, 22d Bomb Wing	1 cy
Comdr, 22d Flt Maint Squadron	2 cys
Comdr, 22d A&E Maint Squadron	2 cys
Comdr, 22d Per Maint Squadron	2 cys
Comdr, 22d Tactical Hospital	1 cy
Comdr, 320th Bomb Wing	20 cys
Comdr, W.D.F.	1 cy
Comdr, 807th Air Base Group	10 cys
Detachment Comdrs, Detachments #7 & #5	
9th Weather Squadron	2 cys
Project Officer - "Bat Boy"	1 cy
1907 AACS Flight Fac. Officer	1 cy
Base Chaplain (ATTN: Chaplain Taylor)	1 cy

OFFICIAL:

Jay O. Gray
 Jay O. Gray
 Lt. Colonel, USAF
 Act. Director of Operations

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22D BOMBARDMENT WING (M)
March Air Force Base, California
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ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 261-55

INTELLIGENCE

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ANNEX "A"

TO

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22D BOMBARDMENT WING (M)
March Air Force Base, California
20 May 1955

INTELLIGENCE

1. SITUATION:

a. A requirement exists for EMP target study in preparation for the forthcoming examination by SAC prior to the end of June 1955. This target study will be scheduled to be given at Mt. Home, Idaho, during the ~~crew's~~ rotation at that base.

2. REQUIREMENTS:

a. The observer on each crew going to Mt. Home AFB will be on written orders as a classified courier and will be responsible for carrying his crew's target materials. Each crew's target materials plus the Bomb Commanders folder and 10-55 folder will be wrapped and sealed in one package and will be handled on a receipt system.

b. The Bomb Commanders folder and 10-55 folders will be delivered by the Squadron Intelligence Officers to the 22d Bombardment Wing Intelligence Office ~~24~~ hours prior to the crews scheduled departure for Mt. Home AFB, (Exception - Materials for aircraft departing on Mondays, will be delivered to the Wing Intelligence Section by 0900 hours the previous Saturday). Intelligence Officer will sign a receipt for these materials.

c. Wing Intelligence will deliver all classified packages to the 22d Bombardment Wing Control Room, and each observer will pick up his package

22d Bombardment Wing (M)
Annex "A"
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subsequent to the final weather briefing.

d. Major Albert W. Hasson will be the classified document custodian for the 22d Bombardment Wing at Mt. Home, AFB, and all classified packages will be delivered to him immediately after aircraft arrive at Mt. Home AFB.

e. When 22d Bombardment Wing crews are ready to return to March AFB the observer on each crew will pick up his classified materials from Major Hasson and will return it to the Wing Intelligence Section upon arrival at March AFB. Wing Intelligence will return the original receipt at this time.

(1) Aircraft returning to March AFB and landing prior to 0800 hours or subsequent to 1700 will deliver their classified package to the Wing Control Room.

(2) The 22d Control Room will inform the Wing Intelligence Section of aircraft scheduled to land at March during non-duty hours in order that an officer of the Intelligence Section will be present to receive the material.

f. Each package will be labeled with combat crew number and the receipt will also carry this number plus the contents of the package.

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ANNEX "D"

TO

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OPERATIONS AND TRAINING

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ANNEX "D"

TO

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ANNEX "B"

TO

OPERATIONS ORDER

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22D BOMBARDMENT WING (M)
March Air Force Base, California
20 May 1955

OPERATIONS

1. GENERAL: This Annex contains information showing the breakdown of Flying and Ground Training by organization, for the month of June; priorities for flying and ground training; Wing or Higher Headquarters directed Missions; and ground training schedules.

2. TRAINING PRIORITIES FOR JUNE 1955:

a. This paragraph sets forth the priorities of training for the month of June listed in order of priority. Flying will take priority over ground training except ground training involving TDY and EMT study. Flying will be adjusted, when necessary, in order to meet these TDY ground training commitments and EMT study.

b. It is realized that certain items mentioned in the following priority listing may, under certain conditions, be necessarily placed higher or lower than herein stated to take care of the needs of the moment, e.g., test hops of high priority; higher headquarters directed training; or Bomb Commander school quotas coming in after the Operations Order has been published. Changes to the following listing should not be made until after careful consideration and exercise of good judgment.

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(1) D-47:

(a) Flying:

1. Wing Missions
2. 60-2
3. 50-8 (51-26 in non-rating months)
4. Test hops

(b) Ground Training:

1. BHP
2. Mission Planning and Target Study for any higher headquarters directed Mission.
3. Strategic Evaluation School (TDY)
4. Special Weapons
5. Flight Simulator (TDY)
6. Bomb Commander School (TDY)
7. SAC Survival School (TDY)
8. MTD
9. OQ Gunnery Range
10. Physical Conditioning
11. Base Instrument School
12. ABC (TRCC) Phase III
13. Unit Ground Training
14. T-1A Trainer
15. T-2 Trainer
16. Link Trainer
17. Altitude Indoctrination

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18. Code Check

19. ECM

(2) KC-97:

(a) Flying:

1. Wing Missions

2. 60-2

3. 50-8

4. Test Hops

(b) Ground Training:

1. Flight Simulator (TDY)

2. S.C. Survival (TDY)

3. Altitude Indoctrination

4. MTD

5. Physical Conditioning

6. Base Instrument School

7. Unit Ground Training

8. Link Trainer

9. Loran Trainer

10. Code Checks

3. Schedule of Events - Mt. Home Staging.

a. At 1431Z on 1 June 1955 the 22d Bombardment Wing will deploy seven (7) B-47 aircraft at 10 minute intervals to Mt. Home. The flight plan designation for the mission will be Fl-A (RED) and includes the following 50-8 accomplishments: - 1 RBS, Salt Lake City "D", 1 Grid or Day celestial mission landing at Mt. Home with a total flight time of 5 1/2 03.

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b. 2 June: Seven (7) aircraft will depart March AFB at 1431Z to Mt. Home on flight plan FL11 (Orange). Total flight time of 5 1/2 38. RDS run on Salt Lake City "D", a Day celestial mission, and RDS on Denver "E" will be included in the mission.

c. 3 June: FLA2 (Yellow) flight plan to Mt. Home is flown by eight (8) B-47 aircraft. T.O. at 1431Z for RDS runs on Salt Lake City and Denver targets, day celestial or grid mission accomplished landing at Mt. Home. Total flight time 5 1/2 19.

d. 6 June: *

- (1) Four aircraft depart March beginning at 1440Z. En route they will accomplish an RDS run on Frisco "F" and a day celestial or grid, then landing at Mt. Home after flying for 4 hours and 43 minutes following the FLB flight plan.
- (2) Four aircraft fly a round robin from Mt. Home departing at 10 min. intervals starting at 2312Z, making RDS runs on LA "M", Frisco "F" and Spokane "H" and flying a night celestial, as prescribed in the F2A flight plan. Total flying time is 7:03.
- (3) Three aircraft depart Mt. Home starting at 1858Z and follow the F3A flight plan. They fly a day celestial, make RDS runs on Denver "D" and Phoenix "D", fly a grid mission, and land at March after flying for 7 hours and 43 minutes.

e. 7 June:

- (1) Five aircraft depart March at 1431Z and follow the FLA2 flight plan. Accomplishments are RDS runs on Salt Lake City "F" and Denver "D", and a day celestial or grid. Aircraft will land at Mt. Home with total time of 5 1/2 19.

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- (2) Three aircraft follow the F2B flight plan on round robin from Mt. Home, departing at 0155Z. Accomplishments are RDS runs on Spokane "H", two night celestial. Total flying time is 6:03.
- (3) Four aircraft follow the F3B flight plan from Mt. Home with RDS run at Salt Lake City "F" and Denver "D", a day celestial and grid landing at March AFB. Aircraft depart at 10 minute intervals starting at 1951Z. Total flying time is 6:45.

f. 8 June:

- (1) Four aircraft depart March AFB at ten minute intervals commencing at 1331Z on a FL12 flight plan. Accomplishing RDS run at Salt Lake City "F" and Denver "D" with a day celestial or grid landing at Mt. Home. Total flying time 5:19.
- (2) Four aircraft depart Mt. Home at 10 minute intervals commencing at 0045Z on F2B1 flight plan. Accomplishing RDS runs on San Francisco "F" and Spokane "H" with two night celestials and landing at Mt. Home after 7:45 flying time.
- (3) Four aircraft depart Mt. Home at 10 minute intervals commencing at 1810Z on an F3C flight plan. Mission accomplishments are a day celestial, RDS runs on Omaha "K", Denver "D", Phoenix "B". Aircraft land at March AFB after flying 6 hours and 9 minutes.

g. 9 June:

- (1) Four aircraft depart March AFB at 10 minute intervals commencing at 1431Z on a FL12 flight plan. Mission accomplishments are a RDS run at Salt Lake City "F", and Denver "D" with a day celestial or grid landing at Mt. Home after 5 hours and 19 minutes.

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Annex "D"
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- (2) Four aircraft depart Mt. Home at ten minute intervals commencing at 2312Z on a F21 flight plan. Mission accomplishments are RDS runs at Los Angeles "M", San Francisco "F" and Spokane "H" with a night celestial and landing at Mt. Home. Total flying time is 7:03.
- (3) Four aircraft depart Mt. Home at 10 minute intervals commencing at 1651Z on an F3D flight plan. Mission accomplishments are an RDS run on Salt Lake City "F", a day celestial, grid and pressure pattern. Aircraft land at MAFB after 7:39.

h. 10 June:

- (1) Three aircraft depart March at 10 minute intervals commencing at 1531Z on a FLM2 Flight Plan. Mission accomplishments are, RDS Salt Lake City "F", Denver "D", day celestial or grid, landing at Mt. Home, total flying time 5 / 19.
- (2) Five aircraft depart Mt. Home at 10 minute intervals commencing at 0045Z on a F211 flight plan. Mission accomplishments are RDS San Francisco "F", Spokane "H", 2 night celestial, landing at Mt. Home. Total flying time 7 / 45.
- (3) Three aircraft depart Mt. Home at 10 minute intervals commencing at 1620Z on a F3E flight plan. Mission accomplishments are day celestial, RDS Omaha "M", Denver "D" and Grid, landing at March. Total flying time 6 / 29.

i. 13 June:

- (1) Four aircraft depart March at 10 minute intervals commencing at 1446Z on a F1B1 flight plan. Mission accomplishments are RDS Frisco "A", day celestial, landing Mt. Home. Total flying time 4 / 2

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- (2) Four aircraft depart Mt. Home at 10 minute intervals commencing at 0005Z on a F211 flight plan. Mission accomplishments are RDS Los Angeles "E" San Francisco "A" Spokane "G", 1 night celestial, landing at Mt. Home. Total flying time 7 / 10.
- (3) Four aircraft depart Mt. Home at 10 minute intervals commencing at 1838Z on a F3F flight plan. Mission accomplishments are 1 day celestial, RDS Denver "A", Phoenix "K", Los Angeles "E", San Francisco "A". Landing at March. Total flying time 7 / 19.

j. 14 June:

- (1) Four aircraft depart Mt. Home at 10 minute intervals commencing at 2144Z on a F20 flight plan. Mission accomplishments are 1 day celestial, RDS Omaha "J", K.C. "G", Denver "A", 1 night celestial, landing at Mt. Home. Total flying time 6 / 44.
- (2) Four aircraft depart Mt. Home at 10 minute intervals commencing at 1520Z on a F3G flight plan. Mission accomplishments are day celestial, RDS Omaha "J", Denver "A", Grid, San Francisco "A", landing March. Total flying time 7 / 25.

k. 15 June:

- (1) Four aircraft depart March at 10 minute intervals commencing at 1431 on a FL13 flight plan. Mission accomplishments are RDS Salt Lake City "E", Denver "A", day celestial, landing at Mt. Home. Total flying time 4 / 59.
- (2) Three aircraft depart March at 10 minute intervals commencing at 2144Z on a F201 flight plan. Mission accomplishments are day celestial, RDS Omaha "J", K.C. "G", Oklahoma City "A", Denver "A", 1 night celestial, landing Mt. Home. Total flying time 7 / 09.

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- (3) Five aircraft depart Mt. Home at 10 minute intervals commencing at 1410Z on a F3H flight plan. Mission accomplishments are day celestial, RDS Omaha "J", Denver "A", Phoenix "K", camera runs San Bernardino, Bakersfield, and Fresno. Landing at March. Total flying time 7 / 00.

1. 16 June:

- (1) Three aircraft depart March at 10 minute intervals commencing at 1531Z on a FL13 flight plan. Mission accomplishments are RDS Salt Lake "E", Denver "A", day celestial, landing at Mt. Home. Total flying time 4 / 59.
- (2) Four aircraft depart Mt. Home at 10 minute intervals commencing at 2244Z on a F2C flight plan. Mission accomplishments are day celestial, RDS Omaha "J", K.C. "G", Denver "A", 1 night celestial, landing at Mt. Home. Total flying time 6 / 44.
- (3) Four aircraft depart Mt. Home at 10 minute intervals commencing at 1610Z on a F3I flight plan. Mission accomplishments are, day celestial, RDS Omaha "J", Phoenix "K", Los Angeles "E", San Francisco "A". Landing at March. Total flying time 7 / 45.

m. 17 June:

- (1) Four aircraft depart March at 10 minute intervals commencing at 1531Z on a FL13 flight plan. Mission accomplishments, RDS Salt Lake "E", Denver "A", day celestial, landing at Mt. Home. Total flying time 4 / 59.
- (2) Four aircraft depart Mt. Home at 10 minute intervals commencing at 1410Z on a F3J flight plan. Mission accomplishments, day celestial, RDS Omaha "J", Phoenix "K", LA "E", landing March.

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Total flying time 6 / 15.

n. 20 June:

- (1) Four aircraft depart March at 10 minute intervals commencing at 1440Z on a FLD flight plan. Mission accomplishments are RCS San Francisco "E", day celestial or grid. Landing Mt. Home. Total flying time 4 / 43.
- (2) Four aircraft depart Mt. Home at 10 minute intervals commencing at 0100Z on a F2D2 flight plan. Mission accomplishments K Grid, 2 night celestials, landing Mt. Home. Total flying time 6 / 55.
- (3) Three aircraft depart Mt. Home at 10 minute intervals commencing at 1838Z on a F3K flight plan. Mission accomplishments day celestial, RCS Denver "H", Phoenix "M", LA "J", landing March. Total flying time 5 / 47.

o. 21 June:

- (1) Three aircraft depart March at 10 minute intervals commencing at 1331Z on a FL12 flight plan. Mission accomplishments RCS Salt Lake "I", Denver "H", day celestial or grid, landing Mt. Home. Total flying time 5 / 19.
- (2) Seven aircraft depart Mt. Home at 10 minute intervals commencing at 1551Z on a F3L flight plan. Mission accomplishments RCS Salt Lake "I", San Francisco "E", LA "J", and Pressure Pattern, landing March. Total flying time 6 / 33.

p. 22 June:

- (1) Three aircraft depart Mt. Home at 10 minute intervals commencing at 1538Z on a F3F flight plan. Mission accomplishments, day celestial, RCS, Denver "H", Phoenix "M", LA "J", San Francisco

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"E", landing March. Total flying time 7 1/2 19.

q. 23 June:

- (1) Twelve aircraft depart Mt. Home at 10 minute intervals commencing at 1338Z on a F3F flight plan. Mission accomplishments are day celestial, ICS Denver "H", Phoenix "E", LA "J", San Francisco "E", landing at March. Total flying time 7 1/2 19.

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22D BOMBARDMENT WING(M)
March Air Force Base, California
20 May 1955

APPENDIX 1

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR. 261-55

CONCEPT OF MT. HOME AFB STAGING

22d Bombardment Wing(M)
App. 1, Annex "B"
To Operations Order 261-55
20 May 1955

APPENDIX 1

ANNEX B

TO

OPERATIONS ORDER

SERIAL NR. 261-55

22D BOMBARDMENT WING (M)
March Air Force Base, California
20 May 1955

CONCEPT OF MT. HOME AFB STAGING

1. The general concept of staging aircraft of the 22d Bombardment Wing through Mt. Home AFB during the period 1 June - 23 June is as described below. At the direction of Commander, 12th Air Division, the 320th Bombardment Wing will follow the same pattern of operation.

a. Beginning on 1 June 55 the 22d Bombardment Wing will launch four B-47 aircraft into a three mission program.

- (1) Mission F-1 will be a routine training sortie from March AFB with landing at Mt. Home AFB.
- (2) Mission F-2 will be a routine training sortie from Mt. Home and returning there.
- (3) Mission F-3 will be a routine training sortie from Mt. Home with landing at March AFB.

b. The 22d Bombardment Wing will develop standard flight plans for the F-1, F-2 or F-3 missions for all days of the cycle of operation and will brief participating flight crews on the three sorties prior to departure from March AFB.

22d Bombardment Wing (M)
App 1, Annex "B"
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c. The planned design of the missions will vary from day to day due to variations in the RPS schedule. General factors which will apply are:

- (1) F-1 will be approximately 0800-1000 PDST departure from March.
- (2) F-2 will depart Mt. Home at a time appropriate for inclusion of night celestial in the mission.
- (3) F-3 will depart Mt. Home at a time which will permit daylight landing at March AFB.

d. On Wednesday of each week representatives of all bomb squadron operations sections will meet in the office of Chief, Operations Plans, D125-T-642, and will furnish a list of crews to participate in the rotation program of the following week. At this same time requests for deviation from standard missions will be submitted. As a general rule, Mission F-1 may be modified to suit individual crew needs. Missions F-2 and F-3 will be modified only in exceptional circumstances.

e. Ground Training for aircrews while at Mt. Home will consist of EMP Target Study, Special Weapons Training, K-System, In-flight Maintenance, B-47 Simulator, C-11 Link Trainer, T-11 Gunner Trainer, and Physical Conditioning. Squadron operations representatives will be prepared to request training spaces for each crew member at the time of meeting referred to in Paragraph 1d, above.

f. Aircrews proceeding to Mt. Home AFB will carry the aircraft crew chief as passenger. Other aircrew members or staff personnel may not displace the crew chief unless another aircraft of the same squadron is proceeding to Mt. Home on the same date. In such a case, the squadron Commander may elect to assign crew chief responsibilities for both his aircraft to a single crew chief.

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2. Functional responsibilities of operations and support personnel at Mt. Home AFB have been assigned by Commander, 12th Air Division. These are enumerated below for information of all concerned.

a. 22BW, 320BW and 807ADG will place appropriate numbers and type of personnel on TDY for the period 1-23 June to support the rotation of aircraft. Administrative control of these personnel will rest with the senior officer of each organization.

b. Col. Frederick C. Huish, Hq 12AD will be present as Senior Controller. As such he will be responsible for coordination of all matters affecting Air Base activities of Mt. Home AFB and for operational control of aircraft and crews.

c. Operations personnel of the 22d and 320th Bombardment Wings will be integrated into a single staff for supervision and coordination of operations matters as directed by Col. Huish.

d. Maintenance control personnel of the 22d and 320th Bombardment Wings will be integrated into a single function to operate under direction of Col. Huish.

e. Flight line maintenance personnel furnished by the two wings will maintain separate identification for maintenance of aircraft of the assigned wing. Supervision of maintenance will be exercised by the Maintenance Control function described above.

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22D BOMBARDMENT WING (H)
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APPENDIX 2

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR. 261-55

FLYING TRAINING SORTIE PROJECTION CHART

22d Bombardment Wing (H)
Appendix 2, Annex "B"
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MONTH		1	2	3	4	5	6	7	8	9	10	11	12
2	ORDERED	AD	(1 SES)	(1 SES)				(1 SES)			(1 SES)		
	WING	2	2	4			2(1) (1)	2(1) (1)	1(2) (2)	1(2) (1)	1(2) (1)		
19	SOON	1	1	1									
	ORDERED		(1 SES)	(1 SES)			(1 SES)			(1 SES)			
33	WING	2	2	1			1(1) (1)	2(1) (1)	2(1)	2(1) (1)	1(2) (1)		
	SOON	2	1	1									
33	ORDERED		(1 SES)						AD				
	WING	3	3	3			1(2) (1)	1(1) (2)	1(1) (2)	1(1) (2)	1(1) (1)		
33	SOON	1	1	1					1				
8 4 7	DAILY	12	13	12			11	14	14	12	13		
	WING												
8 4 7	SOON	12	25	37			48	62	76	88	101		
	WING												
8 4 7	DAILY	4	4	4			6.2	6	6	6.3	6.9		
	WING												
8 4 7	SOON	48	46	52			68.30	84.30	84	76	76		
	WING												
8 4 7	DAILY	48	94	146			214.30	299	383	459	535		
	WING												
8 4 7	SOON	7 F-1 MSN	7 F-1 MSN	8 F-1 MSN			4 F-1	5 F-1	4 F-1	4 F-1	3 F-1		
	WING						4 F-2	3 F-2	4 F-2	4 F-2	5 F-2		
8 4 7	REMARKS		3 SES F-1 MSN	2 SES AT DM			3 F-3	2 SES AT DM	4 F-3	4 F-3	3 F-3		
	WING												
8 4 7	ORDERED	5	6	6			5	6	6	5	6		
	WING												
8 4 7	SOON	5	6	6			5	6	6	5	6		
	WING												
8 4 7	DAILY	5	11	17			22	28	34	39	45		
	WING												
8 4 7	SOON	5.5	5.5	5.5			5.5	5.5	5.5	5.5	5.5		
	WING												
8 4 7	DAILY	27.5	33	33			27.5	33	33	27.5	33		
	WING												
8 4 7	SOON	27.5	60.5	93.5			121	154	187	214.5	247.5		
	WING												
8 4 7	REMARKS												
	WING												

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22	23	24	25	26	27	28	29	30	31	TOTAL	REMARKS
22	23	24	25	26	27	28	29	30	31	TOTAL	REMARKS
2	1	1AD			* 1-1STH					7	59 ROTATIONAL 362 2 AD X 4 4 SES X 4 21 ST X 4 53 PTHN 1 AD X 3 1 AD X 6 20 SA KATS 5 SES 54 LOCATIONS 1 AD V4 5 1STH AF 5 SES V2 21 SQ X 46
2	1	2			4	4	(4)	(3)		21 (7)	87 SORTIES 492:00Hrs
1	1				1SES	1 ADS				7	
3	1	2			3	2	4	(4)		53	80 " 453:00
1	1-1STH	1-1STH			2SES	1-1STH	1-1STH	1-1STH		20 (4)	
5	1	1			2	2	7	(3)		9	85 " 473:00
2	17	7			13	10	7 (4)	1 (10)		252	TRAINING 252 SORTIES 1418:00Hrs TEST 11 22:00
7	214	221			234	244	251 (8)	252 (14)		252 (14)	TOTAL 263 SORTIES 1440:00Hrs
3	64	4			6	6	6	6			
8+	110	28			66	60	42 (24)	6 (60)			
06	1216	1244			1310	1370	1412 (24)	418 (89)		1418 (89)	LEGEND: F-1 (TO MY HOME) = UNBRACKETED SORTIES IN WING LINE ONLY F-2 (AT MY HOME) = SORTIES IN PAREN () " " " " F-3 (BY MY HOME) = " " BRACKET [] " " " " MAKEUP SORTIES = SORTIES IN CIRCLE O SORTIE DURATION: F-1 = 4:00 F-2 = 7:00 F-3 = 7:30
F-3	15TH SORTIES ARE GENERAL REYNOLDS	TRAINING FOR			3SES TO DM * 15TH SORTIE TO BE FLOWN BY 3320	TRAVIS ADS LDG.					
	5	5			5	5	5	3 (2)		20	102 54 X 45 = 561 40 AFFEXSS = 176
5	1	1			5	6	1	3 (2)		102	771 TRAINING
	6	6			5	6	6	3			6 9 TEST
	96	102			107	113	119	122		122 (2)	128 680 TOTAL
5	5.5	5.5			5.5	5.5	5.5	5.5			
5	33	33			27.5	33	33	16.5 (11)			
5	528	561			588.5	621.5	654.5	671.0		671.0 (9)	
AF ROTC 20 CADETS FLT "D"	AF ROTC 20 CADETS FLT "E"				AF ROTC 20 CADETS FLT "B"	AF ROTC 20 CADETS FLT "F"					1st + 6 JULY CADET FLTS 300F 3806 T-A-10

MT. HOME DEPLOYMENT											
	1	2	3	4	5	6	7	8	9	10	11
A	F1-A ⑦					F2-A ④ F3-A ⑤			F3-D ④		
B		F1-A1 ⑦					F2-B ③ F3-B ④			F3-E ③	
C			F1-A2 ⑧					F2-B1 ④ F3-C ④			
D						F1-B ④			F2-A ④		
E							F1-A2 ⑤			F2-B1 ⑤	
F								F1-A2 ④			
G									F1-A2 ④		
H										F1-A2 ③	
I											

DEPLOYMENT SCHEDULE

	10	11	12	13	14	15	16	17	18	19	20	21
D ④						F1-A3 ④					F2-B2 ④	
	F3-E ③						F1-A3 ③					F5-L ③
				F3-F ④				F1-A3 ④				
A ④					F3-G ④						F1-B ④	
	F2-B1 ⑤					F3-H ⑤						F1-A2 ④
				F2-A1 ④			F3-I ④					
A2 ④					F2-C ④			F3-J ④				
	F1-A2 ③					F2-C1 ③					F3-K ③	
				F1-B1 ④			F2-C ④					F5-L ④

SCHEDULE

12	13	14	15	16	17	18	19	20	21	22	23
			F1-A3 (4)					F2-B2 (4)			F3-F (4)
				F1-A3 (3)					F3-L (3)		
	F3-F (4)				F1-A3 (4)					F3-F (4)	
		F3-G (4)						F1-B (4)			F3-F (4)
			F3-H (5)						F1-A2 (4)		F3-F (4)
F2-A1 (4)				F3-I (4)							
	F2-C (4)				F3-J (4)						
		F2-C1 (3)						F3-K (3)			
F1-B1 (4)				F2-C (4)					F3-L (4)		

22D BOMBARDMENT WING (M)
March Air Force Base, California
20 May 1955

APPENDIX "3"

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 261-55

GROUND TRAINING

22d Bombardment Wing (M)
Appendix "3" Annex "B" To
Operations Order 261-55
20 May 1955

APPENDIX 3

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR. 261-55

22D BOMBARDMENT WING (M)
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20 May 1955

GROUND TRAINING

1. Attachments to this Appendix lists detailed schedules of certain required ground training for combat crew personnel. When sufficient time allows course announcements are sent out to each squadron for all classes scheduled by the wing or higher headquarters. Not included in the attachment are the following.

a. Block Training Block Training will be run on a limited basis for the period of TDY. Squadrons will be contacted to see if crews are available. However, training has been planned for all crews going on the TDY move.

The new SAC Reg 50-27 has just been published covering Block Training. Revisions of this regulation will eventually cover all items of ground training. A new SAC Form 293 dated 1 Apr 1955 for recording ground Training accomplishments is now being distributed to all SAC Bases.

b. Base Instrument School School will be scheduled from 6 to 8 June & 20 to 22 June 1955.

22d Bombardment Wing (M)
Appendix "3" Annex "B"
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2.

c. Unit Training Unit Training as required by Base Regulation 50-15 will be scheduled and conducted (or arranged for) by each organization according to the needs of the unit. Squadron Commanders will utilize the period 0800-1100 hours on Saturday for Unit Training and 1100-1200 hours for physical conditioning makeup, except when otherwise directed by the Wing Commander. (Block Training will cover Unit Training for B-47 Aircrew personnel).

d. MTD: Quotas are as follows for both MTD's.

	<u>Without E-2 Unit</u>	<u>With E-2 Unit</u>
(1) B-47		
(a) 2d Bomb Squadron	600 hours	700 hours
(b) 19th Bomb Squadron	600 hours	700 hours
(c) 33d Bomb Squadron	600 hours	700 hours
(d) 22d Field Maint Squadron	800 hours	850 hours
(e) 22d Periodic Maint Squadron	750 hours	850 hours
(f) 22d Armt & Elect Squadron	150 hours	1200 hours
(2) KC-97		
(a) 22d Air Refueling Squadron	1250 hours	1250 hours
(b) 22d Field Maint Squadron	375 hours	375 hours
(c) 22d Periodic Maint Squadron	375 hours	375 hours

Mechanical and Electronics portions of B-47 MTD are in operation and quotas will be furnished each squadron when classes are scheduled. Squadrons needing courses which are not scheduled can arrange for same by contacting Wing Ground Training Section. KC-97 MTD is also in operation.

e. Bomb Commanders School - Squadrons will be notified when next quota is received.

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3.

f. Altitude Indoctrination: Personnel selected will report at 0800 hours to Hldg. T-538. Personnel will bring oxygen mask and helmet with headset and mike installed. All personnel on flying status who have never been through the altitude chamber cannot, be handled at this base. Quotas will be arranged for training at Davis Monthan or Smoky Hill for these personnel. The schedule for June is as follows with quotas for each squadron.

<u>DATE</u>	<u>2d SQ</u>	<u>19th SQ</u>	<u>33d SQ</u>	<u>22d AR SQ</u>
Conventional (6-7 June)	0	0	0	12 persons
Jet (13-14 June)	4 persons	4 persons	4 persons	0
Conventional(27-28 June)	0	0	0	5 persons

g. SAC Survival: (1) Each Bomb Squadron will send (1) one crew member to class at Stead AFB on 9 June 1955.

(2) 22ARS will send (7) seven crew members to class at Stead AFB on 27 June 1955.

h. OQ Gunnery Range: Co-pilots going to SES should be scheduled for the OQ Range at Davis Monthan AFB sometime during the month prior to their departure for SES. Squadrons will coordinate their OQ Range schedule thru the Wing Gunnery Officer. Each Squadron will furnish one (1) co-pilot each week for TDY of approximately 2 days. Names will be given to the Wing Gunnery Officer by Thursday of each week prior to Tuesday departure.

i. PCU: Annual Requirements for all crew members are 100 hours of controlled sports, 15 hours of Judo & 15 hours of Physical Conditioning. Each Squadron will assure that all crew members receive the proportionate share each month.

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j. SAC Organizational Supply Refresher Course: Each Squadron is required to send one (1) airman possessing a primary or utilization supply AFSC or one (1) Company Grade Officer of any AFSC, to the Supply Refresher Course. Classes are held 5 days a week from 0815 to 1200 hours in Bldg 264. Wing Ground Training will be furnished the quotas of one man by 1200 hours Thursday for the class starting the following Monday. This course is a mandatory course.

k. B-47 X (AOB) Upgrading Course: Quotas have been received from higher headquarters for AOB's to attend this upgrading course at Wichita. Following listed quotas are allotted to this wing.

<u>Reporting Date</u>	<u>Quota</u>
8 June 1955	1 man, 1/Lt Peebles, 33rd BS
22 June 1955	1 man 2nd BS

l. IFM Manual - Indocctrination in the IFM Manual for AOB's will be given within the Squadrons by Tech. Rep from the A&E squadron. Squadron will contact A&E Tech. Rep when AOB's are available in the squadron. Tech. Rep. will come to the Squadron and provide the IFM Manual Training.

m. Basic Survival - Each Bomb Squadron will send 3 persons each and the 22d ARS will send 5 persons to Basic Survival School on the 7 June 1955 and 21 June 1955. Students will report to Bldg 533 at 0900 hours prepared to depart for the mountains.

n. KC-97 Flight Simulator - Base Regulation 50-6 requires a quota, as set down by higher headquarters, of Airplane Commander, Co-pilot, and Flight Engineer of each crew selected to attend a KC-97 Emergency Procedures Course at Bldg 265. Each crew will report not later than 0730 hours as indicated by

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the regulation. All quotas for flight simulator will be coordinated thru Wing Ground Training Section. Reference is made to Base Regulation 50-6 for information on the course. Quotas for June 1955 are as follows for the 22d AREFS:

13 June 1955	1 crew (P, CP, FE)
27 June 1955	1 crew (P,CP,FE)

o. T-3 Trainer - The T-3 Trainer is exclusively for AOB's Inflight maintenance and Malfunction Training. Squadrons will schedule this trainer by calling Sgt Moore, 5274. Maximum utilization will be made of this trainer.

p. ABC Delivery Retrainer Course - An ABC Delivery Course will be given to all Combat Crews and certain Staff crews at Lowry AFB, Denver Colorado. Crews to be trained will consist of A/C, Co-pilot and Observer on combat crews. Staff crew spaces will consist of three individual spaces. Course duration is 7 academic days. A minimum of Interim Top Secret is required. Students will report not later than 2400 hours prior to class entry date, to School Secretary 3415 Tech. Trng. Gp., Room 107, Bldg 254, Lowry AFB. One officer will be designated Top Secret Courier for purpose of carrying student notes. Students will hand carry E-6-B Computer and Weems Plotter. Compliance with Par. 4h(5), (a) and (b), AFR 50-9 is required. Crews will be trained in the priorities: Select, Lead, Ready and Non-Ready Crews. Following is the quotas for the course:

<u>Class</u>	<u>Entry Date</u>	<u>Suspense Date</u>	<u>Squadron</u>
Nr. 02065	2 June 1955	18 May 1955	1 staff crew 1 cr 33d Sq.

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ATTACHMENT "A"APPENDIX 3TOANNEX "B"OPERATIONS ORDERSERIAL NO. 261-55

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March Air Force Base, California
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LINK AND LORAN TRAINER

The following schedule lists Link Trainer times by squadrons. The C-11B (Jet) trainer is allotted exclusively to the Bomb Squadrons. The C-8 & P-3 (Conventional) trainer is allotted to the 22d AREFS.

The AN/APN T-4 (Loran) trainer will be scheduled by the 22d AREFS as the needs of the squadron arise. An attempt will be made to get maximum utilization of these trainers. All trainers are located in Bldg 262.

<u>DATE</u>	<u>2nd BS</u>	<u>19th BS</u>	<u>33rd BS</u>	<u>22nd ARS</u>
1 June 55	0800-1000	1000-1200 1500-1700	1300-1500	1300-1500 1500-1700
2 " "	0800-1000	1000-1200	1300-1500 1500-1700	" "
3 " "	0800-1000 1500-1700	1000-1200	1300-1500	" "
6 " "	0800-1000	1000-1200 1500-1700	1300-1500	" "
7 " "	0800-1000	1000-1200	1300-1500 1500-1700	" "

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<u>DATE</u>	<u>2nd BS</u>	<u>17th BS</u>	<u>334 BS</u>	<u>22ARS</u>
8 June 55	0800-1000 1500-1700	1000-1200	1300-1500	1300-1500 1500-1700
9 " "	0800-1000	1000-1200 1500-1700	1300-1500	" "
10 " "	0800-1000	1000-1200	1300-1500 1500-1700	" "
13 " "	0800-1000 1500-1700	1000-1200	1300-1500	" "
14 " "	0800-1000	1000-1200 1500-1700	1300-1500	" "
15 " "	0800-1000	1000-1200	1300-1500 1500-1700	" "
16 " "	0800-1000 1500-1700	1000-1200	1300-1500	" "
17 " "	0800-1000	1000-1200 1500-1700	1300-1500	" "
20 " "	0800-1000	1000-1200	1300-1500 1500-1700	" "
21 " "	0800-1000 1500-1700	1000-1200	1300-1500	" "
22 " "	0800-1000	1000-1200 1500-1700	1300-1500	" "
23 " "	0800-1000	1000-1200	1300-1500 1500-1700	" "
24 " "	0800-1000 1500-1700	1000-1200	1300-1500	" "
27 " "	0800-1000	1000-1200 1500-1700	1300-1500	" "
28 " "	0800-1000	1000-1200	1300-1500 1500-1700	" "

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<u>DATE</u>	<u>2nd BS</u>	<u>19th BS</u>	<u>33rd BS</u>	<u>22ARS</u>
29 June 55	0800-1000 1500-1700	1000-1200	1300-1500	1300-1500 1500-1700
30 " "	0800-1000	1000-1200 1500-1700	1300-1500	" "

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ATTACHMENT "B"

APPENDIX 3

ANNEX "B"

TO

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March Air Force Base, California
20 May 1955

T-1A TRAINER

Following is the schedule for the T-1A Trainer for the month of June 1955 as indicated:

<u>DATE</u>	<u>2d BS</u>	<u>19th BS</u>	<u>33d BS</u>
1 June 55	0800-1000 1500-1700	1000-1200	1300-1500
2 June 55	0800-1000	1000-1200 1500-1700	1300-1500
3 June 55	0800-1000	1000-1200	1300-1500 1500-1700
6 June 55	0800-1000 1500-1700	1000-1200	1300-1500
7 June 55	0800-1000	1000-1200 1500-1700	1300-1500
8 June 55	0800-1000	1000-1200	1300-1500 1500-1700
9 June 55	0800-1000 1500-1700	1000-1200	1300-1500
10 June 55	0800-1000	1000-1200 1500-1700	1300-1500
13 June 55	0800-1000	1000-1200	1300-1500 1500-1700

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<u>DATE</u>	<u>2nd BS</u>	<u>19th BS</u>	<u>33rd BS</u>
14 June 1955	0800-1000 1500-1700	1000-1200	1300-1500
15 " "	0800-1600	1000-1200 1500-1700	1300-1500
16 " "	0800-1000	1000-1200	1300-1500 1500-1700
17 " "	0800-1000 1500-1700	1000-1200	1300-1500
20 " "	0800-1000	1000-1200 1500-1700	1300-1500
21 " "	0800-1000	1000-1200	1300-1500 1500-1700
22 " "	0800-1000 1500-1700	1000-1200	1300-1500
23 " "	0800-1000	1000-1200 1500-1700	1300-1500
24 " "	0800-1000	1000-1200	1300-1500 1500-1700
27 " "	0800-1000 1500-1700	1000-1200	1300-1500
28 " "	0800-1000	1000-1200 1500-1700	1300-1500
29 " "	0800-1000	1000-1200	1300-1500 1500-1700
30 " "	0800-1000 1500-1700	1000-1200	1300-1500

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ATTACHMENT "C"APPENDIX 3TOANNEX "B"

22D BOMBARDMENT WING (M)
March Air Force Base, California
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T-2 TRAINER

Due to the TDY for June the T-2 Trainer will not be used for EMP purposes but for practice of these AOB's for proficiency purposes only or as otherwise directed. Schedule is as follows for June 1955.

<u>DATE</u>	<u>2nd BS</u>	<u>19th BS</u>	<u>33rd BS</u>
1 June 1955		1300-1500	1500-1700
2 " "	1300-1500	1500-1700	
3 " "	1500-1700		1300-1500
6 " "		1300-1500	1500-1700
7 " "	1300-1500	1500-1700	
8 " "	1500-1700		1300-1500
9 " "		1300-1500	1500-1700
10 " "	1300-1500	1500-1700	
13 " "	1500-1700		1300-1500
14 " "		1300-1500	1500-1700
15 " "	1500-1700	1500-1700	
16 " "	1500-1700		1300-1500

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<u>DATE</u>	<u>2nd BS</u>	<u>19th BS</u>	<u>33rd BS</u>
17 June 1955		1300-1500	1500-1700
20 " "	1300-1500	1500-1700	
21 " "	1500-1700		1300-1500
22 " "		1300-1500	1500-1700
23 " "	1300-1500	1500-1700	
24 " "	1500-1700		1300-1500
27 " "		1300-1500	1500-1700
28 " "	1300-1500	1500-1700	
29 " "	1500-1700		1300-1500
30 " "		1300-1500	1500-1700

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ATTACHMENT "D"

APPENDIX 3

ANNEX B

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March Air Force Base, California
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EMP
MOUNTAIN HOME AFB

Crews assigned an EMP target will be responsible for picking up necessary target folders at March AFB. EMP target study will be scheduled at Mountain Home AFB. T-2 trainer runs will be accomplished at March AFB in accordance with the schedule in attachment 3 to Appendix 3 to Annex B.

MARCH AFB

<u>DATE</u>	<u>TIME</u>	<u>CREW</u>
23 June	0830 1330	One crew each Bomb Squadron
24 June	0830 1330	" " " " " "
27 June	0830 1330	" " " " " "
28 June	0830 1330	" " " " " "
29 June	0830 1330	" " " " " "
30 June	0830 1330	" " " " " "

22d Bombardment Wing(M)
Att. D, App. 3, Annex B
To Operations Order 261-55
20 May 1955

22D BOMBARDMENT WING (M)
March Air Force Base, California
20 May 1955

APPENDIX 4

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO. 261-55

SCHEDULE OF SUPERVISORS OF FLYING

22d Bombardment Wing (M)
App 4, Annex "D"
To Operations Order 261-55
20 May 1955

APPENDIX 4

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL Nr. 261-55

22D BOMBARDMENT WING (M)
March Air Force Base, California
20 May 1955

SCHEDULE OF SUPERVISORS OF FLYING

1. Officers scheduled for duty as Supervisors of Flying will report to the Director of Operations at 1645 hours on the day scheduled.
2. Duties and instructions are contained in 22d Bombardment Wing Regulation 11-2, and in SOPs contained in Supervisors of Flying and Wing Duty Officers Instructions which are maintained by the Wing Adjutant.
3. Schedule:

June 1955:

1 Francis	9 Keene	17 Gray	27 Hamlyn
2 Graybeal	10 Francis	20 Keene	28 Gray
3 Walsh	13 Graybeal	21 Francis	29 Keene
6 McLaughlin	14 Walsh	22 Graybeal	30 Francis
7 Hamlyn	15 McLaughlin	23 Walsh	
8 Gray	16 Hamlyn	24 McLaughlin	

NOTE: This schedule is subject to revision as leaves and TDY's dictate.

Agreeable changes are authorized. Director of Operations, 22d Bombardment Wing will be notified of any changes.

22d Bombardment Wing (M)
App 4, Annex "B"
To Operations Order 261-55
20 May 1955

22D BOMBARDMENT WING (M)
March Air Force Base, California
20 May 1955

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR. 261-55

COMMUNICATIONS

22d Bombardment Wing (M)
Annex "C"
To Operations Order 261-55
20 May 1955

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR. 261-55

22D BOMBARDMENT WING (M)
March Air Force Base, California
20 May 1955

COMMUNICATIONS

1. GENERAL: Communications procedures for missions conducted from March AFB and Mt. Home AFB will be in accordance with SACCEI, applicable JAMP's and MCP's, current radio facility charts and B-47 Ops Bulletins C-1 and C-2, except as modified herein.

2. CALL SIGNS:

a. For all air to ground communications aircraft will use Hingbolt two digit numbers as assigned in B-47 Ops Bulletin C-1. Mission nicknames will not be used for communications with ground stations.

b. Air to air call signs will be the nickname assigned to the particular mission followed by aircraft's position in the bomber stream. For example, on flight plan F3K call signs will be HINGBOLT COPPER 1 thru 4.

<u>FLIGHT PLAN</u> <u>DESIGNATOR</u>	<u>MISSION</u> <u>NICKNAME</u>	<u>FLIGHT PLAN</u> <u>DESIGNATOR</u>	<u>MISSION</u> <u>NICKNAME</u>	<u>FLIGHT PLAN</u> <u>DESIGNATOR</u>	<u>MISSION</u> <u>NICKNAME</u>
FL1	RED	F2D1	BROWN	F3G	LEMON
FL11	ORANGE	F3C	SLATE	FLA3	PEACH
FL12	YELLOW	F3D	LIME	F2C1	MUST
FLD	GREEN	F3E	PINK	F3H	GOLD
F2A	BLUE	FLD1	WHITE	F3I	ANNEX
F3A	GRAY	F2L1	BLACK	F3J	OLIVE
F2B	PURPLE	F3F	CHERRY	F2D2	CHROME
F3B	ROSE	F2C	SCARLET	F3K	COPPER
				F3L	SILVER

22d Bombardment Wing (M)
Annex "C"
To Operations Order 261-55
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c. Call sign of Control Room at Mt Home is "D.R./IN".

3. FREQUENCIES:

a. Channelization of UHF/HF radio equipment will be as prescribed in Wing Channelization cards dated 1 May 55.

b. RDS frequencies for each mission will be set up in UHF channel 7 and 8 as required for individual mission:

<u>RDS SITES</u>	<u>PRIMARY UHF 7</u>	<u>SECONDARY UHF 8</u>
Salt Lake City	384.6	258.2
Denver	356.8	258.2
San Francisco	384.6	258.2
Los Angeles	258.2	356.8
Phoenix	384.6	356.8
Spokane	258.2	356.8
Omaha	258.2	384.6
Kansas City	258.2	384.6
Oklahoma City	384.6	258.2

c. HF channel 4 (4270) is back up for all RDS sites.

d. UHF for control room at Mt Home is UHF channel 3 (321.0)

e. Bomber-stream interplane frequency is UHF channel 3 (321.0)

4. AUTHENTICATION, IDENTIFICATION, AND RECOGNITION:

a. IFF will be operated in accordance with SAC Reg 55-23 (SECRET) as modified by SECRET letter, this headquarters, dated 3 May 55, subject, "Operation of AN/APX-6, Mark X IFF Transponder."

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b. AFSAL 5104 authentication table will be used for recognition and identification if aircraft is challenged by ADC interceptors on UHF 351.0 or 243.0 or by GCI site on UHF 364.2 or 243.0.

c. WADF/15AF agreement applies in the California and Seattle ADIZ's.

5. COMMUNICATIONS CONTROL STATION:

a. MARCH is primary communications control station. OFFUTT is secondary control station.

b. Frequencies to be used for sending tactical reports will be as listed in wing channelization card for station concerned. Use the higher frequency listed during daylight hours and the lowest frequency listed as primary during hours of darkness.

6. MISSION PROCEDURES:

a. Normal CAA position reporting will be accomplished by each aircraft. SAC Reg 55-3 will not be utilized and individual aircraft clearances will be filed. (Mission nickname will not be used.)

b. Each aircraft will transmit hourly HF tactical position reports throughout each mission except when on AFS sites. Each aircraft will also send a takeoff and landing report to MARCH or other AACS air ground station. All tactical HF reports will include relay instructions for RINGDOLT. Aircraft departing Mt Home or with destination of Mt Home will include DARWIN (9th BW Mt Home) as an addressee, in addition to RINGDOLT. Position reports will be transmitted during slot times listed in Ops Bulletin C-2.

f. All aircraft will monitor UHF GUARD channel at all times when airborne.

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7. Recall word to be used to effect recall of any mission or aircraft during the month of June will be NO SMOKE. e.g. "RINGDOLT GOLD 3 NO SMOKE IT HOME" means number 3 aircraft on GOLD mission will proceed to Mt Home AFB and land. If recall message is recieved from AACS air/ground station it should be authenticated with AFSAL 5104.

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22D BOMBARDMENT WING (M)
March Air Force Base, California
20 May 1955

ANNEX "D"

TO

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SERIAL NR. 261-55

ADMINISTRATION & LOGISTICS

22d Bombardment Wing (M)
Annex "D"
To Operations Order 261-55
20 May 1955

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR 261-55

22D BOMBARDMENT WING (H)
March Air Force Base, California
20 MAY 1955

LOGISTICS

MONTHLY MAINTENANCE PLAN

1. GENERAL INFORMATION:

a. The agreement reached for June 1955 between Operations and Maintenance resulted from the third weekly meeting conducted in April in accordance with SAC Reg 60-9 dated 5 Aug 53. Basically, Maintenance is committed to furnish the following requirements:

- (1) 1450 B-47 flying hours
- (2) 700 KC-97 flying hours

b. In order to meet these operational requirements, all personnel concerned must be thoroughly briefed in the contents of this Annex. Officers and Senior Non-Commissioned Officers in charge of sections must keep completely cognizant of current operations, to insure that each individual in his section is made aware of changes and/or additions to the Maintenance Plan. Changes or additions will be limited to absolute requirements and will appear in the form of an appendix to this Annex. It is through complete knowledge and cooperation of each individual that our mission can be accomplished without hardship on any section concerned.

22D BOMBARDMENT WING (H)
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c. Aircraft sortie schedules (see Appendix 2 & 3 of Annex "D") for B-47 and KC-97 aircraft have been coordinated with each respective squadron maintenance section including Field Maintenance and Armament-Electronics. Wednesday of each week, an Appendix will be published and distributed to all activities, designating the tail number of aircraft scheduled to fly the coming week. After publication of the weekly flying schedule, changes may be granted only upon approval of the Wing Commander.

d. Continuing effort will be made by Job Control and all other effected activities to completely eliminate the present TOC backlog and keep abreast of the incoming TOC's. This will require each activity to be more precise in monitoring the TOC program within their units and to insure complete utilization of personnel. Squadron maintenance officers are strongly urged to utilize the three (3) day period to accomplish all workable TOCs assigned to Flight Line Maintenance for compliance.

2. SPECIFICS FOR SUBORDINATE UNITS:

a. 2D BOMBARDMENT SQUADRON WILL PROVIDE:

- (1) Eighty-eight (88) aircraft for sortie schedule assignment. (see Appendix 2 Annex "D").
- (2) Two (2) aircraft for 200 hour periodic inspection.
- (3) B-47 aircraft for six (6) days Special Weapons Loading, on station MK VI configuration.
- (4) Two (2) B-47 aircraft flight test - periodic insp.

22D BOMBARDMENT WING (M)
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b. 19TH BOMBARDMENT SQUADRON WILL PROVIDE:

- (1) Eighty (80) aircraft for sortie schedule assignment.
(see Appendix 2 Annex "D")
- (2) Two (2) aircraft for 200 hour periodic inspection.
- (3) B-47 aircraft for six (6) days Special Weapons
Loading, on station MK VI configuration.
- (4) Four (4) aircraft for flight test - periodic insp.

c. 33D BOMBARDMENT SQUADRON WILL PROVIDE:

- (1) Eighty-five (85) aircraft for sortie schedule
assignment. (see Appendix 2 Annex "D").
- (2) Two (2) aircraft for 200 hour periodic inspection.
- (3) B-47 aircraft for six (6) days Special Weapons
Loading on station MK VI configuration.
- (4) Two (2) B-47 aircraft flight test - periodic insp.

d. 22D AIR REFUELING SQUADRON WILL PROVIDE:

- (1) One hundred twenty four (124) aircraft for sortie
schedule assignment. (see Appendix 3 Annex "D")
- (2) Five (5) aircraft for 200 hour periodic inspection.
- (3) Six (6) aircraft for flight test - periodic insp.

e. 22D AIRCRAFT-ELECTRONICS MAINTENANCE SQUADRON WILL PROVIDE:

- (1) Adequate personnel to provide specialist support
covering work schedule for:
 - (a) Flight line aircraft
 - (b) Dock aircraft

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(c) Base Flight aircraft and all tenant units

(d) Transient aircraft

NOTE: This coverage will be on a twenty-four (24) hour basis with peak load in conjunction with Appendix 5 Annex "D" and Weekly Flying Schedule, flying and Special Weapons Loading.

(2) Pre-issue stock levels as designated in authorized pre-issue list.

(3) Compass swings for 22d Bomb Wing aircraft as required.

(4) Necessary personnel, tools and aircraft spares to support all requirements as scheduled for month and in addition other parent wing responsibilities.

(5) Support for TOC program within wing as deemed necessary by Job Control.

(6) Support for Field Maintenance Ground Power Section as determined by Chief of Maintenance.

f. 22D FIELD MAINTENANCE SQUADRON WILL PROVIDE:

(1) Adequate personnel to provide specialist support covering work schedule for:

(a) Flight line aircraft

(b) Dock aircraft

(c) Base Flight aircraft and all tenant units

(d) Transient Aircraft.

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NOTE: This coverage will be on a twenty-four (24) hour basis with peak load in conjunction with Appendix 5 Annex "D" and Weekly Flying Schedule, flying and Special Weapons Loading.

- (2) Support for TOC program as directed by Job Control.
 - (3) Pre-issue stock levels as designated in authorized pre-issue list.
 - (4) Personnel, tools and equipment to support all requirements scheduled for month and in addition other parent wing responsibilities.
5. 22D PERIODIC MAINTENANCE SQUADRON WILL PROVIDE:
- (1) Supervision of the Wash Rack. The 22d Periodic Maintenance Squadron will have overall responsibilities for the area. Request for use of the Wash Rack facilities will be made by telephone (5214) to Job Control. All organizations must strictly adhere to schedule as set up by Job Control.
 - (2) Personnel, tools and equipment to perform seven (7) periodic inspections on B-47 aircraft and five (5) periodic inspections on KC-97 aircraft.
 - (3) Support for TOC program within wing deemed necessary by Job Control.

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APPENDIX 1
ANNEX "D"
TO
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BASE SUPPORT REQUIREMENTS FOR MAINTENANCE PLAN

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22D BOMBARDMENT WING (M)
March Air Force Base, California
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BASE SUPPORT REQUIREMENTS FOR MAINTENANCE PLAN

1. MISSION FOR THE 807TH AIR BASE GROUP:

- a. Furnish logistical support to provide 1450 B-47 hours during month of June 1955.
- b. Furnish logistical support to provide 700 KC-97 hours during month of June 1955.
- c. Furnish logistical support to provide 1200 flying hours for Base Flight aircraft during the month of June 1955.
- d. Continue to furnish a rapid and efficient supply research and delivery program. The primary factor in flying aircraft against a planned tail number schedule is the availability of supplies. Without this support, the program is unattainable. Supply Liaison Officer will coordinate with aircraft service unit if additional is required for maximum effort missions.

2. DETAILED SUPPORT:

- a. Base Supply activities are requested to provide the following:

22D BOMBARDMENT WING (M)
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(1) Complete and/or limited support will be required on the dates and times indicated below:

1 thru 30 June...0800-1700...complete support except as follows:

Saturdays...0800-1200...limited support

Sat PM, Sun & Holidays...standby support

(2) Munitions:

(a) Bomb and ammunition loading will be accomplished in accordance with existing directives.

(b) The A-E Squadron Supervision Section will coordinate with munitions section on exact loading times.

b. Aircraft Requirements:

(1) 22d Bomb Wing Aircraft

(a) Refueling: JP-4

1 thru 30 Jun...24 hours...6 hydrants (except Sat afternoon, Sun & Holidays)

(b) One (1) F-6 unit to "top off" as required "on call" basis.

(c) Defueling: One (1) defueling hydrant will be required at all times.

(d) Defueling Truck: Requirements for defueling by F-6 truck are seldom necessary, however, equipment should be available to convert a

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unit into a defueling unit.

- (2) As indicated in coordination between the Base Petroleum Officer and 22d Maintenance Control Officer, the 22d Bomb Wing will be assigned three (3) refueling pits for the month to be used to service JP-4 for the B-47 and KC-97 aircraft. Squadrons will obtain hydrant assignment from Job Control as required. Coordination will be made prior to each time requirements exist for additional pits.
- (3) Crash and fire fighting facilities will be briefed and on standby in the refueling area for any emergencies.

c. Transportation: Vehicles assigned will normally be adequate, however, every effort should be exerted to maintain all vehicles, ready, as lack of transportation will seriously hamper the mission of this wing.

d. Dining Facilities: Planned in accordance with present 0800-1700 duty hour, five and one-half days a week. The requirements will continue for mid-night meals, organizations making necessary arrangements with the Base Food Service Supervisor.

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APPENDIX 2
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B-47 SORTIE SCHEDULE

22D BOMBARDMENT WING (M)
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B-47 SORTIE SCHEDULE

1. GENERAL INFORMATION:

a. The number of sorties as scheduled in this Appendix will not be altered for any reason, except where the Wing Commander through the Director of Operations and Chief of Maintenance determines a requirement exists.

b. Organizations will comply with 15th AF Reg 65-3 dated 22 Mar 54 and Base Reg 65-11 with regard to refueling aircraft.

c. Fuel loads will be as directed by Squadron Operations except in the case of higher authority ordered missions.

SORTIE SCHEDULE

<u>DATE</u>	<u>2d BOMB SQ</u>	<u>19TH BOMB SQ</u>	<u>33D BOMB SQ</u>	<u>WING</u>
1 Jun	4 Sorties	4 Sorties	4 Sorties	12
2 Jun	3 Sorties	3 Sorties	4 Sorties	10
3 Jun	5 Sorties	1 Sortie	4 Sorties	10
6 Jun	4 Sorties	3 Sorties	4 Sorties	11
7 Jun	4 Sorties	4 Sorties	4 Sorties	12

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<u>Sortie Schedule</u>				
<u>DATE</u>	<u>2D BOMB SQ</u>	<u>19TH BOMB SQ</u>	<u>33D BOMB SQ</u>	<u>WING</u>
8 Jun	5 Sorties	3 Sorties	4 Sorties	12
9 Jun	4 Sorties	4 Sorties	4 Sorties	12
10 Jun	4 Sorties	4 Sorties	3 Sorties	11
13 Jun	4 Sorties	4 Sorties	4 Sorties	12
14 Jun	4 Sorties	4 Sorties	4 Sorties	12
15 Jun	5 Sorties	4 Sorties	5 Sorties	14
16 Jun	3 Sorties	4 Sorties	4 Sorties	11
17 Jun	4 Sorties	4 Sorties	4 Sorties	12
20 Jun	4 Sorties	3 Sorties	4 Sorties	11
21 Jun	4 Sorties	4 Sorties	4 Sorties	12
22 Jun	4 Sorties	4 Sorties	4 Sorties	12
23 Jun	4 Sorties	4 Sorties	4 Sorties	12
24 Jun	4 Sorties	4 Sorties	3 Sorties	11
27 Jun	4 Sorties	1 SES 3 Local	2 SES 2 Local	12
28 Jun	4 Sorties	3 Sorties	3 Sorties	10
29 Jun	4 Sorties	4 Sorties	3 Sorties	11
30 Jun	3 Sorties	4 Sorties	4 Sorties	11
TOTALS	88 & 2 T.H.	80 & 4 T.H.	85 & 2 T.H.	253 8 T.H. 261

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KC-97 SORTIE SCHEDULE

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KC-97 SORTIE SCHEDULE

1. GENERAL INFORMATION:

a. The number of sorties as scheduled in this Appendix will not be altered for any reason, except where the Wing Commander through the Director of Operations and Chief of Maintenance determines a requirement exists. Any major change will be accomplished at weekly 60-9 meetings.

b. Organizations will comply with 15th AF Reg 65-3 dated 22 Mar 54 and Base Reg 65-11 with regard to refueling aircraft.

c. Fuel loads will be as directed by Squadron Operations except in the case of higher authority ordered missions.

SORTIE SCHEDULE

<u>DATE</u>	<u>SORTIES</u>	<u>DATE</u>	<u>SORTIES</u>	<u>DATE</u>	<u>SORTIES</u>
1 Jun---	5 Sorties	13 Jun---	6 Sorties	23 Jun---	6 Sorties
2 Jun---	6 Sorties	14 Jun---	5 Sorties	24 Jun---	6 Sorties
3 Jun---	6 Sorties	15 Jun---	6 Sorties	27 Jun---	5 Sorties
6 Jun---	5 Sorties	16 Jun---	6 Sorties	28 Jun---	6 Sorties

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<u>SORTIE SCHEDULE</u>					
<u>DATE</u>	<u>SORTIES</u>	<u>DATE</u>	<u>SORTIES</u>	<u>DATE</u>	<u>SORTIES</u>
7 Jun---	6 Sorties	17 Jun---	5 Sorties	29 Jun---	6 Sorties
8 Jun---	6 Sorties	20 Jun---	6 Sorties	30 Jun---	5 Sorties
9 Jun---	6 Sorties	21 Jun---	6 Sorties	TOTAL	124 & 6 T.H.
10 Jun---	6 Sorties	22 Jun---	5 Sorties		

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INSPECTION SCHEDULE
PERIODIC INSPECTION

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22D BOMBARDMENT WING (M)
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INSPECTION SCHEDULE

PERIODIC INSPECTION

1. B-47 AIRCRAFT:

<u>ACFT NR:</u>	<u>DATE IN:</u>	<u>DATE OUT:</u>	<u>DOCK NR</u>	
			<u>OLD</u>	<u>NEW</u>
2022	26 May-----	1 June	1	7
7074	26 May-----	1 June	2	8
5808	2 Jun-----	7 June	1	7
PF (2d)	6 Jun-----	8 June	2	8
PF (33d)	8 Jun-----	10 June	1	7
PF (19th)	10 Jun-----	13 June	2	8
5807	13 Jun-----	16 June	1	7
2367	14 Jun-----	17 June	2	8
7072	17 Jun-----	22 June	1	7
2d Sq Per	20 Jun-----	23 June	2	8
2026	23 Jun-----	28 June	1	7

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2. KC-97 AIRCRAFT:

<u>ACFT NR:</u>	<u>DATE IN:</u>	<u>DATE OUT:</u>	<u>BOOK NR:</u>
2752	31 May-----	3 June	13
3117	6 Jun-----	9 June	13
2751	10 Jun-----	15 June	13
1284	16 Jun-----	21 June	13
2758	28 Jun-----	27 June	13

3. WORK SCHEDULE:

a. 0800 - 1700 hours for both Periodic Maintenance and
Armament-Electronics Maintenance Operations.

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FLIGHT LINE WORK SCHEDULE

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FLIGHT LINE WORK SCHEDULE

1. GENERAL INFORMATION:

a. The working hours of personnel will be planned by each organization and will be programmed to meet the flying commitments. All personnel will be briefed by the Maintenance Officer with respect to contents of Annex "D". Additional information furnished by the D/Mat Section to organizations as the month progress will be thoroughly disseminated to personnel as necessary.

b. There will be no aircraft substitutions unless the Wing Commander has been made aware of need and determines it necessary to substitute.

2. PLANNING FACTORS:

a. Routine line work will be accomplished between 0800-1700 hours Monday thru Friday and 0800-1200 hours on Saturday.

b. Flight Line Maintenance Sections will provide adequate personnel for parking and servicing all aircraft from 1700 hours daily until last aircraft has returned.

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e. The ground crew assigned to an aircraft will normally meet the aircraft upon landing to park and service.

d. Maintenance Instruction Letter #13, dated 23 Jun 54, will be complied with relative to A-E requirements on returning aircraft.

e. Maintenance Cycle:

(1) Night Maintenance

- (a) Meet aircraft
- (b) Call Status and flying time to Maint Control
- (c) Refuel
- (d) Park
- (e) Secure.

(2) Maintenance General:

- (a) When an aircraft has been committed to fly in accordance with published schedule and is still out of commission at the expiration of normal duty hours, work will be continued until 2300 hours. At 2300 hours, the condition of the aircraft will be further discussed with the Senior Controller at Job Control, by the Senior Non-Commissioned Officer in Charge of Maintenance on the particular aircraft. At this time, a decision will be made to continue or discontinue maintenance. This decision will

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be made known to Wing Control and Bombardment
Squadron Charge of Quarters immediately for
proper coordination with Operations and Flight
Line Maintenance Sections concerned.

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SES PACKAGE
PERSONNEL AND MATERIEL

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20 MAY 1955

SERIES PACKAGE

PERSONNEL AND MATERIEL

1. GENERAL INFORMATION:

a. This mission requires TDY of aircraft and personnel for approximately fifteen (15) days c/a 27 June 1955, at Tucson. The importance of the aircraft and operating systems being in top operating condition prior to departure cannot be over-emphasized. Crew performance is only as good as aircraft performance.

b. A list of all personnel and materiel by box number assigned in accordance with requirements specified herein, will be forwarded to the Wing Logistics Section (Ph: 5298) and the Wing Reports & Analysis Section (Ph: 5184) from squadron concerned by 0800 hours 20 Jun 55. Any change to the original lists will be submitted to the above sections on paper only. The practice of calling in changes over the telephone is no longer acceptable.

2. REQUIREMENTS:

22D BOMBARDMENT WING (M)
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OPERATIONS ORDER 261-55
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4. Paragraphs:

(1) Maintenance technicians will be supplied by organizations as follows:

(a) For each aircraft participating

- 1 One (1) 43171E, Crew Chief
- 2 Two (2) 43151/31, Aircraft Mechanics
- 3 One (1) 32150E, K-System Mechanic

(b) From the Wing:

- 1 Two (2) 42350, Sr Aft Electricians
- 2 Two (2) 42250, Sr Aft Instr Specialist
- 3 Two (2) 42152, Sr Aft Hydraulic Specialist
- 4 Two (2) 32350C, Gunnery System Tech to handle weapons and accessory equipment and ammunition loading for the installed fire control system. (For a max of six (6) a/c.)
- 5 One (1) 32170E, K-Series System Technician (For a max of six (6) a/c)
- 6 One (1) 30150, Sr Airborne Elect Comm Equipment Repairman
- 7 One (1) 30170 Airborne Comm Nav Elect Maint Supv. (For a max of six (6) a/c)
- 8 One (1) 30151, Radar Technician
- 9 One (1) 42250, Auto Pilot Technician

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a. The 19th Bomb Sq will furnish one (1)
431718 Aft Maint Tech to carry out the
duties of Flight Chief.

10 One (1) 40453, Auto Pilot Technician

b. Materiel:

- (1) Each aircraft will have a minimum of 40 hours remaining since last periodic inspection.
- (2) Each aircraft will be supported with a refueling panel and a maintenance stand. Organizations will furnish one (1) each for this month, arranging with Wing Logistics a means of transporting and accountability for same.
- (3) All photo, bombing and navigational equipment will be currently calibrated in compliance with applicable directives. Gunnery system will be harmonized in accordance with current directives. (SAC Reg 51-24 and 137-6).
- (4) For special weapons evaluation, each aircraft will have:
 - (a) Bomb-bay configuration as required for the EWP bomb to include:
 - 1 Pull-out cables
 - 2 Sway braces

22D BOMBARDMENT WING (H)
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- 3 Arming control
 - 4 U-2 rack
 - 5 One set K-2 slings
 - 6 C-9 hoists and cables, (completely installed and operative and having all current technical orders complied with.) (One spare C-9 hoist will be carried per aircraft.)
- (b) Electrical wiring-out of the bombing system in accordance with SAC special weapons check sheets and/or in accordance with current AEC technical orders. This will be accomplished in a manner to insure that the results will be available to the aircraft commander for delivery to the 3908th Strategic Evaluation Sq.
- (5) Aircraft will have provisions for a fourth crew member in accordance with current SAC directives.
- (6) Each aircraft will be equipped as follows:
- (a) Camera system-radar-scope image-optical target, type C-23 with film.
 - (b) Camera system-radar-scope recording, type C-15 with film.
 - (c) Camera-bomb spotting, K-38 with film.
 - (d) To perform aerial gunnery.

- (c) Three hundred and fifty (350) rounds of ammunition per gun (700 rounds total) will be carried to SES in ammunition boxes, loaded on aircraft.
- (7) A complete and certified copy of each of the following will be furnished each aircraft commander:
 - (a) A record of the electrical wiring-out of the bombing sys.
 - (b) A certificate from the A-E Maintenance Sq Commander that the bomb-bay is set up for the EWP mission of the Wing.
 - (c) Pre-flight inspection of the Bomb Release Sys.
- (8) Manhour Accounting Cards:
 - (a) The officer or designated Non-Commissioned Officer in charge will report to the Wing Reports & Analysis Section two (2) working days prior to planned departure date. The OIC or NCOIC of Reports & Analysis will brief the individual concerned and furnish the necessary Manhour Accounting Cards for maintenance personnel participating. The officer or designated NCO in charge of the SES group will be responsible for proper accomplishment of the cards

22D BOMBARDMENT WING (M)
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during TDY period and in addition insure all cards are returned to Reports & Analysis Section in one (1) package upon return to March AFB. One (1) week prior to SES the Logistics Section will be responsible to furnish a roster of personnel, including name, rank and squadron of personnel concerned to Reports & Analysis. The dates of absence from MAFB should be included. There must be space available on the roster for IBM codes (man-number, wing, squadron, shop) that will be filled in by Reports & Analysis Section.

22D BOMBARDMENT WING (M)
APPENDIX 6 ANNEX "D"
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22D BOMBARDMENT WING (M)
March Air Force Base, California
20 MAY 1955

APPENDIX 7
ANNEX "D"
TO
OPERATIONS ORDER
SERIAL NR 261-55

STANDARD A-E REQUIREMENTS

22D BOMBARDMENT WING (M)
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APPENDIX 7

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TO

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22D BOMBARDMENT WING (M)
March Air Force Base, California
20 MAY 1955

STANDARD A-E REQUIREMENTS

1. GENERAL:

a. The 22d A-E Maintenance Squadron will furnish the necessary supervisors to:

- (1) Insure that the following items are completed and operationally on all missions scheduled as published on Weekly Master Flying Schedule:
 - (a) K-System operational
 - (b) O-15 camera and mag operational
 - (c) O-23 and K-38 camera (where available)
 - (d) Gunnery set up as required.
 - (e) Configuration kit where conv bombs are required
 - (f) Special weapons set up where required.
 - (g) Pre-flight requirements as outlined in SAC Directives.
 - (h) Upon landing, all 250 series forms will be picked up at the Squadron Operations concerned

22D BOMBARDMENT WING (M)
APPENDIX 7 ANNEX "D"
OPERATIONS ORDER 261-55
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by the A-E coordinator. To prevent confusion each coordinator or his representative will maintain communications with Job Control and/or Wing Control to determine aircraft landing times.

- (i) Coordinate with munitions section, Base Ordinance for desired bomb and ammunition loading times.
- (j) UHF, VHF operational
- (k) Bombing equipment operational
- (l) Interphone system operational
- (2) Insure that all aircraft scheduled for special weapons landing have the following items installed and operationally complete.
 - (a) U-2 hook forward
 - (b) Arming control, rear position
 - (c) MD 40-60 sway braces installed
 - (d) U-2 hook operational check
 - (e) C-9 hoist operational check
 - (f) C-9 hoist, junction boxes and cables installed
 - (g) C-9 hoist "Y" type power cable aboard aircraft
 - (h) Bomb-bay door support cables aboard aircraft
 - (i) CF (707 or 609) cable is installed as applicable

22D BOMBARDMENT WING (M)
APPENDIX 7 ANNEX "D"
OPERATIONS ORDER 261-65
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- (j) T-127, T-21A and T-32 at aircraft when A-E post loading teams are scheduled for ground training.
- (k) 28 volts DC power source is at aircraft
- (l) K-2 slings aboard aircraft
- (m) Security curtains are aboard aircraft
- (n) A complete electrical "Wring-out".
- (3) Insure that all aircraft scheduled for wing gunnery missions have the following items complete and operationally checked.
 - (a) The guns will be harmonized and boresighted in accordance with SAC Reg 51-24 and 137-6.
 - (b) The A-5 system and guns will be operationally checked prior to loading of ammo.
 - (c) The ammo will not be torqued in until air crew station time.
 - (d) The aircraft guns will be cleared immediately upon landing during normal duty hours. At landing times during hours of darkness, ammo will not be removed or guns cleared until normal duty the following day. If aircraft ground aborts, ammo will be removed as soon as possible during normal duty hours.

22D BOMBARDMENT WING (M)
APPENDIX 7 ANNEX "D"
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(4) General Information:

- (a) K-system maintenance on scheduled aircraft will be in compliance with Letter Hq 15th AF, DC, 2 Nov 54, Subj: Armament-Electronics Crew Chief. (When K is ready for acceptance check the A-E Crew Chief will notify Job Control. Job Control will request observer from Ops).

1 Compass swings will be accomplished on aircraft scheduled in docks. This will be performed every second periodic. (All other compass swings will be the function of Flight Line, in accordance with Par f.)

- (b) Weapons & Release Systems: Mission requirements and direction of specialist dispatch will be furnished by Job Control to A-E at least 24 hours in advance of a scheduled take-off. It requires approximately four (4) clock hours per aircraft to set up and operationally check a conventional bombing system and in many cases, A-E has a requirement for several aircraft. The initiating organizations will therefore furnish the Job Control Unit necessary information early enough to comply with time element herein specified.

22D BOMBARDMENT WING (M)
APPENDIX 7 ANNEX "D"
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(c) Gunnery Systems:

- 1 Gunnery requirements will be furnished in accordance with paragraph 5.
- 2 Harmonization and boresighting will be accomplished on the A-5 systems when aircraft is undergoing Periodic Inspection. Other harmonization requirements will be done as required.

(d) Auto-Pilot (N-1 Compass)

- 1 Auto-Pilot compass swing will be accomplished during periodic inspection in conjunction with item 4c.
- 2 On replacement of major components, A-E Flight Line personnel will check master indicator against K-Directional systems. If this is not within tolerance, the flight line personnel will compensate the N-1 system on the Compass Rose.

(e) Camera Systems.

- 1 O-15 magazines, type C-1A will be installed by flight line personnel on blanket work orders.
- 2 K-38 cameras will be installed as requested.

22D BOMBARDMENT WING (M)
APPENDIX 7 ANNEX "D"
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3 O-23 cameras are now in operational order with exception of eleven (11) aircraft; five (5) in 2d Bn Sq, three (3) in 19th Bn Sq, three (3) in 33d Bn Sq. List available in Maintenance Control.

(f) Tactical Squadrons:

- 1 Will request A-E specialist support thru Job Control (Maint Control) whenever required.
- 2 Will furnish below listed items for compass swing when scheduled by Maintenance Control.
 - a A-2 driver and tractor
 - b Fifty (50) foot extension cord
 - c Power Unit
 - d Aircraft positioned on Compass Rose.

(5) Organisation Operations will notify Squadron Unit Supply of their ammo and bomb requirements for accomplishment of proper paper work. Organisation Operations will also notify Job Control in sufficient time for order to be called in to Ordinance, Base Reg 136-4 will be used for guidance.

22D BOMBARDMENT WING (M)
March Air Force Base, California
20 MAY 1955

APPENDIX 8
ANNEX "D"
TO
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WASH RACK FACILITIES

22D BOMBARDMENT WING (M)
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APPENDIX 8

ANNEX "D"

TO

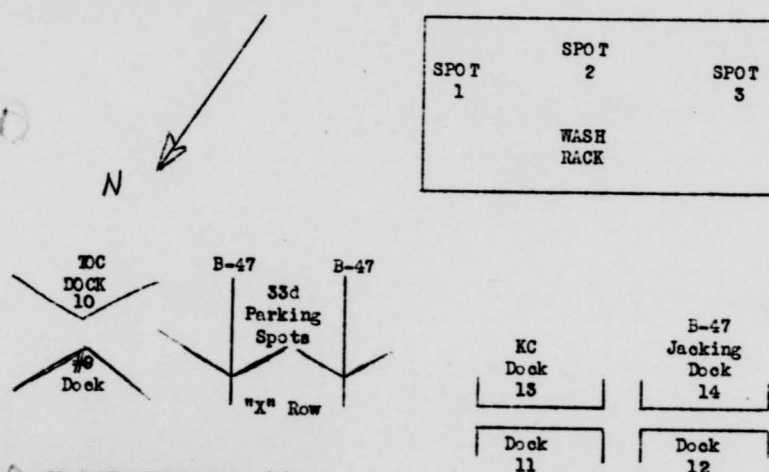
OPERATIONS ORDER

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22D BOMBARDMENT WING (M)
March Air Force Base, California
20 MAY 1955

WASH RACK FACILITIES

1. The wash rack area permits location of three (3) aircraft during a single period for washing. The 22d Bomb Wing will utilize # one (1) spot and the 320th Bomb Wing will utilize # two (2) spot. The KC-97 aircraft of both wings will use # three (3) spot. The area can be identified as follows:



22D BOMBARDMENT WING (M)
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20 MAY 1955

2. All squadron washing of aircraft will be scheduled by request thru Job Control. Those aircraft entering docks for Periodic Inspection will be washed at time specified by Job Control and supervisors concerned will adhere strictly to time schedule furnished.

3. No aircraft will be parked on the wash rack except for washing.

4. Periodic Maintenance Squadron is responsible for availability of wash rack facilities and will supervise and perform actual washing of aircraft entering Periodic Inspection. Squadrons will assist in policing area used; however, periodic maintenance will be held responsible for entire area.

22D BOMBARDMENT WING (M)
March Air Force Base, California
20 MAY 1955

APPENDIX 9
ANNEX "D"
TO
OPERATIONS ORDER
SERIAL NR 261-55

MT HOME TASK FORCE

22D BOMBARDMENT WING (M)
APPENDIX 9 ANNEX "D"
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APPENDIX 9

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TO

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22D BOMBARDMENT WING (M)
March Air Force Base, California
20 MAY 1955

MT HOME TASK FORCE

1. As of 31 May 1955, the main runway at March Air Force Base will be closed for repair and remain closed for approximately twenty (20) days. During this period, flying training will be conducted at a staging operation from Mt Home Air Force Base.

2. To support the flying at Mt Home, a maintenance task force has been formed and will be airlifted to Mt Home on 31 May, 1 June, and 2 June. The maintenance task force will consist of one (1) Maintenance Officer, one (1) A-E Officer, one (1) Line Chief, three (3) Flight Chiefs, aircraft mechanics from the Tactical Squadrons, Field Maintenance Specialist, and Armament-Electronics Specialist. Crew Chiefs will accompany their aircraft at all times and be available for work either at Mt Home or March Air Force Base.

3. It is planned that 28 aircraft will be in the rotation cycle with a maximum of 24 aircraft on the ground at Mt Home. Aircraft will be scheduled to fly in accordance with the ten (10) Day Maintenance Cycle on a five (5) day work week.

22D BOMBARDMENT WING (M)
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20 MAY 1955

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4. One (1) Consolidated Maintenance Control Unit will operate at Mt Home to support both the 22d and 320th Bomb Wing. The Control Unit will be manned by personnel of both wings and will be under the supervision of the 22d Bomb Wing Maintenance Control Officer.

5. It is pointed out that personnel of this organization will be "Guests" of the 9th Bomb Wing while at Mt Home and all equipment and facilities should be maintained and left in the same condition as they were when turned over to this wing.

22D BOMBARDMENT WING (M)
APPENDIX 9 ANNEX "D"
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22D BOMBARDMENT WING (M)
March Air Force Base, California
20 May 1955

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NR. 261-55

OFFICERS' DUTY ROSTERS

22d Bombardment Wing (M)
Annex "E"
To Operations Order 261-55
20 May 1955

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

22A

26 May 1955

SUBJECT: Officer Details

TO: See Distribution

1. The attached inclosures indicate the complete list of officer details for the month of June 1955. The 320th Bombardment Wing (M), will assume their proportionate share of the duty of Tower Officer. The 22d Bombardment Wing (M), 320th Bombardment Wing (M), and the 807th Air Base Group will divide the duties of Airdrome Officer, Staff Duty Officer, and Officer of the Day.

2. Wing Regulation 11-2, as amended, will apply in determining eligibility of the duties listed in inclosures 1 thru 5.

3. For your information, the extra duty allocation levied by Twelfth Air Division is as follows:

UNIT	TOWER OFFICER			AIR DY OFF			DIV SDO			OD		
	#	%	#	#	%	#	#	%	#	%	#	
	Asgd	Asgd	Dy	Asgd	Asgd	Dy	Asgd	Asgd	Dy	Asgd	Asgd	Dy
807ABG	0	0	0	13	10	6	25	36	11	55	44	13
22BW	58	52	32	75	57	34	25	36	11	29	36	11
320BW	<u>54</u>	<u>48</u>	<u>28</u>	<u>44</u>	<u>33</u>	<u>20</u>	<u>19</u>	<u>28</u>	<u>9</u>	<u>16</u>	<u>20</u>	<u>6</u>
TOTALS	112	100	60	132	100	60	69	100	30	80	100	30

4. A report will be made to this headquarters not later than 1 June 1955 indicating the names of the officers detailed to perform duty on the dates indicated on the attached duty rosters. In addition, the clearance status will be furnished on those officers to perform Division Staff Duty Officer. A report will be made to this headquarters by 9 June 1955, indicating the number of eligible officers for each duty assigned each squadron during the month of July 1955. In computing this data you will subtract from your assigned strength, those officers excused from extra duty, known losses by PCS and officers who are to depart on 30 days or more TDY.

BY ORDER OF THE COMMANDER:

- 6 Incls
1. Tower Officer
2. Airdrome Duty Officer
3. Officer of the Day
4. Div Staff Duty Officer
5. Wing Duty Officer
6. Recapitulation

Alfred J. Nelson
ALFRED J. NELSON
Captain, USAF
Adjutant

DISTRIBUTION: "B"

TOWER OFFICER

June 1955

(2 per day)

<u>DATE</u>	<u>UNIT OF RESPONSIBILITY</u>
15	33d Bom Sq - 2d Bom Sq
16	2d Bom Sq - 19th Bom Sq
17	19th Bom Sq - 33d Bom Sq
18	33d Bom Sq - 2d Bom Sq
19	2d Bom Sq - 19th Bom Sq
20	19th Bom Sq - 33d Bom Sq
21	33d Bom Sq - 2d Bom Sq
22	2d Bom Sq - 19th Bom Sq
23	19th Bom Sq - 33d Bom Sq
24	33d Bom Sq - 2d Bom Sq
25	2d Bom Sq - 19th Bom Sq
26	19th Bom Sq - 33d Bom Sq
27	33d Bom Sq - 2d Bom Sq
28	2d Bom Sq - 19th Bom Sq
29	19th Bom Sq - 33d Bom Sq
30	33d Bom Sq - 33d Bom Sq

Incl #1

AIRBOME DUTY OFFICER

June 1955

(2 per day)

DATE

UNIT OF RESPONSIBILITY

11	Hq Sq Sec - 19th Bom Sq
12	22d Air Rflg Sq - 2d Bom Sq
13	19th Bom Sq - 22d Air Rflg Sq
14	33d Bom Sq - 2d Bom Sq
15	22d A&E Maint Sq - Hq Sq Sec
16	19th Bom Sq - 22d Air Rflg Sq
17	33d Bom Sq - 19th Bom Sq
18	2d Bom Sq - 22d Air Rflg Sq
19	22d Air Rflg Sq - 33d Bom Sq
20	2d Bom Sq - 22d Air Rflg Sq
21	19th Bom Sq - Hq Sq Sec
22	19th Bom Sq - 22d Air Rflg Sq
23	33d Bom Sq - 2d Bom Sq
24	22d Air Rflg Sq - 22d Air Rflg Sq
25	22d Air Rflg Sq - 19th Bom Sq
26	22d Air Rflg Sq - 22d Air Rflg Sq
27	Hq Sq Sec - 22d Air Rflg Sq

Incl #2

<u>OFFICER OF THE DAY</u>		June 1955
<u>DATE</u>	<u>UNIT OF RESPONSIBILITY</u>	
7	22d A&E Maint Sq	
8	Hq Sq Sec	
9	22d Fld Maint Sq	
10	33d Bom Sq	
11	Hq Sq Sec	
12	22d A&E Maint Sq	
13	22d Fld Maint Sq	
14	19th Bom Sq	
15	33d Bom Sq	
16	Hq Sq Sec	
17	22d A&E Maint Sq	

Incl #3

DIVISION STAFF DUTY OFFICER

June 1955

<u>DATE</u>	<u>UNIT OF RESPONSIBILITY</u>
9	2d Bom Sq
10	33d Bom Sq
11	19th Bom Sq
12	Hq Sq Sec
13	Hq Sq Sec
14	Hq Sq Sec
15	2d Bom Sq
16	19th Bom Sq
17	33d Bom Sq
18	Hq Sq Sec
19	Hq Sq Sec

Incl #4

		WING DUTY OFFICER	June 1955
<u>DATE</u>		<u>UNIT OF RESPONSIBILITY</u>	
1		22d Air Rflg Sq	
2		19th Bom Sq	
3		Hq Sq Sec	
4		2d Bom Sq	
5		22d Air Rflg Sq - 19th Bom Sq (Night)	
6		33d Bom Sq	
7		22d Air Rflg Sq	
8		2d Bom Sq	
9		22d Air Rflg Sq	
10		22d Air Rflg Sq	
11		22d Air Rflg Sq	
12		33d Bom Sq - 22d Air Rflg Sq (Night)	
13		19th Bom Sq	
14		22d Air Rflg Sq	
15		Hq Sq Sec	
16		22d Air Rflg Sq	
17		22d Air Rflg Sq	
18		2d Bom Sq	
19		22d Air Rflg Sq - 19th Bom Sq (Night)	
20		33d Bom Sq	
21		2d Bom Sq	
22		19th Bom Sq	
23		22d Air Rflg Sq	
24		22d Air Rflg Sq	
Incl #5			

June 1955

WING DUTY OFFICER

DATE

UNIT OF RESPONSIBILITY

25	22d Air Rflg Sq
26	Hq Sq Sec - 33d Bom Sq (Night)
27	2d Bom Sq
28	19th Bom Sq
29	33d Bom Sq
30	22d Air Rflg Sq

Incl #5

2

Unit	TOWER			ADO			CD			DDO			WDO			TOTALS	
	Elig	%	#	Elig	%	#	Elig	%	#	Elig	%	#	Elig	%	#	Elig	#
HSS	0	0	0	8	11	4	7	26	3	12	46	5	8	9	3	35	15
2BS	18	31	10	12	16	5	1	4	0	3	12	2	12	14	5	46	22
19BS	17	31	10	15	20	7	2	7	1	5	19	2	15	17	6	54	26
33BS	22	38	12	8	11	4	3	11	2	5	19	2	14	16	5	52	25
ARS	0	0	0	30	39	13	1	4	0	1	4	0	38	44	15	70	28
A&E	0	0	0	2	3	1	6	22	3	0	0	0	0	0	0	8	4
FM	0	0	0	0	0	0	5	19	2	0	0	0	0	0	0	5	2
FM	0	0	0	0	0	0	2	7	0	0	0	0	0	0	0	2	0
TOTALS	57	100	32	75	100	34	27	100	11	26	100	11	87	100	34	272	122

Incl #6

	TOWER			ADO			CD			DDO			WDO			TOTALS	
Unit	Elig	%	#	Elig	%	#	Elig	%	#	Elig	%	#	Elig	%	#	Elig	#
HSS	0	0	0	8	11	4	7	26	3	12	46	5	8	9	3	35	15
2BS	18	31	10	12	16	5	1	4	0	3	12	2	12	14	5	46	22
19BS	17	31	10	15	20	7	2	7	1	5	19	2	15	17	6	54	26
33BS	22	38	12	8	11	4	3	11	2	5	19	2	14	16	5	52	25
ARS	0	0	0	30	39	13	1	4	0	1	4	0	38	44	15	70	28
A&E	0	0	0	2	3	1	6	22	3	0	0	0	0	0	0	8	4
FM	0	0	0	0	0	0	5	19	2	0	0	0	0	0	0	5	2
FM	0	0	0	0	0	0	2	7	0	0	0	0	0	0	0	2	0
TOTALS	57	100	32	75	100	34	27	100	11	26	100	11	87	100	34	272	122

Incl #6

WING SUPPLY
22D BOMBARDMENT WING (M)
March Air Force Base, California

22DMS

1 July 1955

SCP)

No. 5) Unit Supply Standard Operation Procedure

1. Action to be taken by supply personnel on change of unit supply officers: When it is determined that the unit supply account is to change hands, immediate action will be taken to complete joint inventory, re-accomplish all custody receipts with new officer's signature and adjust all shortages by means of reports of survey, statements of charge, dropage allowances, schedules of collection and/or a Board of Officers in lieu of Report of Survey. In any case where an officer is relieved of his supply account in less than 30 days from time of official notification to date of departure, a letter of explanation will be forwarded from the Unit Commander to the Wing Director of Materiel for the review and action as may be deemed appropriate by the Wing Commander. New custody receipts will be prepared upon change of a sub-account officer such as personal equipment, engineering or tool crib, etc. and such officers will cause new custody receipts to be accomplished, between themselves and individuals who have custodial responsibility for property on the sub-accounts. Certificates of inventory and certificates of transfer as required by SAC Reg 07-12 and AFM 07-1 will be forwarded to the Wing Director of Materiel for file. The outgoing and incoming supply officers will be interviewed by the Wing D/Mat and the general condition of the supply account discussed.

2. Action to be taken on receipt of a new UAL (Unit Authorization List). The new property authorization documents will be screened against the UME - USE AF forms 1120 and reconciled by submission of SAC forms 144 for deletions or additions as required by SAC Reg 400-8. The authorization section of AF forms 1120 will be adjusted to agree with the new UAL figure and immediate action taken as follows: If the authorized amount of any item does not agree with the amount accounted for on the card, a turn-in to base supply, a requisition or a change request will be processed within 30 days after receipt of the UAL by the unit. If it would cause a severe hardship, in the estimation of supply personnel, to process change requests and bring the authorizations of equipment in line with requirements, a DF form must be written to Wing Supply Officer who will make every effort to aid the unit through coordination with the Base Equipment Board and SAC B-47 EEC&AT Board etc.

3. Action to be taken on receipt of a new ECL or ECL Change, and Maintenance of "Kit Location Charts". Items to be added to the kits will be ordered immediately, and action taken to withdraw from the user and turn in delted items. A norm of 30 days is set for this action.

22IMS SOP No. 5
Page 2

The use of a chart to show location, shortage, kit no. and name of person to whom the ECL tool kit is issued, will be maintained in every unit of this Wing with the exception of Field Maint Squadron. The chart will give each it a no. and the shortages of tools to any one kit will be indicated with a black X under the appropriate stock no. on the chart. Tool kits will be inventoried at least once each six months and shortages of items indicated should equal items on order to base supply. Newly added or deleted items of ECL Kits should be entered on the charts as changes occur. Deletions will be erased from the chart on turn in by custodians. Blank charts are available in Wing Supply.

4. Inventory - When taken and how posted to AF forms 1120. A physical inventory will be taken annually and/or upon change of supply officers and as deemed necessary by the Unit or higher commanders. Periodic inventory should be taken of some property classes. All inventory figures will be posted in red and initialed in the "in" column of the AF form 1120 by the person who conducted the inventory. The adjustment document figure, control no. etc. should also be posted in red, in the next available line below the inventory figure. When this procedure is complete, the figure below the inventory figure will equal the last "Bal on hand" figure.

5. Maintenance of list and names of equipment sizes. Each unit supply officer will maintain a current list of names of everyone in his unit and the applicable sizes of mobility and/or flying clothing.

6. Control Register out off at end of fiscal year. All incomplete control no's of the old control register will be carried forward into the new register on the first page. Active files will be extracted from completed files and filed in the same sequence as the control numbers. "CP" will precede each control number carried forward and will be entered in the old control register for ready audit prior to disposition as required by AFM 181-5. "CP" will also be entered in the new control register.

7. Issue and storage of sets of field equipment. Field equipment will be stored by the unit supply. Field equipment is issued to each individual on a hand receipt. The unit supply officer will furnish the individual with a signed card showing that property issued on hand receipt is stored in the supply. When the individual draws this equipment the card (with the unit supply officers signature) will be returned to the unit supply officer or his authorized representative. This card will indicate the Bin No. whenever possible, to facilitate expeditious issue as required. This equipment should be stored in the airmans personal duffle bag as required.

8. Maintenance of Publications Familiarization Charts. Each unit supply section will maintain a list of applicable publications, SOP's and amendments to AF Manual 67-1, which will be initialed by all assigned supply personnel. In this connection unit supply personnel will not require publications for the unit except for blank forms. Ref 15AF Reg 5-3.

22IMS SOP No. 5
Page 3

9. Maintenance of AF form 1120 cards on sized clothing items.
An AF form 1120 will be maintained on each line item in the UAL. The sized items that are authorized in maximum amounts, such as flying suits will be posted to 1120 cards as follows:

a. A card for each sized item on the UAL will be posted with the amount of that particular size required. Total amount on all cards will not exceed the total UAL authorization. On the last card of the particular item, a salmon colored insert will be maintained containing the following information:

• EXAMPLE: TOTAL UAL AUTHN 248
TOTAL ON HAND 246
REQD 2

b. All the colored signals and tabs required will be used on the accounting system, and substitutes, shortages, excesses etc. must be indicated by use of these signals, if they are not available, manufacture a substitute.

10. Maintenance of the UAL. Coded letters and special instructions and changes to the UAL will be cross-referenced in the right hand column of the UAL or continuation sheets. Change requests will be posted as "CH-1, CH-8", etc. Light pencil notations may be made on the UAL, however, such penciled notations should be erasable, neat and not excessive. No penciled notations will be made on 1120 accounting cards, but are desired on signal tabs.

/s/ Rudyard C. Morley
RUDYARD C. MORLEY
Major, USAF
WintSupply Officer

A/C Serial No. _____ Date _____ Time _____ Refueling OIC _____

AIRCRAFT FUELING AND DEFUELING CHECK LIST

INSTRUCTIONS: This check list is to be used by officers supervising the fueling and defueling operations. Prior to any fueling or defueling operations, this check list will be completed by the supervising officer. This officer will remain in the immediate vicinity of the aircraft during all operations.

BEFORE REFUELING OR DEFUELING

1. A/C positioned on pit area, brakes on, chocks 2 in from tires, stands removed.
2. A/C grounded to approved ground. No fueling during electrical or rain storm.
3. Tow bar fastened to A/C, tractor available and standing by at all times.
4. Hose cart if used grounded at same place A/C is grounded.
5. 1 ea 50 lb CO₂ fire extinguisher near power unit, 1 ea at SPR operator position.
6. Ground power unit positioned upwind from A/C cable extended (50 ft min).
7. Qualified operator assigned to ground power unit acting as fire guard.
8. A/C cleared of all personnel, no A/C maint will be in progress.
9. Area around A/C free from all obstructions.
10. No radio or radar equipment operating within 100 ft.
11. Check Form 871-2 for any fueling or defueling discrepancies.
12. Refueling nozzle static ground cable connected, prior to nozzle connection to A/C.
13. SPR refueling panel properly connected (Master switch OFF).
14. When control panel (F30148) is used SPR operator is in cockpit.
 - a. Canopy, entrance door and navigators left hand exit open.
 - b. Ropes fastened and extending overboard from canopy and nav exit openings.
 - c. Interphone communication between nozzle, SPR operator and ROIC.
15. Connect ground power.
16. Panel operator stationed.
17. Pit operator monitoring fuel meter and pit pressure gauges.
18. Voice communication established between hydrant and SPR Panel operator.

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(2)

19. Hydrant operator holding remote control switch in hand at all times.
20. Fuel spillage observer personnel briefed and stationed.
21. Aircraft electrical equipment not needed OFF.
22. Aircraft inverter switch properly positioned.
23. Master refuel switch on pilots fuel panel in refuel position.
24. Read and enter gauge readings of co-pilot gauges for all tanks on Attachment #1.
25. a. Tanks without lb or gal indications which are to be serviced to an intermediate fuel level will be refueled to the desired level separately.
b. Readings of amount serviced for these tanks will be taken from the hydrant system meter in gals and transferred to pounds and entered on Attachment #1.
c. Fuel tanks with lb or gal indications which are to be refueled to an intermediate level will be refueled separately. Dip sticks will be used to check the level of these tanks.
26. All tank refueling valves closed on SPR panel.
27. Master switch on SPR panel ON.
28. All refueling valves on Pilot's panel closed, on Co-pilot's panel all valves open for tanks being refueled.
29. NOTE: After each of the items above have been checked by the ROIC he will instruct the hydrant operator to commence refuel operations.
 - a. Initiate pressure to SPR receptacle, check hose and connections for leaks.
 - b. Make primary shut off check.
 - c. Make secondary shut off check.
 - d. Select tanks and proceed with refueling.

DURING REFUELING

1. Monitor fuel gauges and panel, pressure gauge not to exceed 55 PSI.
2. Recheck pit operator to hold remote control switch in hand at all times.
3. Recheck ground crew personnel to be on the alert for spillage.
4. Advise SPR operator when amount of fuel serviced is within 150 gal of requirement.
5. Allow primary float switch to cut off flow to tanks that are being filled to capacity. (Do not close refueling switch when the gauges indicate tank is approx full), use of the SPR tank capacity or Fuel Quantity data dept in 871 is recommended. In the event fuel flow does not stop close the secondary valve manually. Entry will be made in the 781-2 about the incident.

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(3)

AFTER REFUELING

1. Fuel supply from pit OFF.
2. Panel switch OFF.
3. Check co-pilot gauges for same reading, enter readings on Attachment #1.
4. Inverter switch OFF.
5. Check pit gauges for quantity of fuel serviced.
6. Complete Attachment #1, check to see if actual service is within 1000 lb plus or minus. If not found, investigate write-up in Form 781-2.
7. Disconnect refueling nozzle, panel, aux power and ground wires.
8. Sign AF A6G Form 2 for fuel serviced, make entry in block 19 of 781-2.
9. Crew chief will enter readings after service in block 26 of 781-2 for each tank.
10. Instruct NOOIC to supervise towing operations in returning A/C to parking area.

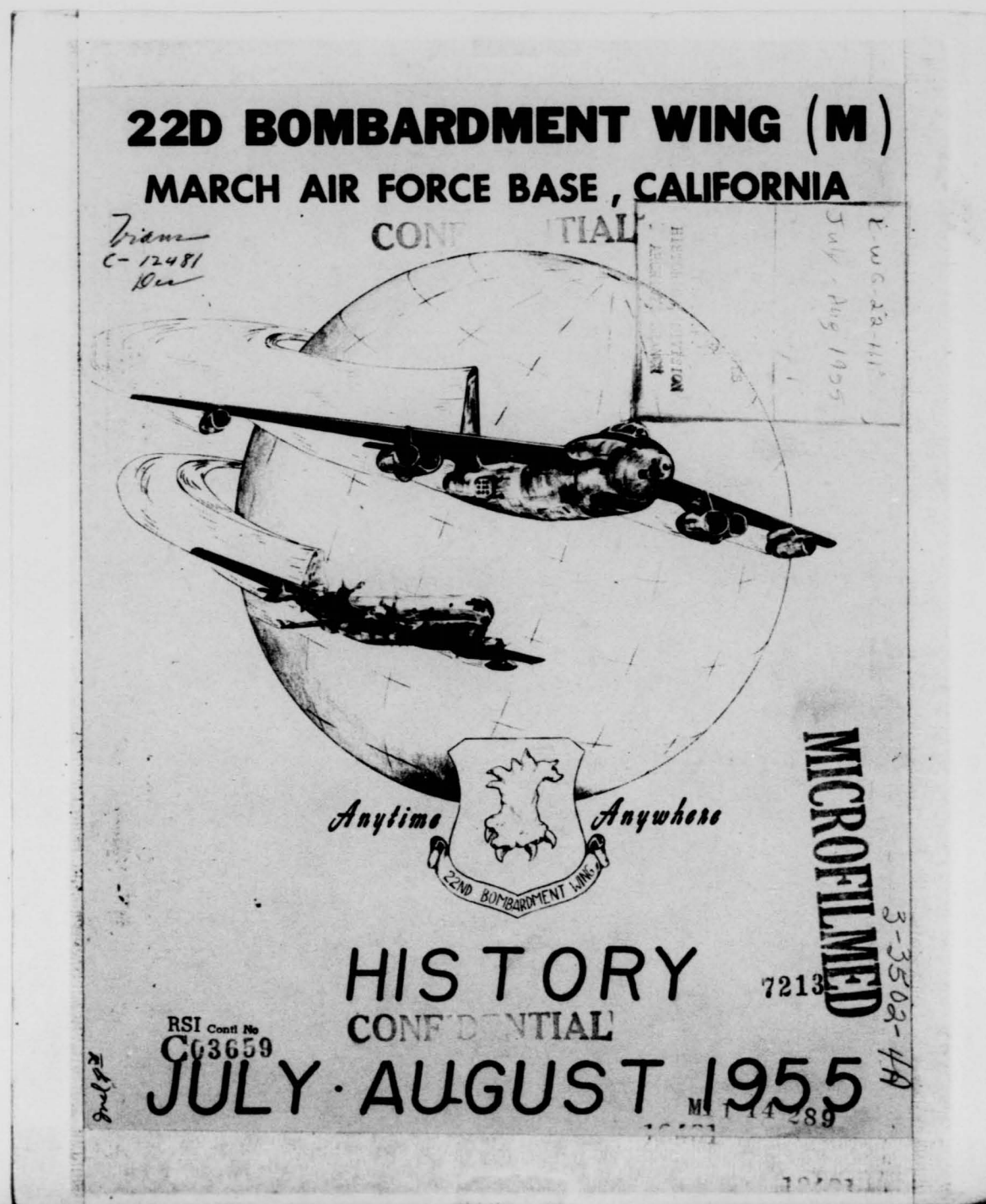
INTERIOR CHECK (DEFUELING)

1. Open de-fueling valves (in bombay).
2. Same as 21 and 22 of Before Refueling Check.
3. Leave master refuel switch in NORMAL position.
4. Open auxiliary fuel-to-engine switch.
5. Turn defueling tanks to TME all others to ME.

TRANSFERRING FUEL IN A/C

1. Safety precautions as Before Fueling apply steps 1 and 2.
2. Commence fuel transfer operations.
3. Dip stick tanks into which fuel has been transferred.
4. Change entry in block 26 of 781-2 of all fuel transferred.

SAC FORM 320
1 AUG 1955



CONFIDENTIAL

(UNCLASSIFIED)

HISTORY OF THE 22D BOMBARDMENT WING (M)

March Air Force Base, California

This document was prepared by

S/Sgt. William D. Richerson

in accordance with

Air Force Manual 210-1 and

SAC Manual 210-1

under the supervision of

Major Jack A. Steffensen
Information Services Officer

Lloyd H. Dalton Jr.
LLOYD H. DALTON JR.
Colonel USAF
Commander

7213

3-3302-4A

CONFIDENTIAL

RSI Contl No
C03659

GLOSSARY

In the preparation of this historical report no abbreviations have been used that are not commonly accepted. All other abbreviations used in this history conform with those abbreviations found in "JANAP 169" as amended in September 1953.

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STAFF OF THE PERSONNEL

COMMANDER

Colonel Lloyd H. Dalton Jr.

DEPUTY COMMANDER

Colonel Frederic G. Haish

DIRECTOR OF OPERATIONS

Colonel Horace E. Haish

ADJUTANT

Captain Edward E. Johnson

DIRECTOR OF CONTROLLER

Major David A. Lion

DIRECTOR OF PERSONNEL

Lieutenant Colonel Louis G. McCord

DIRECTOR OF INTELLIGENCE

Lieutenant Colonel Charles E. Tolhurst

DIRECTOR OF MATERIEL

Lieutenant Colonel Jack D. Crane

COMMANDER, 2nd BOMB SQUADRON

Lieutenant Colonel James M. Graybeal

COMMANDER, 19th BOMB SQUADRON

Lieutenant Colonel Earl W. McLaughlin

COMMANDER, 33rd BOMB SQUADRON

Lieutenant Colonel Paul H. Francis

COMMANDER, 22d AIR REFUELING SQUADRON

Lieutenant Colonel Raymond E. Hamlyn

COMMANDER, 22d FIELD MAINTENANCE SQUADRON

Lieutenant Colonel Charles L. Lockhart

COMMANDER, 22d PERIODIC MAINTENANCE SQUADRON

Lieutenant Colonel Mason A. Cornwell

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COMMANDER, 22d AIRBORNE AND ASSAULT BATTAL, 101st AIRBORNE DIVISION
Lieutenant Colonel Kenneth L. Johnson

VETERINARY STAFF OFFICER
Lieutenant Colonel Harold F. Readner

THIS PAGE IS DECLASSIFIED IAW EO 13526

THE MISSION

The mission of the 22nd Bombardment Wing is to be prepared to conduct strategic bombing operations on short notice in any portion of the world and under any conditions of climate, terrain, or weather. In order to maintain this condition of readiness, the wing performs a training program encompassing ground and air training which is designed to insure that combat crews will be capable of efficiently performing this function and that ground personnel will be able to plan and conduct operations and maintain equipment in a high state of efficiency.

CHAPTER

ORGANIZATION AND ACTIVITIES

KEY PERSONNEL CHANGES:

Major Kenneth G. Barbee was replaced by Lt. Colonel Louis H. McCord as the new Director of Personnel on 20 July 1955.

ADMINISTRATIVE PROBLEMS:

Major administrative problems have arisen due to the shortage, wing wide, of administrative personnel, 70070/50/30. Monthly reports from the organizations and staff agencies continue to highlight this situation. The Directorate of Material predicts a critical lack of efficiency in their administrative production. This situation will be covered further in Chapter II, Personnel.

NEW REGULATIONS:

The 22d Bombardment Wing published a new regulation, Number 9-2, Index to 22d Bombardment Wing (M) Forms, on 20 July 1955.

The regulation aim is to provide all wing activities with a list of all current 22 Bomb Wing forms, and to indicate the source of supply for these forms.

Fifty current forms are listed along with 48 obsolete forms.

On the 29th of August 1955 a change was published to wing regulation 34-1, dated 6 May 1955; subject: Incentive Awards.

This regulation provides for the recognition of the Maintenance Man of the Month. All recommendations for the outstanding maintenance man will be reviewed by the Wing Selection Board, and then in turn will be furnished to the Wing Commander. A letter of appreciation will be furnished the selected individual.

1/ 22d BOMBWg Reg 9-2, subj: Index to 22d Bomb Wing (M) Forms TAB A
2/ 22d BOMBWg Reg 34-1, subj: Incentive Awards, dated 6 May '55 TAB B
3/ 22d BOMBWg Reg 34-1A, subj: as above, dated 29 Aug '55 TAB C

Wing Personnel:

Wing personnel were responsible for three accidents during August with a resultant 27 days lost and a total accident and injury cost of \$810.00. Two airmen were involved in an accident when the driver of the car failed to heed a "Curve Ahead" sign and slid 120 feet on entering the curve; then upon leaving the road, rolled for 120 feet.^{4/}

Another accident occurred when an airman entered an intersection on a green light when another vehicle turned in front of him. The driver was not considered at fault in the resulting collision.^{5/}

A captain was returning from a base party when he failed to see or hear a railroad "wig wag" signal and ran under the side of a tank car stopped on the crossing. He claimed his car brakes failed. The driver was fatigued and admitted he had been drinking.^{6/}

August saw an improvement in its' ground safety program despite the three accidents listed above. In April of this year the wing was able to achieve only 10 percent of the maximum scores possible in the SAC Management Control System Scores; while in August the score rose to 85 percent of the maximum score. An auto accident that caused 15 man-days to be lost was the contributing factor in the increased cost index for August.^{7/}

4/	MAFB Summary of Accidents and Injuries-Aug '55 Rept #001	TAB D
5/	MAFB Summary of Accidents and Injuries-Aug '55 Rept #002	TAB D
6/	MAFB Summary of Accidents and Injuries-Aug '55 Rept #003	TAB D
7/	22d BOMB Wing Ltr to Comm 15AF, Subj: (Uncl) SAC Management Control System Scores Report-22d Bomb Wing (H) -Aug '55 (RCS: 1-15AF-1)	

The Reports and Analysis Section of the Directorate of Material has been redesignated as Reports and Administration with Analysis as a separate section in accordance with SAC Manual 66-14.

REPORTS

Section:

The primary function of the Office of the Controller is to furnish the Wing Commander with accurate and analytical information of the operation of the organization. To anticipate problems and weaknesses in the organization which may arise due to the loss of trained personnel in critical fields and the lack of adequate replacements. To analyze the training program and stress training in the free training month in those weaknesses found during the training quarter. To recommend preventive measures to correct weaknesses in the operational training and administrative fields.

STANDING OPERATING PROCEDURES (SOP):

The Wing Consolidated Personnel Section revised, published, and made distribution of 15 SOP's as pertains to operation of the personnel section. The SOP's numbered from nine to 24, with all but SOP's 22 and 24 being revisions of pre-published SOP's. SOP number 22 requires the senior airman of the airman records group to check the personnel records "as of" the 15th day of each month to insure that each eligible airman in the wing is placed on On-the-Job-Training (OJT) not later than the 25th of that month. Screening of the individual records should insure the maximum number possible will be

- 8/ Standing Operation Procedures #9 to #21 and #23
9/ Standing Operating Procedures #22

TAB E
TAB F

CHAPTER II

PERSONNEL

PERSONNEL PROBLEMS

The wing, as has been reported for the last several months, is suffering from personnel shortages in eight career fields. These fields are: Photo Interpreters, 20630/50/70; Electrical Repair, 42330/50/70; Reciprocating Engine Mechanics, 43231/51/71; Administrative, 70230/50/70; Personnel, 73231/51/70; Personal Equipment, 92230/50/70; Airframe Repair, 53430/50/70; and the Parachute and Fabric fields, 58130/50, 58131/51.

Discharges, overseas quotas, and zone of interior reassignments, have reduced manning in these specialties to the point that the wing is hard pressed to accomplish its' mission.

The present and projected input to the wing will be severely handicapped due to the replacements arriving too late to be effectively trained and indoctrinated, because through normal attrition, personnel ordinarily used in training lower skilled airmen will not be available.

The wing is suffering from a shortage of reciprocal engine mechanics at all skill levels. A total of 88 airmen at the 31 and 51 skill level are authorized for the wing with an assigned total of 63 airmen, leaving a shortage of 25 airmen at these levels.

1/ Ltr (Uncl) fm 22d BOMBWg to Hq 15AF subj: SAC Management Control System Scores sent-22 BOMBWg (M)-Aug '55 (RCS: 1-SAC-T35 (15AF-1) on file 22d Wing Comptroller

2/ Ibid

2/ Ibid

6

Under the new Table of Organizations for the 22d Field Maintenance, Periodic Maintenance and Air Refueling Squadrons, the wing is now authorized 14 airmen at the 43271 skill level. During July one was assigned with two more 71's reporting in during August. As of the 31st of December the expected input at this level in this field is only three 71's; leaving eight vacancies in the seven level.^{4/}

The decline in the personnel and administrative fields continues without let-up. The wing is authorized 108 in the personnel and administrative career fields with 88 being assigned, 21 of which were not fully qualified at the three skill level during July. During August, manning dropped in these two fields to 70. The projected assigned as of the 31st of December is 42 airmen, predominately at the three skill level.^{5/}

In the Electrical Systems Repair field the wing is authorized 73 airmen, 63 of these in the 42330/50 skill level. As of the last of August there were 64 airmen assigned. Projected losses in the next 90 days will reduce the manning at the 30 and 50 levels to 30 airmen. As of the 31st of December, the projected assigned is 37 airmen, with again the majority of these at the 30 level.^{6/}

The Airframe Repair field shows 40 airmen assigned against an authorization of 49 as of the 31st of August. The Parachute and Fabric fields combined show 17 airmen assigned against an authorization of 30 airmen.^{7/}

^{4/} Wing Commanders Remarks July-August, on file 22d D/O
^{5/} Ibid
^{6/} Ibid
^{7/} Ibid

The officer personnel strength as of the 31st of July was 398 assigned against 428 authorized. The critical shortages occurred in the Aircraft Maintenance field in that the wing was understrength two officers in the field. During August, three additional officers were assigned to the wing, virtually eliminating any critical areas within the wing.

8/
MANNING IN REQUIRED SPECIALTIES (MIRS):

<u>As of 31st of August:</u>	<u>Required</u>	<u>"MIRS"</u>	<u>Percent "MIRS"</u>
Officers	429	393	91.6
Airmen			
Direct Support Skills	1056	856	81.2
Indirect Support Skills	556	440	40.0

9/
AWOL RATES:

<u>Month</u>	<u>AWOLs</u>	<u>Strength</u>	<u>Rate</u>
July	1	1988	.50
August	0	1865	0

10/
REENLISTMENT RATES:

<u>Month</u>	<u>Airmen Discharged</u>	<u>Reenlisted</u>	<u>Rate</u>
July	90	20	22.2
August	61	23	37.7

8/ Ltr (Uncl) fm 22d BOMBWg to Hq 15AF subj: SAC Management Control System Scores Rept-22BOMBWg (M)-Aug '55 (RCS: 1-SAC-T35 (15AF-1) on file 22d Wing Comptroller

9/ Ibid

10/ Ibid

ON-THE-JOB-TRAINING (OJT):

The increased emphasis OJT is receiving in the wing continued to show results with a gain of one and three tenths percent during July over June percentage and a gain of one and seven tenths percent in August over July percentage. The effective percentages of the total eligible for OJT that are actually on OJT stands at 98 percent for the two month period in the wing. The individual squadron standings by percentage are as follows for the two months:

<u>Squadron:</u>	<u>July:</u>	<u>August:</u>
2d Bombardment Squadron	100	100
33d Bombardment Squadron	100	100
19th Bombardment Squadron	100	100
22d Field Maintenance Squadron	99	98
22d A&E Maintenance Squadron	91	100
22d Air Refueling Squadron	99	94
22d Periodic Maintenance Squadron	100	100
22d Tactical Hospital	100	100
Headquarters Squadron Section	95	93

Five of the nine organizations show consistency in the percentage obtained while the four other organizations may show variance from two to nine percent. This may be due in part to the rapid turn-over in personnel in those organizations.

The primary problem being encountered by the wing is the shortage of qualified personnel to train lower skill level personnel.

9
CONSOLIDATED PERSONNEL SECTION:

The formal report of inspection, conducted during June by the Air Inspector of Fifteenth Air Force, was received during July. Weak areas were considered to be late reporting on morning reports by the use of effective dates on reports, preparation of AF Form 625 for each officer at proper times, annual firing of small arms, and improper entries on immunization records. Corrective action was completed and the reply stated that all specific items were corrected and those which are being completed progressively will be finished not later than the 1st of October.

The overall organization and operation of the section was considered satisfactory. The saving in manpower through the reorganization of the section was recognized and mentioned in the report of the inspector.

Supplementary training classes were conducted during the month of July to train airmen newly assigned to the airman records group in properly implementing procedures regarding the new airman military personnel records. Implementation of the new records commenced on the 25th of July. The first phase, preparation of the new AF Form 4 and transfer of appropriate documents to the new folder were completed during the first part of August.

The second phase, AF Forms 617 and AF Forms 7, were 90 percent and 25 percent, respectively, were completed during August.

CHAPTER III
OPERATIONS AND TRAINING

OPERATION "BILLY CLUB"

Mission:

The 22d Bombardment Wing was scheduled jointly with the 320th Bombardment Wing for a Unit Simulated Combat Mission (USCM) on 18, 19 and 20 August 1955 under Operations Order 305-66, dated 6 August 1955. The USCM consisted of 22 B-47 aircraft taking-off from March AFB and striking targets in Nantes, France. Fairford Royal Air Force Station in the United Kingdom was designated as the Post Strike Base.^{1/}

While at Fairford, the B-47 aircrews were scheduled to accomplish an orientation mission on the 24, 25^{2/}th and 26th of August.

Task Force Commander:

Colonel Lloyd H. Dalton, 22d Bombardment Wing Commander, was designated Task Force Commander for "Billy Club". He assumed control of all 12th Air Division aircraft participating in the exercise.^{3/}

Coordination:

Routes and altitudes were coordinated with the 320th Bombardment Wing and other commands involved in the exercise.

Subordinate Unit Tasks:

The 2nd Bombardment Squadron provided four B-47's and aircrews on X-Day and five B-47's and aircrews on X plus one day.^{4/}

1/ 22d BOMBWG Op. Order 305-55, dtd 6 Aug 55: on file 22d D/O
2/ Ibid

3/ Ltr (CONFIDENTIAL) fm 12 ADiv to Com 22d BOMBWG, dated 5 Aug '55.
Subj: Fifteenth AF Operations Order 305-55 (Billy Club)

4/ 22d BOMBWG Ops Order 305-55, dtd 6 Aug 55: on file 22d D/O

TAB J

11

The 19th Bombardment Squadron provided five B-47 aircraft and aircrews on X-Day and four crews and aircraft the next day.

Two B-47's were provided by the 33d Bombardment Squadron on X-Day with two on the following day and four more aircraft and crews on X-Day plus two.

Thirteen KC-97's and crews were provided by the 22d Air Refueling Squadron to refuel the B-47's.

The 22d Armament and Electronics Maintenance Squadron, 22d Field Maintenance and 22d Periodic Maintenance Squadrons provided the necessary personnel and the material as was required to support the operation.

Refuelings:

All refuelings were accomplished in cell formation except those out of March AFB on the redeployment.

Personnel and Cargo Movement:

Headquarters Strategic Air Command provided airlift from March AFB to Fairford in the United Kingdom for 378 personnel and 99,000 pounds of cargo.

The 22d Wing provided airlift for 103 personnel. SAC airlifted all the cargo on this mission.

FLYING TRAINING

The training quarter, closing in July, was a highly productive period with approximately 99.3 percent of the required training being

5/ 22d BOMBing Ops Order 305-55, dtd 6 Aug 55: on file 22d D/O
6/ Ibid
7/ Ibid

12

accomplished. Of the 13 items which comprise the remaining seven tenths of one percent, 10 were not able to be accomplished due to the hospitalization of an observer and subsequently his being unable to fly his programmed flying schedules.^{8/}

The foremost objectives projected for the month of August, which was a Special Training Month, were realized. Thirty-two sorties were flown to and from March AFB for projects "Oil Town" and "Peach State". Twenty-two aircraft from the wing were successfully deployed to execute a USCM, Operation "Billy Club". In addition, bombing competition practice and execution missions, Strategic Evaluation School (SES) missions and training sorties were all completed as projected.^{9/}

Flying hours and the number of sorties exceeded the planned volume by approximately 20 percent. By the use of modified aircraft on sorties, flying time exceeded expectations in most areas. The modified aircraft were received from modification centers ahead of schedule and were not accounted for in the projected flying time.

The wing was also able to send three additional aircraft on Operation "Billy Club" thus upping the flying hours even more.

Due to these factors, all time projections in the individual areas were in turn affected.^{10/}

Flying Training Breakdown by Months:

<u>T Y P E</u>	<u>J U L Y</u>	<u>A U G U S T</u>
Visual Radar Bombing Scoring	51	18

^{8/} 22d BOMBWg Commander's Remarks: July-August '55: on file 22d D/O
^{9/} Ibid
^{10/} Ibid

		13
Radar RBS	109	138
Day Celestial Legs	20	65
Night Celestial Legs		20
Actual Releases	38	28
Grid Legs		51
Radar Legs		38

Hours Flown Performing Missions Ordered by Higher Headquarters:

	<u>HOURS</u>	
<u>TYPE</u>	<u>JULY</u>	<u>AUGUST</u>
3943d SES Evaluations	66:15	9:40
15th AF VIP Flights	32:05	
Ferry Flights to Tulsa, Marietta	23:45	164:40
Ferry Flight from Kelly AFB		3:00
Operation "Billy Club"		302:00
Operation "Hurt Pidgeon"		108:25
Motion Pictures	42:45	
Special Weapons Loading	4:35	
TOTAL	169:25	587:45

Gunnery Missions:

Three hours were flown performing gunnery missions during August.

Night Cell Tactics

Twenty-three hours were flown on night cell tactics during August.

Formation

One hundred and forty five hours of formation flying were flown^{11/}

11/ 22d BOMEWg Commander's Remarks: July-August '55: on file 22d D/O

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during the month of August.^{12/}

SES Competitions:

SES competitions accounted for one hour of flying time during August.^{12/}

Standardization Checks:

Six hours of standardization checks were performed during August.^{12/}

Non-Combat Ready Crew Training:

During July an average of 31.7 hours per crew was flown by non-combat ready crews as compared to the 22.3 hours per crew flown by combat ready crews. Increased emphasis was placed on the training of these non-combat ready crews.

August saw a drop in the average hours flown by non-combat ready crews. Non-combat ready crews flew an average of 24:00 hours per crew as compared to 21:30 hours flown by combat ready crews.^{13/}

Minimum Training Requirements Not Accomplished:

There were various minimum training requirements not accomplished during July. These were: one RBS run above 37,000 feet; two visual RBS runs; one simulated camera attack; one radar RBS run; one long range cruise control; four GPI's. In addition to the foregoing, three hours and 45 minutes flying time was lost when one crew landed away from March AFB after a shorter than planned mission. They were not able to return in time to fly an additional sortie to make up the time.^{14/}

^{12/} 22d BOMBWg Commander's Remarks: July-August '55: on file 22d D/O
^{13/} Ibid
^{14/} 22d BOMBWg Commander's Remarks: July '55: on file 22d D/O

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15/
GROUND TRAINING: (July-August Totaled)

Totals for ground training during August generally ran higher than predicted. This was due to faulty forecasting in most of the items.

Ground Training Breakdown:

<u>A C T I V I T Y</u>	<u>T O T A L S</u>
Link Trainer	334 hours
T-2 Ultrasonic Trainer	78 hours
T-1A Gunnery	91 hours
Loran Trainer	0 hours
KC-97 Simulator	3½ hours
B-47 Simulator	118 hours

Aircrew Percentage of Training:

Survival Exercise	33 percent
Altitude Indoctrination	204 hours
OQ Gunnery Range	42 hours
K-Inflight Maintenance	0 hours

Unit Training:

RBC Training	92 percent
Medical	71 percent
Personal Affairs	90 percent
Arms Qualification	50 percent
Security Training	100 percent
Character Guidance	142 hours

15/ Info extracted from files of 22d Ground Training Section

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Commanders Call	285 hours
Air Base Defense	2500 hours
<u>Utilization of Mobile Training Detachment (MTD) Units:</u>	
B-47 MTD	2085 hours
KC-97 MTD	606 hours (July) 960 hours (August)

FLYING HOURS REQUIREMENTS:

The wing was able to deliver 111.7 percent required flying hours in August versus 97.7 percent delivered during July. More effective aircraft tail number scheduling and more turn-around flights for the B-47's enabled the wing to boost August's time over June's. The KC-97's although flying 15 fewer sorties than scheduled, flew longer ones in order to check out non-combat ready navigators.

Flying hours required in B-47 aircraft were 1150 hours against the 1323 hours actually utilized. This brings the percentage utilized of required to 115.0 percent.

The KC-97 aircraft flew 715 hours as against the 675 hours required bringing the percentage of utilization to 105.9 percent.

The total wing requirement and utilization was 1825 hours and 2036 hours respectively. This brought the utilization percentage to 111.7 percent for the month of August.

16/ Ltr (Uncl) frm 22d BOMBWg to Com 15AF: Subj: SAC Management Control System Scores Rpt-a2d BOMBWg (M)-Aug '55 (RCS: 1-SAC-T35 (15AF-1): on file 22d BOMBWg Comptroller.
17/ Ibid

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INTELLIGENCE:

The Wing Intelligence Section brought the combat mission folder (CMF) up to date during the first of July.

The Target Development Section processed a total of 139 rolls of film that were received. It was forwarded to the tactical squadrons for critique.

A target analysis and briefing aid were prepared by the Wing Intelligence Section for use with Operation "Billy Club".

Also during July, the Intelligence Section briefed 35 B-47 crews and 21 tanker crews on Emergency War Plan (EWP) targets.

Briefings of the Wing Commander and staff were held at the weekly staff conferences. The subjects were as diversified as Predicted Soviet Air Defence Reaction, Soviet Pilots versus American Pilots, the Man in the Cockpit, and Soviet "Bear Aircraft. The tactical squadrons continued receiving the latest intelligence information available at weekly briefings.

Twenty eight crews from the 320th and 22d Bomb Wings received block training on the use of escape and evasion communications equipment.

Intelligence briefs were prepared for the Wing Commander, Director of Operations, and squadron commanders on the following subjects: Sightings of Unidentified Aircraft in Canada; Aviation Day Air Show in Moscow; Indicators of Invasion; Antiaircraft Weapons and Radar in China; The Role of SAC in the Cold War; Chinese Communists and USSR Agreements; Indian Purchase of Mig-17's from Russia.

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Each combat crew in the wing briefed the Wing Commander on their duties concerning the EWP.

FLYING SAFETY:

Flying safety earned 100 percent in maximum points for the wing during July and August. One thousand eight hundred and ten hours were flown during July with no accidents reported. During August, 2038 KC-97's and B-47's hours were flown with again no accidents reported. This brings the four month total (May, June, July, and August) hours flown to 8364 accident-free hours in the air.

Flying safety training was given in 150 hours in July and 172 hours in August.

CHAPTER IV

MAINTENANCE and SUPPLY

MAINTENANCE CONTROL SUPPLY UNIT:

During the month of August both KC-97 and B-47 type aircraft were free of the Aircraft Out of Commission for Parts (AOCP) and Aircraft Not Fully Equipped (ANFE) status.

AIRCRAFT DISTRIBUTION:

The wing gained 15 B-47E's from Lockheed Aircraft Corporation, Marietta, Ga., and four from Douglas Aircraft Corporation, Tulsa, Okla., during August on SAC Project 4B-444. Three B-47 aircraft were also gained from Douglas Aircraft Corporation in Tulsa for wing draw angle revision.

Another B-47 was gained from George Air Force Base, Calif., on the 23d of August. On the 17th of August another B-47 was gained from the San Antonio Air Materiel Area (SAAMA).

Fifteen B-47E aircraft were lost to Lockheed Aircraft Corporation for Project Peach State, for Inspect and Repair As Needed (IRAN).

The wing lost one KC-97F type aircraft to Oklahoma City Air Materiel Area (OCAMA) on Project A-6-3102-OC, in an IRAN status.

The above gains and losses added ten B-47 aircraft to the wing's strength with a loss of one KC-97.

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and one was performed on a base assigned C-119 aircraft at Grand Island, Nebraska.

Six flight line inspections, one engine build up inspection for the 22d Field Maintenance Squadron, and 29 test flights were completed during August.

One jacket file was inspected, which brings all aircraft jacket file up to date with the exception of those in IRAN.

MAINTENANCE STANDARDIZATION TEAM:

Twelve Maintenance Quality Control Inspectors completed the Written Evaluation Mechanic Proficiency Tests (WEMPT) given by the Maintenance Standardization Team during August.

ARMAMENT AND ELECTRONICS MAINTENANCE:

Fire Control:

Mobility boxes which had been on order for a year were received by the Fire Control Section. The A-5 mock-up is now in operation.

Radio and Radar:

Because of personnel shortages and due to TDY's the Awaiting Maintenance (ANM) backlog ran higher in August than in July. As new aircraft came in AN/ARC-21's were ready to be installed. Work on the AN/ARC-21 mock-ups progressed almost past the planning stage. The ARC-21 is likely to cause a shortage during the preceding months. All cycle one aircraft have this item and so far only one piece of ARC-21 equipment has been defective and due to the lack of a mock-up or preissue on this equipment the ARC-21 RT unit has not been replaced. Maintenance was affected in the Radio Field Shop by the amount of items awaiting parts during July.

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Auto Pilot:

Some delay in the completion of maintenance was caused due to transportation difficulties. Some delay was also encountered due to shortages of B-18 Amps. Mock-ups on applicable units were completed during August.

Bomb Navigation Shop:

During July and August there were two items that affected the maintenance of this shop. These items are a shaft and motor that are used in the Tracking Computer and a 1000 MUF standoff capacitor that is used in the RT-13A.

Camera Repair:

During the middle of July the Camera Repair Shop began modification of the P-8 Control Assembly in accordance with TOC 10-A5-5-4-501. This modification was found to be erroneous. A SAC message was received stating that no further modifications should be performed until the TOC was revised. Twenty-four man hours were expended on this erroneous TOC.

All photo equipment was pulled from the aircraft scheduled for the SAC Bombing Competition and given a thorough inspection and the calendar inspection that was due.

Supply procedures as far as the Camera Repair Shop is concerned have been adequate.

During August, a total of 50 man hours were expended on work orders and 40 man hours on plant and equipment maintenance.

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Malfunction Data Collection and Analysis Unit (MDCAU):

The MDCAU began a new form to show a more complete maintenance picture of equipment, by serial number. The form indicated the flight line mechanic that removes the equipment from the aircraft, date removed, reason for removal, cause of malfunction, equipment installed and if the item is servicable or non-servicable. This form further indicated the repairman that accomplished the repair work, list parts that are replaced, and Failure Report number for the flight line. The form also showed the last calendar inspection date and whether equipment is good, requires reports or adjustment when complying with calendar inspection. Information of periodic inspection and if the equipment is good, needs repair, or adjustment was also included.

Weapons Release (Flight Line):

The Weapons Release Section supported the aircraft used on the USCM mission and seven B-47 aircraft used in the SAC Bombing Competition; supervising the loading and unloading of Flyaways Bins and Engines.

This section is undergoing modification on change over from KM 15 to MK 6 configuration kits on 18 newly assigned aircraft and supported 16 aircraft in loading Flyaway Bins that departed to the depot for modification.

The primary problems encountered during July and August was the shortage of truck drivers. This shortage indirectly cause maintenance problems and causes delays in timeliness.

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TECHNICAL ORDER COMPLIANCE (TOC):

Forty SAC Form 85's were received on KC-97 aircraft with a resultant 82 expended manhours. Due to the transfer of B-47 type aircraft on Projects Peach State and Oil Town plus the TDY maneuver involving the remaining aircraft, TOC was negligible on B-47's for the month of August.

MAINTENANCE QUALITY CONTROL SECTION:

Ninety-day housekeeping inspections were completed on the 22d Air Refueling Squadron and the 2d Bomb Squadron during August.

Four B-47's and four KC-97's underwent the required periodic inspection and flight line inspections were accomplished on five KC-97's and six B-47 aircraft. Due to the loan of four aircraft inspectors for the SAC Bombing Competition, the required amount of inspections for August could not be accomplished.

Fourteen KC-97's and four B-47 aircraft were test flown during the period.

Twenty-two aircraft jacket files were inspected and 97 Unsatisfactory Reports and 760 Failure Reports were processed during the month.

Maintenance Quality Control - Base Flight Section:

As usual, the work load was varied in this section. Twenty-one periodic inspections were completed on six C-45's, two C-47's, one C-119, seven B-25's and five T-33 aircraft. Two routine inspections were completed on transient KC-97's. Two engine change inspections were performed during August. One inspection was on a transient B-25

24.

K-Systems (Flight Line):

The problems met in the K-Systems Flight Line Shop were mostly administrative: such as work orders coming in after men are scheduled to be at the aircraft.

FIELD MAINTENANCE:

The pre-planned maintenance system was put into operation after the necessary adjustments were made in the various sections.

Aero Repair Branch:

Aircraft Repair Section: Forty-five aircraft repair work orders with 42 completions and 13 fuel cell repair work orders with 12 completions were received and processed by the section during August.

Instrument Shop: Two hundred specialist work orders were received and processed through this section during the period of 25 July to the 25th of August. Two hundred and twenty-nine instruments and 26 torque wrenches and tensionmeters were bench checked.

Office Machine Repair: The work load during August was considered normal. This section processed 130 units, utilizing 574 hours with an average of 4.4 hours per unit.

Electric Shop: Flight line specialists during August completed 525 work orders and complied with ten TOC's. The accessory shop during the same period serviced 341 items. Of these 248 were found to be serviceable, 77 were found to be Non-Repairable-At-This-Station (NRATS), 12 were Repairable -on-Base (ROB), and four condemned. The battery shop serviced and issued 40 K-1's, 34 G-1's, 10 F-1's, eight D6A's and two T-88's during the month.

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Tire Shop: Thirty-two work orders on B-47 aircraft were received and completed. Wheel assemblies were built-up. 10 out-riggers were changed, and 10 were built-up during August. This section spent 40 hours during August in support of Base Flight aircraft.

PROMISSION BRANCH:

One hundred and fifty-three work orders were completed during August by the Power Plant Branch.

J-47 Section: The J-47 Unit Change replaced six engines, made seven acceleration checks, aligned six throttles and completed six other miscellaneous work orders.

Minor Repair Section: Forty TOC's were completed during August.

Engine Build-Up: Three engines were built-up for flyaway during August. Three flyaways were built-up for pre-issue. The section installed water injection equipment on all engines; flyaways and pre-issue.

R-4360 Section: Four engines, eight carburetors and fuel feed valves, one oil seal on a turbine wheel and one fuel pump were replaced by the R-4360 Unit Change. They complied with TOC 1C-97(K)-511 on 11 engines and retimed one magneto. Two compression checks were made and had six work orders for timing valves come in. A total of 25 work orders were processed. R-4360 Engine Build-Up built-up four engines and tore down four engines, and built-up power packs.

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Propeller Shop: This section removed one propeller and installed it on another aircraft, removed and reloaded two propellers and also installed seven additional propellers. Three synchronizers were removed and installed during August. This section also complied with TO 381-11-504 on one aircraft and TO 3842-1-221 on two aircraft. Considerable difficulty has been experienced in propeller troubles. At one time, several aircraft were grounded for lack of serviceable propellers.

FABRICATION BRANCH:

Sheet Metal Shop: The shop completed 100 work orders on B-47 type aircraft, 33 work orders on KC-97 type aircraft and 37 Base Flight work orders. The shop also repaired 54 items from the flight line, 26 items from Base Supply and 22 manufacture work orders.

Machine Shop: Thirty line work orders and 59 other type work orders were completed by the machine shop during August.

Parachute Shop: During the month of August, this section inspected, repacked and made serviceable 869 personnel type parachutes, and cleaned and weight tested 35 safety belts and shoulder harnesses. A total of 205 D-1 type chutes and 13 work orders were completed.

Life Raft Shop: During August, 477 R-1 suits, 410 B-5 vests, 60 C-2A rafts and four A3B rafts were inspected and repaired.

Paint, Dope and Fabric Shop: This shop completed a total of 10 work orders, 32 inspection slips, five TOC's and 44 line specialist work orders during August.

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Welding Shop: Several specialist steel work orders on Base Flight and B-47 aircraft were received and completed. Four engine dollies were also modified. A landing gear C-26 power unit was manufactured in the shop.

Wood Shop: This section manufactured three conference tables for Fifteenth Air Force headquarters, five tables for the SAC Bombing Competition, and set up a dispatch project consisting of five tables, charts and other items to complete the project. The work flow for August was considered normal by the shop.

EQUIPMENT MALFUNCTION:

Malfunctions were considered routine during July by the Sperry Gyroscope Company and Western Electric Company Technical Representatives. A total of 158 International Business Machine mal-
1/
function cards were submitted during July.

During July, investigation was made by the Philco Corporation Technical Representative into the excessive number of R-1227 (10 Ohm, 10 watt) failures. This resistor is part of the pitch and roll stabilization amplifier for antennas.

It was found that in part these failures were due to improper maintenance practices. Maintenance factors influencing the failure rate are as follows: improper final amplifier balance in the serve amplifier stabilization system; improper sensitivity and adjustment of the serve amplifier; improper synchro electrical zero settings,

1/ Rept fm Sperry Gyroscope Field Engineer to Com 22d BOMFWg, subj: Monthly Technical Rept for July '55..... TAB K

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and improper actuator clutch adjustments.

Shop personnel were thoroughly indoctrinated in the operational theory of this stabilization system and in determining the electrical zero setting of synchros.

During the month of July a Ultra High Frequency (UHF) Receiver-Transmitter malfunctioned due to low voltage dynamometer brush failure. This unit had been checked and tested at OCAMA in April 1955 and bore the depot seal, which was dated and intact upon arrival in the Field Radio Shop. The Radio Corporation of America Service Company (RCA) Technical Representative reported that improper brushes were installed as has been the case in the past.

The Sperry Gyroscope Technical Representative reported the following malfunctions: elevator proopise; aileron wallow; aileron jitter inturns; and heading wander. These malfunctions are considered routine in nature by the representative.

SUPPLY:

The majority of the various organizational supplies' time was devoted to the new Unit Authorization Lists (UAL) forwarded from Headquarters SAC.

Typical of the UALs' received was the one received by the 19th Bombardment Squadron. During July, they received a Unit Mission Equipment (UME) authorization of \$271,950.36 and Unit Support Equipment (USE) authorization of \$500,640.66 for a total UAL value of

- 2/ Rept fm Philco Field Maint Engineer to Com 22d BOMBWg, subj: Monthly Technical Rept for July '55.....TAB L
- 3/ Rept fm RCA Technical Representative to Com 22d BOMBWg, subj: Monthly Technical Rept for July '55.....TAB M
- 4/ Rept fm Sperry to Com 22d BOMBWg, subj: Monthly Tech Rept for July '55.....TAB N

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\$723,591.02. However, during August they prepared and submitted UAL Change Requests on the UAL received in July. Nine Change Requests were submitted for a new authorization dollar value: UME \$313,260.43; USE \$504,904.01 for a total UAL value of \$818,164.44.

Some equipment not needed to accomplish the mission was deleted by means of UAL Change Request.

FACILITIES:

Work was continued on the KC-97 ramps being designed by the Food Machinery and Chemical Corporation of Riverside. A blueprint of one type of loading ramp was presented to the Division Director of Materiel, however, due to the structural changes involved in the aircraft, it was not accepted.

Ramp destruction of dust areas have been completed by the civilian contractors with leveling and necessary fill prior to cementing being the present undertaking. Dust raised during the construction is hampering maintenance operations to some extent.

New Armament and Electronics Building:

The Auto Pilot Shop moved into the new A&E building and is now set up for operation.

The 22d A&E Maintenance Squadron unit supply effected the move from building 445 to the new building during the first of July. Bedding, field equipment and housekeeping supplies are all that remain in the old shop. In the near future it is planned to move the

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artic clothing from West March AFB storage and combine it with the field gear in order to have it more readily accessible. The Material Control Section, Unit Supply Records Section and the Tool Crib are now centrally located in the new building. Although not completely settled as yet the space and storage areas and bins are adequate. Expendable items are not maintained in supply and are issued on a daily basis instead of monthly. More accurate control and consumption is possible this way thereby conserving the monetary allotment."

The Test Equipment Section moved to the same shop as the Fire Control Section. Fire Control moved to building 2300 from building 434.

22d Periodic Maintenance Docks:

The area between the docks was still undergoing construction during August. The sewer lines were installed with the air, water, and electric power lines yet to be installed. The two B-47 docks were utilizing the new type steel docks but due to the construction, they were forced to move back to the old type wooden docks.

Ltr fm General Electric Field Engineer to Com 22d BOMEWg subj:
 Monthly Technical Rept for July '55.....TAB O
 Maintenance Information Bulletin #IV June-July 22d BOMEWg.....TAB P

BIBLIOGRAPHY

Information was extracted from the files of the following agencies and squadrons of the 22d Bombardment Wing (M):

Directorate of Operations

Directorate of Materiel

Directorate of Personnel

Wing Controller •

2nd Bombardment Squadron

19th Bombardment Squadron

33rd Bombardment Squadron

22d Air Refueling Squadron

22d Periodic Maintenance Squadron

22d Armament and Electronics Maintenance Squadron

22d Field Maintenance Squadron

APPENDIX

TAB

22d BOMEWg Reg 9-2, subj: Index to 22d Bomb Wing (M) Forms...	A
22d BOMEWg Reg 34-1, subj: Incentive Awards, dated 6 May '55.	B
22d BOMEWg Reg 34-1A, subj: as above, dated 29 Aug '55.....	C
MAFB Summary of Accidents and Injuries-Aug '55 Rept #001, 002, 003.....	D
Standing Operating Procedures #9 to #21 and #23.....	E
Standing Operating Procedure #22.....	F
Standing Operating Procedure #24.....	G
Standing Operating Procedure #25.....	H
Ltr from 22d DP, dated 23 Jun '55, subj: Preparation of Officer Effectiveness Reports: to Indorsing Officers.....	I
Ltr (CONFIDENTIAL) fm 12 ADiv to Com 22d BOMEWg, dated 5 Aug '55, Subj: Fifteenth AF Operations Order 305-55 (Billy Club).	J
Rept fm Sperry Gyroscope Field Engineer to Com 22d BOMEWg, subj: Monthly Technical Rept for July '55.....	K
Rept fm Philco Field Maint Engineer to Com 22d BOMEWg, subj: Monthly Technical Rept for July '55.....	L
Rept fm RCS Technical Representative to Com 22d BOMEWg, subj: Monthly Technical Rept for July '55.....	M
Rept fm Sperry to Com 22d BOMEWg, subj: Monthly Tech Rept for July '55.....	N
Ltr fm General Electric Field Engineer to Com 22d BOMEWg subj: Monthly Technical Rept for July '55.....	O
Maintenance Information Bulletin #IV June-July 22d BOMEWg.....	P

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

REGULATION)

20 July 1955

NO 9-2)

FORMSIndex to 22d Bombardment Wing (M) Forms

1. PURPOSE: To provide all 22d Bombardment Wing (M) activities with a list of all current 22BW forms, and to indicate the source of supply for these forms.

2. GENERAL: Initiation of new forms and revisions or reprints of existing forms will be accomplished in accordance with Wing Reg 9-1.

3. CURRENT 22D BOMB WING FORMS:

<u>FORM NUMBER</u>	<u>DATE</u>	<u>TITLE OF FORM</u>
1	14 June 55	Aircraft Utilization Interrogation
4	20 May 53	Dock Status
7	19 Feb 52	Report of on-hand percentage of Fly-Away Kit Unit Equip and/or O-15 Cameras
32	15 Jul 52	Report of Wing Duty Officer
47	1 Aug 52	Recommendation for Prom of Amn
55	15 Jan 55	Phase Deployment of Personnel
58	24 Feb 53	Phase Deployment of Material
77	15 Feb 52	Night Duty Report
91	9 Sep 52	AWOL Check List
144	1 Aug 52	Confirmation of Crew Members or Crew Serial # Change
148	12 Sep 52	Aircraft Requirement Records
171	13 Apr 53	Unit Percentage
172	13 Apr 53	Roster of New Percentage Training
188	24 Apr 52	Target Form Receipt
199	15 Jul 52	Security Clearance & Training Report
200	15 Jul 52	Flight Pay Card

(This Regulation Supersedes Wing Regulation 9-2, dated 25 August 1954)

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Page 2

<u>FORM NUMBER</u>	<u>DATE</u>	<u>TITLE OF FORM</u>
202	15 Jul 52	Aircraft 263 Equipment Status Charge Report
203	5 Aug 52	Classified Document
242	6 Feb 53	Abort Status Report
247	12 Feb 53	T-33 Mission Accomplishment Form
250	17 Feb 53	Maintenance Personnel Training Rct Form
253	25 Feb 53	Instructor Pilots Grade Sheet
254	26 Feb 53	B-47 Pilot Check out Sheet
256	4 Mar 53	T-33 Pilot Field Check-out Certificate
257	6 Mar 53	K-38 Control Log
260	16 Mar 53	Daily Manpower Utilization Report
270	14 Apr 53	Routing Slip for OER's
271	22 Apr 53	Mobile Control Log
273	7 Mar 53	AOB B-47 Check-out
274	7 May 53	AOB B-47 Check-out Certificate
278	21 May 53	B-47 Test Flight of Pilot-Static Calibration
279	21 May 53	Navigation Instrument Calibration Status
281	29 Mar 53	Bomb Ballistic Computation
282B	8 Jun 53	Individual Accomplishments (Pilots)
287	12 Aug 53	RBS Scores
290	9 Sep 53	Locator Points (Personal Equip)
291	14 Sep 53	Request for Upgrading of Downgrading of Combat Crews
296	4 Jun 54	Report on Miss Bombing Error
299	22 Oct 53	A&E Flight Line Job Analysis
308		Specific Personnel Loading List

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Page 3

<u>FORM NUMBER</u>	<u>DATE</u>	<u>TITLE OF FORM</u>
311	25 Nov 53	Specialist Job Record
317	27 Apr 54	Certificate (WDAGD Form 66)
318	4 May 54	Flying Time, Fuel, & Luble & IFR Data Sheet
321	10 Feb 55	KC-97 Mission Data Log
324	12 Jan 55	Specialist Dispatch Record
325	4 Apr 55	Postflight for Bombing Navigations System in B-47
326	11 May 55	Pre Issue Hand Receipt Card
327	11 May 55	Hand Receipt Card
328	17 May 55	Automatic Pilot N-1 Recd, Aux & Radar inflight Report
329	27 May 55	Aircraft & Personnel Data

BY ORDER OF THE COMMANDER:

OFFICIAL:

Edward E Johnson

EDWARD E JOHNSON
Captain, USAF
Adjutant

DISTRIBUTION "D"

EDWARD E JOHNSON
Captain, USAF
Adjutant

Attachment Number 1 to 22d Bombardment Wing (M) Regulation 9-2

OBSELETE 22D BOMBARDMENT WING (M) FORMS

<u>FORM NUMBER</u>	<u>DATE</u>	<u>TITLE OF FORM</u>
5	27 Feb 52	Flight Test Briefing Certificate (Rev)
6	7 May 51	Inspection Form
8	17 Dec 51	Aircraft Status Report (Rev)
9	21 Jan 52	Flight Test Unit
17	7 Mar 52	Maintenance Quality Report
18	4 May 52	Clothing Showdown Inspection Form (Rev)
19	13 Mar 52	Reparable Engine Report
31	15 Jul 52	Request-Miniatur Graph Reproduction
34	15 Jul 52	Regulation Review Form (Rev)
36	25 Oct 52	Request for Orders (Rev)
41	15 Jul 52	22d Bomb Wing Classified Document Receipt
45	15 Jul 52	Blank Form Review Form
48	27 Jul 52	Certificate of Qualification in AFSC
50	17 Sep 52	Correct Strength Totals
76	7 Feb 52	Night Duty Report
84	15 May 52	Inspection report on Rifles and Carbines
85	15 May 52	Inspection Report on Guns, Machine
86	15 May 52	Inspection Report on Guns, Sub-Machine
87	15 May 52	Inspection Report on Pistols and Revolvers
88	15 May 52	Inspection Report on Shot Guns
130	24 Jul 51	Radar Scope Prediction Sheet
133	21 Jan 52	Compass Swing and Compensation Form
208	21 Aug 52	Personnel Officers Card
216	29 Sep 52	Blindfold Cockpit Check Certificate

<u>FORM NUMBER</u>	<u>DATE</u>	<u>TITLE OF FORM</u>
227	22 Oct 52	Flight Test Form (KC-97)
231	19 Nov 52	E-47 Periodic Check List
235	5 Feb 53	Incident Report
236	5 Feb 53	Investigation of Incident Report
239	27 Feb 53	Pilot-Observer Bombing Check List
240	5 Feb 53	Take Off Data
248	12 Feb 53	Flight Test Report and Check List
249	16 Feb 53	B-47-KC-97 Pat Work Sheet
255	3 Mar 53	T-33 Questionnaire
261	23 Mar 53	Unsatisfactory Report Questionnaire
268	10 Apr 53	Technical Analysis Scoring Sheet
272	6 May 53	Daily Post AOCF Report
282a	8 Jun 53	Individual Accomplishment (Observers)
283	15 Jun 53	Specialist Recording Form
284a	16 Jun 53	Visual Bomb Check List (Pre IP)
284b	16 Jun 53	Visual Check List (IP)
285	8 Jul 53	ACB Accomplishment
286	31 Jul 53	Pressure Pattern Work Sheet
295	23 Oct 53	Operational Business Report
298	13 Oct 53	Status Change
301	23 Oct 53	Postflight Inspection Maintenance Record
310	23 Nov 53	Observers Preflight Procedures
322	8 Jul 54	Weekly Aircraft Scheduling Report
323 (Temp)	10 Jul 54	Time Card Error Sheet

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

6 May 1955

REGULATION)

NO. 34-1)

PERSONNEL SERVICES

Incentive Awards

1. PURPOSE:

- a. To establish procedure for extending recognition of outstanding performance by units and individuals.
- b. To implement SAC Regulation 34-16, 11 Oct 54, March Air Force Base Regulation 34-1, 20 Feb 53, and so much of the SAC Safe Aircraft campaign Manual as pertains to Crew of the Month and Maintenance Man of the Month.

2. SCOPE: The provisions of this regulation are applicable to all units and personnel of this wing.

3. GENERAL: Incentive awards within this wing will be given in the following areas of achievement.

a. Outstanding Airman and Outstanding NCO: Reference is made to SAC Regulation 34-16, 11 Oct 54. This regulation is interpreted to envision the recognition of outstanding performance by non-commissioned officers (Grades E-5 through E-7) and by airmen (Grades E-1 through E-4).

b. Maintenance Man of the Month: Each squadron (including Hq Sq Sec) will recommend in letter form to this Hq, Attn: Director of Materiel not later than the 28th of each month a Maintenance Man of the Month. Criteria to be used in selecting the squadron recommendee should include:

- (1) Knowledge of and observing the customs of the service.
- (2) A neat and clean appearance.
- (3) A military bearing which, during duty hours or otherwise, reflects favorably upon the Air Force.
- (4) A working knowledge of directives and technical orders pertaining to his job and remains current in the reading of Technical Orders listed organizational Technical Orders Familiarization Chart.

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- (5) Schedules his work in such a manner that there are few, if any, interruptions due to more than one section attempting to operate in a work area the same time.
- (6) Carries out directives of supervisors with a positive attitude.
- (7) Observes the chain of command on personnel or maintenance difficulties.
- (8) Understands and complies with Air Force supply procedures as set forth in AFM 67-1 and SAC Manual 65-2.
- (9) Complies with fire prevention and ground safety procedures and reports noncompliance of same.
- (10) Maintains aircraft forms in accordance with Tech Order OO-20A-1.
- (11) Observes and complies with security regulations and reports non-compliance of same.
- (12) Suggests, advises and instructs other personnel on proper maintenance procedures derived from his knowledge and experience in the elimination of maintenance difficulties.

c. The Director of Materiel will review all recommendations and furnish Commander, 22d Bombardment Wing with his recommendations as to the most outstanding maintenance man of the month. Commander, 22d Bombardment Wing will select the outstanding maintenance man of the month and furnish the individual with an appropriate letter of appreciation. Any squadron declining to submit recommendation for any particular month will submit a negative report.

d. Crew of the Month: Each bomb squadron and the air refueling squadron will nominate a "Crew of the Month". This nomination will be forwarded each month so as to arrive this headquarters, Attn: Flying Safety Officer, not later than the 28th day of each month, criteria to be used in selecting the squadron nomination should include:

- (1) Outstanding accomplishments which promotes flying safety or averts possible accidents will be the primary consideration.
- (2) Consistent performance which characterizes highest standards of safe aircraft operations.
- (3) Interest in maintenance and cleanliness of assigned aircraft. This should include the crews appearance in flight clothing and general military bearing.

REG 34-1
3 Pages
Page 3

- (4) Unusual incidents which indicate perserverance in accomplishment of the squadron mission and in general exemplary airman ship qualities.

e. The Director of Operations will review squadron nominations and furnish Commander, 22d Bomb Wing recommendations as to the most outstanding Crew of the Month. The Commander, 22d Bombardment Wing will select the Crew of the Month and forward an appropriate letter of appreciation to the crew selected. Squadrons declining to submit a nomination for any particular month will submit a negative report.

4. PUBLICITY: Adjutant, 22d Bombardment Wing will be responsible for coordinating publicity relative to these awards.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ALFRED J NELSON
Captain, USAF
Adjutant

/s//t/ ALFRED J NELSON
Captain, USAF
Adjutant

DISTRIBUTION: "D"

HEADQUARTERS (1)
22D BOMBARDMENT WING (M) (2)
March Air Force Base, California (3)
3-REGULATION) 29 August 1955
NO. 34-1A)
PERSONNEL SERVICES (2)

Incentive Awards (2)
1-100-00

(Wing Regulation 34-1, 6 May 1955, is changed as follows)

8. DELETE:
Paragraph 5b.

ADD:
GENERAL: (1)
b. Maintenance Man of the Month. Each Squadron (except Tactical Hospital) will recommend to this Headquarters, ATTN: Director of Materiel, a maintenance man of the month. Recommendations will be made in letter form, in 7 copies and be signed by the Commander. Each recommendation will have attached an 8 x 10 glossy photograph in 5 copies of the airman recommended. Recommendations must reach this Headquarters not later than the 25th of each month. Specific details concerning recognition, awards, and manner of selection are contained in 12th Air Division Policy Letter 66-5, 15 April 1955. Criteria should include:

- (1) Knowledge of and observing the customs of the service.
- (2) A neat and clean appearance.
- (3) A military bearing which, during duty hours or otherwise, reflects favorably upon the Air Force.
- (4) A working knowledge of directives and technical orders pertaining to his job and remains current in the reading of Technical Orders listed organizational Technical Orders Familiarization Chart.
- (5) Schedules his work in such a manner that there are few, if any, interruptions due to more than one section attempting to operate in a work area the same time.
- (6) Carries out directives of supervisors with a positive attitude.

- (7) Observes the chain of command on personnel or maintenance difficulties.
- (8) Understands and complies with Air Force supply procedures as set forth in AFM 67-1 and SAC Manual 66-2.
- (9) Complies with fire prevention and ground safety procedures and reports noncompliance of same.
- (10) Maintains aircraft forms in accordance with Tech Order 00-20A-1.
- (11) Observes and complies with security regulations and reports non-compliance of same.
- (12) Suggests, advises and instructs other personnel on proper maintenance procedures derived from his knowledge and experience in the elimination of maintenance difficulties.

c. The recommendation for the outstanding maintenance man of the month, as determined by the Wing Selection Board, will be furnished to the Commander, 22d Bombardment Wing (M) by the Chief of Maintenance. The Commander, 22d Bombardment Wing (M) will furnish the individual with an appropriate letter of appreciation. Any squadron declining to submit a recommendation for any particular month will submit a negative report.

BY ORDER OF THE COMMANDER:

OFFICIAL: EDWARD E. JOHNSON (1)
Captain, USAF
Adjutant

/s/ EDWARD E. JOHNSON (2)
Captain, USAF
Adjutant

DISTRIBUTION: "A"

- (3) Scheduled his work in such a manner that there are few if any interruptions due to more than one section attempting to operate in a work area the same time.
- (4) Carries out directives of supervisors with a positive attitude.

TAB D

MARCH AIR FORCE BASE SUMMARY OF ACCIDENTS AND INJURIES - AUGUST 55

ORGANIZATION	INDUS- TRIAL	VEH. PVT.	HOME & BARRACKS	SPORTS	MISC. & RECREATION	ALTERCATION & HORSEPLAY	PEDES- TRIAN	TOTAL INJURIES	MAN DAYS EXPOSURE	RATE
807th ABGru	0	2*	0	0	0	1	0	3*	137,113	2.19
22nd Bm Wg	0	4	0	0	0	0	0	4	63,964	6.25
320th Bm Wg	0	2	0	0	1	0	0	3	63,147	4.75
TOTAL INJURIES	0	8*	0	0	1	1	0	10*	264,244	3.78

* Motorcycle (one)

Days Lost Thru Military Injuries 117 Fatalities 0 Total Injury & Accident Cost \$3,818.00Government Vehicle None Property Damage Accidents NoneCivilian Employee Accident 1 Days Lost 7 Injury Cost \$98.00 Rate 7.08

Civilian Federal Employee, Industrial Injury

ORGANIZATION	LOCATION	TIME DATE	ACCIDENT CAUSE	DAYS LOST	INJURY	ACCIDENT TYPE
807th Instl Sq Civ, O. Hubenthal Age 51 Report #006	Yard outside New Hangar, Bldg 1818, March AFB	1100 19 Aug	Federal civilian employee had parked his dump truck and unloaded lumber from it. He proceeded to close the tailgate by manually raising it. The hooks or sockets on which it hinges were sprung and allowed gate to drop down, crushing injured's thumb against the truck body.	7 \$98	Crushed thumb left hand, Amputation by surgery	Industrial on the job

807TH AIR BASE GROUP - AUGUST 1955

Page 2

ORGANIZATION	LOCATION	TIME DATE	ACCIDENT CAUSE	DAYS LOST	INJURY	ACCIDENT TYPE
807th Supply Sq A/1C T.G. Groves Age 25 Report #004	Mill Creek Road Mentone, near Redlands, Calif	1500 21 Aug	Airman was driving his motorcycle too fast to negotiate a curve. He was thrown clear of the vehicle which continued over a 30 ft embankment.	5 \$150	Abrasions & contusions of both arms and left leg	Private Motor Vehicle Motorcycle Driver
807th Supply Sq A/3C R.E. Chaney Age 18 Report #008	Intersection Valley Way Rd, & Hwy #60, 2 miles west of Riverside, Cal	0700 25 Aug	T/Sgt G. L. Hale, 807th Instl Sq, driving too fast for foggy conditions struck rear wheels of dump truck which had all but crossed Hwy #60. Hales car left no skid marks before impact. Only the passenger A/3C Chaney was injured.	10 \$300	To Passenger Laceration of face and head Driver not injured	Private Motor Vehicle Passenger
807th Instl Sq A/2C W. Hayes, Jr Age 21 Report #009	4460 Howard St, Riverside Calif	2300 26 Aug	Airman Hayes was visiting the home of a married woman he'd met in a local bar. The husband entered house and attacked him with a piece of 2" by 4" then chased and knocked him into a state of semi-consciousness.	45 \$1350	Skull fracture and concussion	Altercation Attack with a deadly weapon

22ND BOMBARDMENT WING (M) - AUGUST 1955

Page 3

ORGANIZATION	LOCATION	TIME DATE	ACCIDENT CAUSE	DAYS LOST	INJURY	ACCIDENT TYPE
✓ 22d Fld Maint Sq G. J. Leitheiser A/2C, Age 21 Report #001	Cajalco Rd. 1.4 miles West of U.S. Hwy #395, Ferris Calif	1700 8 Aug	Ann Leitheiser was driving A/1C B. Yeubanks 1950 Plymouth at an excessive speed on a back road. He failed to heed a "curve ahead" sign and on entering the curve slid for 120 ft, leaving the road, then rolled for 150 ft. A tele- phone lineman discovered the wreck and notified the Calif Hwy Patrol.	15 \$450	Concussion, possible skull fracture	Private Motor Vehicle Driver
✓ 22d Fld Maint Sq A/1C B.W. Yeubanks Age 21 Report #001	See above	See above	Passenger and owner of car invol- ved in accident reported above.	2 \$60	Sprained rt. ankle, multi- ple abrasions & lacerations	Private Motor Vehicle Passenger
L 22d Air Rflg Sq A/1C W.A. Hagerty Age 23 Report #002	Intersection Garvey Avenue (Hwy #60-99) & Azusa St, West Covina, Calif	2100 11 Aug	Ann Hagerty, driving alone, travel- ing West on Garvey Ave entered intersection on a green light when Veh #2 coming east, turned in front of him. Ann Hagerty was not con- sidered at fault in the collision which followed.	5 \$150	Possible internal injuries	Private Motor Vehicle Driver
✓ 2nd Bomb Sq Capt W.E. Downing Age 37 Report #003	Washington St & R.R. tracks, Riverside, Cal	0300 13 Aug	The Capt. was returning alone from a base party where he had been swimming most of the evening. He failed to see or hear RR "wig wag" signal and ran under the side of a tank car stopped on the crossing. He claimed his car brakes failed.	5 \$150	Possible fracture of ribs	Private Motor Vehicle Driver Fatigued & "Had been Drinking"

320TH BOMBARDMENT WING (M) - AUGUST 1955

Page 4

ORGANIZATION	LOCATION	TIME DATE	ACCIDENT CAUSE	DAYS LOST	INJURY	ACCIDENT TYPE
320th Air Rflg Sq A/2C D. R. French Age 20 Report #005	Hwy #66 at "Y" Intersection of 4th St, San Bernardino, Cal	0100 19 Aug	Airman was driving alone travel- ing East on Hwy #66 and lost con- trol while attempting to turn off on right fork of "Y" intersection. He struck dividing island, skidded 135 feet and into a concrete light standard.	10 \$300	Multiple lac- erations & contusions of face & head	Private Motor Vehicle Driver Excessive spe "Had been Drinking"
320th Per Maint Sq A/1C E.B. Carroll Age 23 Report #007	Old Morono Rd, 3 miles South of Sunnymead, Cal	2000 19 Aug	Amn was riding a motorcycle and carrying a 22 Cal. pistol in his pants pocket. The pistol was jolted loose and as he reached for it the weapon discharged, shooting him through the buttocks and into calf of right leg.	5 \$150	Gun shot wound in right but- tock & calf of rt. leg	Misc. & Recreation
320th Air Rflg Sq A/2C R.R. Harmon Age 20 Report #010	Intersection Hwy #395 and Alessandro Rd, Edgemont, Calif	0200 28 Aug	Amn dirving alone traveling South on Hwy #395 made left turn at high rate of speed, ran over a dividing curb then into a drainage ditch and striking a pole.	15 \$450	Fracture of lower skull contusion of right side of face	Private Motor Vehicle Driver

DISTRIBUTION "X" Plus 75 copies to
Base Ground Safety

CONSOLIDATED PERSONNEL SECTION
HEADQUARTERS 22ND BOMBARDMENT WING (M)
March Air Force Base, California

STANDING OPERATING PROCEDURE)

21 October 1955

NUMBER

9)

Review of Unit Personnel Records
(This SOP supersedes SOP #9, 7 Jul 1955)

1. PURPOSE: To establish the procedure for reviewing unit personnel records in accordance with AFR 31-9, AFM 35-12, 15AFR 31-4 and 15AFR 39-2.

2. RESPONSIBILITY: a. The personnel officer of the section will be responsible that records are reviewed on the occasions specified by paragraph 3 below.

b. Officer and airman record clerks will assume responsibility for reviewing personnel records with the officer and/or airman to whom the records pertain. Officer and airman record clerks will also schedule and notify military personnel when record reviews are necessary.

3. PROCEDURE: a. Officer unit personnel records will be reviewed annually within the 60-day period preceding birthday, upon assignment or reassignment, prior to departure on TDY exceeding 60 days, and prior to separation. Airman unit personnel records will be reviewed within the 60-day period preceding birthday and prior to separation or discharge.

b. The notification to military personnel that a record review is necessary will be prepared in accordance with SOP #11.

c. Officers who review their records and officer record clerks will be guided by the attachment to this procedure and SOP #11. Forms, records, documents or correspondence not required in the files will be disposed of in accordance with AFM 181-5.

d. Airmen who review their records and airman record clerks will be guided by AFM 35-12 and SOP #11. Items removed from the files will be disposed of in accordance with AFM 35-12.

Edward Blake

EDWARD BLAKE
1st Lt, USAF
Personnel Officer

1 Incl:
Atchmt - Checklist - Officers

DISTRIBUTION:

1 15AFDP
1 12ADDP
1 Ea Advisor
1 Ea Clerk
1 Sec Ref File

Officer unit personnel records will consist of the following; however, every officer will not necessarily have each of the items listed. Items marked with an asterisk (*) will be considered mandatory requirements for officers:

1. AF Form 190, "Air Force Reserve Personnel Record Card."
2. AF Form 207, "Application for Grade Determination."
- * 3. AF Form 279, "Application for Identification Card - DD Form 2AF," reports of loss, and certificates of destruction concerning DD Form 2AF.
4. AF Form 502, "Checklist for Personnel Processing for Oversea Shipment."
- * 5. AF Form 538a, "Certificate of Assignment of Clothing Account Number." In the event the clothing account number as recorded on AF Form 538a does not correspond to the account number on AF Form 538, "Organizational and Flying Clothing and Equipment Account," or if either of these forms is missing, the unit supply officer will be notified in order that appropriate action may be taken.
6. AF Form 712, "Air Force Reserve Personnel Report of Total Allowable Points and Service."
- * 7. DD Form 93, "Record of Emergency Data."
- * 8. DD Form 98, "Loyalty Certificate for Personnel of the Armed Forces."
- * 9. DD Form 98a, "Consolidated List of Organizations for Use with DD Form 98."
10. DD Form 220 or DA Form 0177, "Active Duty Report."
11. DD Form 234, "Allotment Authorization to Start or Stop Allotments." Required for personnel who have or have had an allotment in effect.
- * 12. DD Form 380AF, (formerly DA Form 201, which may be used).
- * 13. DD Form 398, "Statement of Personal History."
14. DD Form 675, "Receipt for Records and Patients Property."
15. DD Form 719, "Application for Military Dependent Identification Card." For personnel who have applied for military dependent identification card.
- * 16. DA Form 8-117, "Immunization Register," or Standard Form 601, "Immunization Record."
- * 17. Pursuant to AFR 205-6, when applicable:
 - a. Copies of communications reflecting clearance for access to classified information.
 - b. Request for personnel security investigation.
 - c. Copies of communications reflecting cancellation of requests for personnel security investigation.
 - d. Notice of completion of personnel security investigations wherein no derogatory information has developed.
- * 18. Certificate of verification of personnel records. At this station 15AF Form 193, "Personnel Records Review," will be used.
19. Letters of commendation as described in AFR 30-9.
20. Academic and school reports (civil or military schools, including extension courses).
21. Other documents or records specifically required by the implementing directive or considered IMPORTANT to the record of service of the person.
22. All orders and personnel action memorandums EXCEPT the following:
 - a. Those pertaining to leave of absence.
 - b. Temporary duty of less than 30 days duration.
 - c. Courts-martial orders reflecting findings of not guilty or acquittal.
 - d. Those issued solely to document entries on personnel records and morning reports which are not of permanent or historical value to the record of service of the officer.

Attachment #1 to SOP #9, Hq 22d Bom Wg, 27 Jan 55

23. AF Form 475, "Training Report."
- *24. AF Form 617, "Officer's Leave Record."
- *25. WD AGO Form 66 (original), "Officer's Qualification Record."
- *26. WD AGO Form 66A, "Report of Change to WD AGO Form 66." (Only filed until WD AGO Form 66 is reaccomplished)
27. Copies of written administrative admonitions and reprimands provided that such is directed by the administering authority. These records will be removed from the files and destroyed upon submission of the next effectiveness report or reassignment from the jurisdiction of the administering authority.
28. Copies of records of nonjudicial punishment administered under UCMJ, Article 15, or AR 104 subsequent to 1 July 1948. If a record of two such actions exists or a combination of such actions and a conviction by courts-martial, they will be removed from the files and destroyed only after the provisions of a or b below have been met. If a record of only one such action exists, it will be removed from the record after:
 - a. The officer is selected for either permanent or temporary promotion and his name is placed on an approved selected and recommended list, or
 - b. The officer is separated from the Regular Air Force and appointed as a Reserve Officer of the Air Force, or
 - c. The officer has been considered by a selection board for promotion in the Regular Air Force to the grade of captain, major, lieutenant colonel, or colonel but was not selected.
 - d. A Reserve officer has completed 3 years of active military service in grade of second lieutenant, or 4 years active military service in grade of first lieutenant, or 7 years active military service in grade of captain, major, or lieutenant colonel.
29. Courts-martial orders containing or reflecting APPROVED findings of guilty, including initial promulgating orders, supplementary orders promulgating results of affirming action, and orders pertaining to the exercise of clemency.
- *30. AF Form 625, "Officer Assignment and Preference Record."
- *31. DD Form 737, "Immunisation Certificate."
32. _____
33. _____
34. _____
35. _____

CONSOLIDATED PERSONNEL SECTION
HEADQUARTERS 22ND BOMBARDMENT WING (M)
March Air Force Base, California

STANDING OPERATING PROCEDURE)

28 June 1955

NUMBER

11)

Control of Personnel Records Reviews
(This SOP supersedes SOP #13, 25 Mar 55)

1. PURPOSE: To insure that officer and airman unit personnel records are reviewed as required by AFR 31-9.

2. RESPONSIBILITY: a. The personnel officer of the section will be responsible that unit personnel records are reviewed at appropriate times.

b. The officer and airman record clerks will submit the report called for herein and will conduct records reviews in accordance with SOP #9 and attachment #1 of this procedure.

3. PROCEDURE: a. Not later than the last day of each month a list of persons who must review their records on an annual basis will be prepared. Copies of attachment #2 of this standing operating procedure will be used to prepare this list. After the lists have been prepared they will be submitted in duplicate to the unit commander over the signature of the personnel officer.

b. On the day following an annual records review the reviewed records will be submitted to the senior airman of the officer and/or airman records functional group. The senior airman of the group will check the records to insure they are complete and correct and will return them after ascertaining that the 15AF Form 193 has been signed and dated properly.

c. To insure arriving and departing personnel review their records, the records will be reviewed by these persons before their departure or on the date they join - for newly assigned personnel.

Edward Blake
EDWARD BLAKE
1st Lt, USAF
Personnel Officer

2 Incls:

1. Atchmt #1, Checklist
2. Atchmt #2, Report of Reviews Scheduled

DISTRIBUTION:

- 1 15AFDP
- 1 12ADDP
- 1 Ea Advisor
- 1 Ea Clerk
- 1 Sec Ref File

Check list to be used in conjunction with SOP #9 when conducting a personnel records review:

1. Have all errors or discrepancies been corrected on field personnel records?
2. Has the 201 file been separated into permanent and temporary sections and has the file been screened to eliminate extraneous material?
3. Has AF Form 625 been reaccomplished for each officer? (Annually)
4. Has AF Form 603 been reaccomplished or a Report of Change been submitted for each officer with a research and development AFSC if the record is not current?
5. Has Standard Form 89 been prepared for each person on flying status and those over 40 years of age, and has this person been instructed to contact the flight surgeon for a physical examination?
6. Have airmen who require the reading of UCMJ Articles been scheduled for the reading?
7. Has annual qualification in arms been scheduled for persons who need to fire the assigned weapon?
8. Is the person current insofar as immunizations are concerned? If not, has he been scheduled for immunization?
9. Have all noncommissioned officers who are qualified for award of permanent grades in accordance with AFR 39-29 been recommended to the unit commander for the award?
10. Have airmen qualified for the award of the Good Conduct Medal or the Clasp been recommended to the unit commander for the award?
11. Has 15AF Reg 39-2 been read and explained to each airman who is reviewing his records?
12. Does the person have a DD Form 2AF in his possession?
13. Does the person have a completed Standard Form 601 and does he have an up-to-date DD Form 737 in his possession?
14. Has 15AF Form 193 been completed and signed by the person who reviewed his records and the interviewer?

Attachment #1, SOP #11, Hq 22d Bomb Wg, 28 Jun 55

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

22CP

SUBJECT: Annual Personnel Records Review

TO: Commander
22d Bombardment Wing (M)
March Air Force Base, California

1. The following personnel whose birthdate falls between the 1st day of next month and not later than thirty (30) days hence are required to review their field personnel records as required by AFR 31-9:

<u>Grade</u>	<u>Name</u>	<u>Date</u>	<u>Time</u>
--------------	-------------	-------------	-------------

2. To accomplish this review it is requested the persons listed above report to the consolidated personnel section of this wing (Bldg 400) not later than the dates and times indicated.

BY ORDER OF THE COMMANDER:

Atchmt #2, SOP 11, 28 Jun 55

CONSOLIDATED PERSONNEL SECTION
HEADQUARTERS 22ND BOMBARDMENT WING (M)
March Air Force Base, California

STANDING OPERATING PROCEDURE)

29 June 1955

NUMBER

12)

Immunization Procedures
(This SOP supersedes SOP #17, 4 Mar 1955)

1. PURPOSE: To insure that personnel of the 22nd Bombardment Wing (M) are scheduled for and receive prompt and regular immunization.
2. RESPONSIBILITY: a. The personnel officer of the section will be responsible that military personnel are scheduled for immunization.
b. The senior airmen of the officer and the airman records group will insure that reports are prepared and submitted to the personnel officer in accordance with this procedure.
3. PROCEDURE: a. The senior airmen of the officer and the airman records group will cause each officer and airman records clerk to screen Standard Form 601 on file for all personnel of the unit to determine who is required to receive immunization. Screening will be completed to insure that reports are submitted not later than the 12th of February, April, June, October and December of each year.
b. After the screening has been completed the names of persons required to be immunized will be entered on 807th ABGP Form 45 which will be submitted in duplicate to the personnel officer for further action.
c. When schedules for immunization have been coordinated with the dispensary and personnel are called to be immunized the call will be coordinated with the unit commander to insure appropriate notice is given persons to be immunized.
d. At the time immunizations are given the officer and/or airman records clerk for the unit will be present at the dispensary to permit proper entries to be made on immunization records by medical personnel.
4. REFERENCES: AFR 160-101, 160-102, SAC Reg 160-1, Base Reg 160-14.

Edward Blake
EDWARD BLAKE
1st Lt, USAF
Personnel Officer

1 Incl:
807th ABGP Form 45

DISTRIBUTION:

1 15AFDP
1 12ADDP
1 Eac Clerk
1 Sec Ref File

CONSOLIDATED PERSONNEL SECTION
HEADQUARTERS 22ND BOMBARDMENT WING (M)
March Air Force Base, California

*Superseded
1 Aug 55*

STANDING OPERATING PROCEDURE)

29 June 1955

NUMBER 13)

Annual Firing of Small Arms
(This SOP supersedes SOP #20, 15 Mar 1955)

1. PURPOSE: To insure that personnel of the 22nd Bombardment Wing (M) are scheduled for and accomplish an annual firing of small arms.

2. RESPONSIBILITY: a. The personnel officer of the section is responsible that field personnel records are screened periodically and that unit commanders are notified of persons required to fire small arms on an annual basis.

b. Senior airman of the officer and the airman records group will be responsible for requesting records to be screened and that reports are submitted as required by this procedure.

3. PROCEDURE: a. Not later than the last day of March, June, September and December field personnel records will be screened to determine which persons have not fired small arms during the preceding 12 months.

b. After determination has been made lists of persons who must fire will be prepared using copies of the attachment to this standing operating procedure for the purpose. After lists have been prepared they will be submitted to unit commanders in triplicate. The triplicate copy of the list will be maintained in this section as a follow up copy to insure firing reports are not delayed beyond reasonable limits.

c. After firing has been completed unit commanders will be requested to submit reports to the consolidated personnel section in order that field personnel records may be posted.

Edward Blake
EDWARD BLAKE
1st Lt, USAF
Personnel Officer

1 Incl:
Atchmt - Ltr to Unit Comdr

DISTRIBUTION:

1 15AFDP
1 12ADDP
1 Ec Clerk
1 Sec Ref File

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

22CP

SUBJECT: Annual Firing of Small Arms

TO: Commander
22d Bombardment Wing (M)
March Air Force Base, California

1. The following personnel of your unit are required to fire small arms. Request action be taken to have these persons fire at the earliest date and not later than 90 days from the date of this request:

<u>Grade</u>	<u>Name</u>	<u>Grade</u>	<u>Name</u>
--------------	-------------	--------------	-------------

2. After firing has been completed, it is requested that a report of persons who fired be submitted to the consolidated personnel section of this wing (Bldg 400) in order that the field personnel records may be posted.

BY ORDER OF THE COMMANDER:

Atchnt to SOP #13, 29 Jun 55

CC COLLECTED PERSONNEL SECTION
HEADQUARTERS 22ND BOMBARDMENT WING (M)
March Air Force Base, California

STANDING OPERATING PROCEDURE)

7 July 1955

NUMBER 14)

Award of Good Conduct Medal or Clasp
(This SOP supersedes SOP #21, 25 Mar 1955)

1. PURPOSE: To prescribe the method for awarding the Good Conduct Medal or Clasp to deserving and qualified airmen.

2. RESPONSIBILITY: a. The personnel officer will submit lists of qualified airmen to unit commanders for the award of the Good Conduct Medal or the Clasp to the Good Conduct Medal.

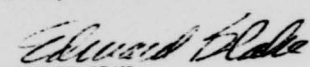
b. The senior airman of the airman records group will require the periodic screening of field personnel records to identify airmen qualified for the award of the Good Conduct Medal or Clasp.

3. PROCEDURE: a. Not later than the last day of March, June, September, and December the senior airman will submit a list of airmen qualified for the award of the Good Conduct Medal or Clasp to the Good Conduct Medal based on the criteria outlined by AFR 35-50. Lists will be prepared by entering the names of qualified airmen on March AFB Form #11 in the format shown by the attachment to this standing operating procedure.

b. After preparation of March AFB Form #11 it will be submitted in duplicate to the personnel officer of the section who will transmit the form to the unit commander for approval, signature, and delivery to the wing adjutant for publication of orders.

c. When the orders are received in the section appropriate entries will be made on the airman records and a copy of the order will be filed in the personnel records folder of the airman who receives the award.

4. REFERENCES: AFR 35-50, AFR 32-10, AFL 25-12.


EDWARD BLAKE
1st Lt, USAF
Personnel Officer

1 Incl:
Atchmt, Format for Award of
Medal, MAFB Form #11

DISTRIBUTION:

1 15AFDP
1 12ADDp
1 Ea Clerk
1 Sec Ref File

REQUEST FOR ORDERS OR PAMS	(Sq symbol)	DATE (Enter proper date)												
TO: (Enter) Adjutant, 22d Bomb Wg (M)	(Sq symbol last case)	(Sq phone number)												
THRU: (USE OFFICE SYMBOLS)														
22CP (and Sq Sq Symbol taken from Base Reg 10-1)														
Synopsis of Orders:														
<p align="center">SAMPLE FORMAT FOR AWARD OF GOOD CONDUCT MEDAL OR CLASP</p> <p>(INDIVIDUAL FOR AWARD OF MEDAL) -</p> <p>MSGT JOHN J DOE AF16197611, 2D BOMBWG, 22D BOMBWG(M), this STH, is awarded the Good Conduct Medal for his duty of honor, effort, and fidelity during pd of 2 Mar 45 to 1 Mar 46. AUTH: AFR 35-50</p> <p>(INDIVIDUAL FOR AWARD OF CLASP) -</p> <p>MSGT JOHN J DOE AF16197611, 2D BOMBWG, 22D BOMBWG(M), this STH, is awarded the Good Conduct Medal Clasp (brass with 2 loops) for his duty of honor, effort, and fidelity during pd of 2 Mar 46 to 1 Mar 49. AUTH: AFR 35-50</p> <p>(GROUP FOR AWARD OF MEDAL AND/OR CLASP) -</p> <p>FRS, 2D BOMBWG, 22D BOMBWG(M), this STH, are awarded the Good Conduct Medal or Clasp as INDC, for their duty of honor, effort, and fidelity during the pd INDC: AUTH: AFR 35-50</p> <table border="0"> <tr> <td>GRADE, NAME & ABBR</td> <td>MEDAL OR CLASP</td> <td>FROM</td> <td>TO</td> </tr> <tr> <td>MSGT JOHN J DOE AF16197611</td> <td>Good Conduct Medal</td> <td>2 Mar 45</td> <td>1 Mar 46</td> </tr> <tr> <td>MSGT JOHN L DOE AF29874727</td> <td>Brz Clp w/2 loops</td> <td>2 Mar 46</td> <td>1 Mar 49</td> </tr> </table>			GRADE, NAME & ABBR	MEDAL OR CLASP	FROM	TO	MSGT JOHN J DOE AF16197611	Good Conduct Medal	2 Mar 45	1 Mar 46	MSGT JOHN L DOE AF29874727	Brz Clp w/2 loops	2 Mar 46	1 Mar 49
GRADE, NAME & ABBR	MEDAL OR CLASP	FROM	TO											
MSGT JOHN J DOE AF16197611	Good Conduct Medal	2 Mar 45	1 Mar 46											
MSGT JOHN L DOE AF29874727	Brz Clp w/2 loops	2 Mar 46	1 Mar 49											
Attachment to SOP #14, 22d Bomb Wg, 7 Jul 55														
INITIATING OFFICER OR UNIT COMMANDER (TITLE, SIGNATURE, and date)	COORDINATED BY: (OFFICE SYMBOL AND INITIAL)													
	22CP													
APPROPRIATION NUMBER:														
ACCOUNTING OFFICER (SIGNATURE AND DATE)	FINAL APPROVAL (SIGNATURE AND DATE)													

CONSOLIDATED PERSONNEL SECTION
HEADQUARTERS 22ND BOMBARDMENT WING (H)
March Air Force Base, California

STANDING OPERATING PROCEDURE)

7 July 1955

NUMBER

15)

Award of Permanent Grades to Airmen
(This SOP supersedes SOP #24, 23 Mar 1955)

1. PURPOSE: To prescribe the procedure for the award of permanent noncommissioned officer grades to deserving and qualified airmen in accordance with AFR 39-29.

2. RESPONSIBILITY: a. The personnel officer will be responsible for insuring that qualified airmen are identified and submitted to unit commanders for an award of permanent grade.

b. The senior airmen of the airman records group will require airman field personnel records to be screened periodically to identify those airmen who are qualified for an award of permanent noncommissioned officer grade.

3. PROCEDURE: a. Not later than the last day of March, June, September, and December airman record clerks will identify and submit the names of airmen who meet the criteria outlined by AFR 39-29 for award of permanent grade to the unit commander. The airman eligible for the awards will be entered on March AFB Form #11 which will be prepared in triplicate in the format shown by the attachment to this standing operating procedure.

b. After the preparation of March AFB Form #11 it will be submitted to the personnel officer of the section for delivery to the unit commander, who will be requested to transmit the forms, after approval and signature, to the wing adjutant for the publication of orders.

c. After receipt of orders announcing the award of permanent grades, appropriate entries will be made on the personnel records and a copy of the order will be filed in the records jacket of the airman receiving the award.

4. REFERENCES: AFR 31-10, AFR 35-500, AFR 39-29, AFM 35-12.

Edward Blake
EDWARD BLAKE
1st Lt, USAF
Personnel Officer

1 Incl:
Atchmt, Format for Award of
Permanent Grade, MAFB Form #11

DISTRIBUTION:

1 15AFDP
1 12ADDP
1 Ea Clerk
1 Sec Ref File

REQUEST FOR ORDERS OR PAMS		FROM: (OFFICE SYMBOL)	DATE:								
TO: (Enter) Adjutant, 22d Bomb Wg (M)	CLERK'S LAST NAME	PHONE: (PHONE NUMBER)									
THRU: (USE OFFICE SYMBOLS) 22CP (and Sq symbol taken from Base Reg 10-1)											
<p>Synopsis of Orders:</p> <p style="text-align: center;">SAMPLE FORMAT FOR AWARD OF PERMANENT TWO GRADES</p> <p>(INDIVIDUAL) -</p> <p>MSGT JOHN J DOE AF36102017, 33D BOMBGR, 22D BOMBWG(M), this STA, is awarded perm grade of MSGT with dt of rank 4 Mar 54. AUTH: APR 39-29.</p> <p>(GROUP) -</p> <p>FMA, ORGN INDC, 22D BOMBWG(M), this STA, are awarded PERM grade with dt of rank INDC: (AUTH: APR 39-29)</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 60%; text-align: center;">TO PERM MSGT</td> <td style="width: 40%; text-align: center;">DT OF RANK</td> </tr> <tr> <td>MSGT JOHN J DOE AF36102017, 33D BOMBGR</td> <td style="text-align: center;">4 MAR 55</td> </tr> <tr> <td style="text-align: center;">TO PERM TECHNICAL SGT</td> <td style="text-align: center;">DT OF RANK</td> </tr> <tr> <td>TSGT RICHARD R ROE AF1819-071, 2D BOMBGR</td> <td style="text-align: center;">11 MAR 55</td> </tr> </table> <p style="text-align: center;">Attachment to SOP #15, 7 Jul 55</p>				TO PERM MSGT	DT OF RANK	MSGT JOHN J DOE AF36102017, 33D BOMBGR	4 MAR 55	TO PERM TECHNICAL SGT	DT OF RANK	TSGT RICHARD R ROE AF1819-071, 2D BOMBGR	11 MAR 55
TO PERM MSGT	DT OF RANK										
MSGT JOHN J DOE AF36102017, 33D BOMBGR	4 MAR 55										
TO PERM TECHNICAL SGT	DT OF RANK										
TSGT RICHARD R ROE AF1819-071, 2D BOMBGR	11 MAR 55										
INITIATING OFFICER OR UNIT COMMANDER (TITLE, SIGNATURE AND DATE) (Enter unit commander's name, title and date)		COORDINATED BY: (OFFICE SYMBOL AND INITIAL)									
		22CP									
APPROPRIATION NUMBER:											
ACCOUNTING OFFICER (SIGNATURE AND DATE)		FINAL APPROVAL (SIGNATURE AND DATE)									

MAFB FORM 11 (Replaces all locally devised forms to request orders or pams) (BA-VIII-154)

CONSOLIDATED PERSONNEL SECTION
HEADQUARTERS 22ND BOMBARDMENT WING (M)
March Air Force Base, California

STANDING OPERATING PROCEDURE)

7 July 1955

NUMBER 16)

Annual Physical for Flying Personnel and Those Over 40
(This SOP supersedes SOP #23, 23 Mar 1955)

1. PURPOSE: To insure that flying personnel and those over 40 years of age are scheduled for and receive an annual physical examination, and to provide a guide for preparing Standard Form 89, Report of Medical History.
2. RESPONSIBILITY: a. The personnel officer will be responsible that personnel mentioned in paragraph 1 are scheduled for an annual physical examination.
b. The senior airman of the officer and airman records group will require officer and/or airman records clerks to complete Standard Form 89 in accordance with this standing operating procedure.
3. PROCEDURE: a. During annual personnel records reviews the officer and/or airman records clerk will complete items 1 thru 17, Standard Form 89 (in original only) for each officer or airman who is on flying status or is over 40 years of age. The records clerk will be guided by the attachment to this standing operating procedure when completing the form.
b. The Standard Form 89 will be given to the officer or airman for whom it was prepared and the person will be instructed to contact the Flight Surgeon for an appointment to be physically examined. The SF 89 will be delivered to the flight surgeon's office on the appointed date by the person to be examined. This information will be conveyed to the person to be examined during the records review.
c. When reports of physical examination are received from the flight surgeon's office they will be filed in the records folder of the person who is examined after appropriate entries have been made on the personnel records of the person.

Edward Blake
EDWARD BLAKE
1st Lt, USAF
Personnel Officer

1 Incl:
Attachment, Sample Standard Form 89

DISTRIBUTION:

1 15AFDP
1 12ADDP
1 En Clerk
1 Sec Ref File

GUIDE FOR PREPARING STANDARD FORM 89 FOR FLYING PERSONNEL AND THOSE OVER 40

Complete items as follows:

- Item 1: Last name, first name, middle NAME
- Item 2: Grade and component (RegAF, AFRes)
- Item 3: Air Force Service Number
- Item 4: Complete home address to include number, street, city and state
- Item 5: Indicate "Annual" (if over 40); "Annual II" (flying officers); or "Annual III" (flying airmen).
- Item 6: Leave blank if not being examined on date of preparation of form; if being examined on date the form is prepared - enter current date
- Item 7: Indicate "Male"
- Item 8: Enter race as Caucasian, Negroid, etc
- Item 9: Enter total years of military service, civil government service will be entered as "0"
- Item 10: Enter "DAF"
- Item 11: Enter unit designation to indicate squadron and wing, i.e., 19th Bomb Sq, 22d Bomb Wg (M)
- Item 12: Enter day, month and year of birth
- Item 13: Give city and state where born
- Item 14: Give name, relationship and address of next of kin
- Item 15: Enter "4164th USAF Hospital, March AFB, Calif"
- Item 16: Enter, as appropriate, AC, Pilot, Observer, Navigator, Boom Operator, Radio Operator, Flt Engr, Officer or Airman (If not flying and over 40)
- Item 17: Indicate whether health is Excellent, Good, Fair or Poor.

Prepare the Standard Form 89 in original only using typewriter. Check for accuracy and completeness. If properly completed advise the person to be examined to contact the Flight Surgeon for physical examination. When reporting to the Flight Surgeon the person to be examined will take the Standard Form 89 with him.

Attachment to SOP 23, 22d Bomb Wg, 23 Mar 55

CONSOLIDATED PERSONNEL SECTION
HEADQUARTERS 22ND BOMBARDMENT WING (M)
March Air Force Base, California

STANDING OPERATING PROCEDURE)

12 July 1955

NUMBER

17)

Maintenance of DD Form 380AF (DA Form 201) Files
(This SOP supersedes SOP #5, 7 Mar 1955)

1. PURPOSE: To insure that DD Form 380AF (DA Form 201) files are maintained currently and properly.

2. RESPONSIBILITY: a. Responsibility for assuring the DD Form 380AF (DA Form 201) files are properly maintained is assumed by the personnel officer of the section.

b. The senior airman of the officer records group will be responsible for ascertaining that files for officers are maintained on a current basis in accordance with AFR 31-9 and this procedure.

c. The officer records clerks will insure that items required in the file are filed promptly and correctly. The clerk will be guided in this respect by this procedure and SOP #9.

3. PROCEDURE: a. Officer personnel files will consist of orders, forms, documents, memoranda and correspondence outlined by AFR 31-9 and other directives which specifically require material to be filed in the 201 folder. (See SOP #9)

b. Each DD Form 380AF (DA Form 201) file for officer personnel will consist of two sections, a permanent and a temporary section. One copy only of any document, form, order, memoranda or correspondence will be filed. Additional copies will be distributed in accordance with applicable directives or given to the officer if not otherwise required. Items removed from the files will be disposed of in accordance with AFM 181-5.

c. The permanent section of the file will include the records listed by paragraph 12, AFR 31-9. In addition one copy only of each order of appointment, promotion, demotion, flying orders; orders pertaining to entry on active duty or release therefrom will be retained.

d. The temporary section will contain records of local importance such as the latest award of duty AFSC, duties (principal and additional), primary and additional AFSCs, appointments to courts, boards, committees, and other items of local and current interest. The temporary section of the file will be screened periodically and orders awarding duties (principal and additional), AFSCs, appointments to courts, boards, committees, etc., that are no longer effective, will be removed from the file and given to the officer to whom they pertain.

DISTRIBUTION:

1 15AFDP
1 12ADDP
1 En Clerk
1 Sec Ref File

Edward Blake
EDWARD BLAKE
1st Lt, USAF
Personnel Officer

CONSOLIDATED PERSONNEL SECTION
HEADQUARTERS 22ND BOMBARDMENT WING (M)
March Air Force Base, California

STANDING OPERATING PROCEDURE)

12 July 1955

NUMBER

18)

Requests for Orders

(This SOP supersedes SOP #19, 15 Apr 1955)

1. PURPOSE: To permit a uniform and orderly system for preparing and submitting requests for orders and to provide a standard for the preparation of such requests.

2. RESPONSIBILITY: a. The personnel officer of the section is responsible for insuring requests for orders are submitted and that the publication of orders is not delayed within his capabilities.

b. The senior airman of the officer and the airman records groups is responsible that requests for orders are prepared accurately and without delay in accordance with this SOP, AFM 30-3, and the attachment to this procedure.

3. PROCEDURE: a. Whenever required, clerks will prepare March AFB Form #11 and submit it in duplicate to the personnel NCO of the consolidated personnel section after presenting it to the senior airman of the functional group to be checked for accuracy. When preparing requests for orders clerks will use the attached sample formats and AFM 30-3 as guides.

b. Senior airman will insure requests prepared by clerks conform to the standards outlined by the attachment and AFM 30-3 before submitting the request for publication.

c. March AFB Form #11 may be used in preparing all types of requests for orders and will be addressed to the adjutant of the proper order issuing agency whether at wing, air base, or air division level. AF Form 626 may be used when preparing TDY orders.

d. When the requirements of an order do not conform to the standard formats shown on the attachment, an approximation or a closely related wording will be prepared using a maximum of authorized abbreviations.

e. At no time will personnel clerks enter appropriation or funding symbols when preparing requests for orders. These will be entered when the request is processed through the budget and accounting agency on the base.

4. REFERENCES: AFM 30-3, JANAF 169 and the attachment.

1 Incl:

Ltr 12AD, subj: Format for
SOs, 3 Mar 55

DISTRIBUTION:

1 15AFDP
1 12ADDP
1 Ea Clerk
1 Sec Ref File

Edward Blake
EDWARD BLAKE
1st Lt, USAF
Personnel Officer

CONSOLIDATED PERSONNEL SECTION
HEADQUARTERS 22ND BOMBARDMENT WING (M)
March Air Force Base, California

STANDING OPERATING PROCEDURE)

12 July 1955

NUMBER 19)

Alert and Recall Procedures
(This SOP supersedes SOP #28, 1 Jun 1955)

1. PURPOSE: To outline steps to be taken by personnel of the consolidated personnel section during alert and recall periods.

2. RESPONSIBILITY: a. The personnel officer of the section will be responsible for compliance with mobility requirements and for reports called for herein.

b. The senior airman of each functional group will be required to supervise packing and crating of office equipment, supplies, and records of the group and for insuring reports are prepared promptly and correctly as outlined below.

3. PROCEDURE: a. When recalled and during alert periods personnel of the section will:

- (1) Report to the unit supply and pick up mobility bag.
- (2) Secure weapon and ammunition.
- (3) Report to the duty section with the equipment mentioned in paragraph (1) and (2) above and assist in preparing reports called for by paragraph b below.

b. The first airman of the morning report group to arrive at his duty station will immediately prepare reports called for below. As each clerk arrives subsequently he will assist in the preparation of reports. The attachment to this procedure will be used as a guide in preparing reports. Separate reports will show the following:

- (1) Personnel on leave, delay enroute and pass. Persons will be listed on DD Form 96 (duplicate) during practice alerts. (See format #1). When an actual alert is in operation teletype or commercial telegrams will be prepared and submitted in 4 copies. (See format #4).
- (2) Personnel on TDY other than to school courses will be listed on DD Form 96 which will be prepared in duplicate. (See format #2).
- (3) Personnel on TDY to school courses. These persons will be listed on DD Form 96 which will be prepared in duplicate. (See format #3).

SOP #19

3

c. Reports will be addressed to "22DP" and when completed will be submitted to the personnel officer for signature. Reports will be prepared within the first 60 minutes after the alert sounds, if at all possible.

d. Mobility boxes will be stored in the personnel section in the event evacuation of records is required. When necessary, records, office equipment and a 30 day supply of blank forms and office supplies will be packed in mobility boxes pending a call from the personnel officer to evacuate.

e. When evacuation of personnel only is necessary all personnel of the section will take the assigned weapon and mobility bag and will stand by for instructions from the personnel officer.

f. During the period of the alert personnel of the section will be required to stand by in the personnel section. Regular daily duties will be performed during the period unless conflicting with any portion of this standing operating procedure.

Edward Blake
EDWARD BLAKE
1st Lt, USAF
Personnel Officer

1 Incl:
Atchmt - Format for Reports

DISTRIBUTION:

1 15AFDP
1 12ADDP
1 Ea Clerk
1 Sec Ref File

FORMATS FOR PREPARATION OF ALERT REPORTS & RECALLS

FORMAT #1

Format for listing personnel on leave, delay enroute and pass

Grade Name Leave, delay enroute or pass address

FORMAT #2

Format for listing personnel TDY other than to school courses

Grade Name AFSN Station of TDY

FORMAT #3

Format for personnel TDY at school courses

Grade Name AFSN TDY station & course number

FORMAT #4

Format for recalling personnel from leave, delay enroute or pass

(See SOP #12 for preparing DD Form 173)

22C_____. LEAVE TERMINATED RETURN TO DUTY IMMEDIATELY

or

22C_____. PASS TERMINATED RETURN TO DUTY IMMEDIATELY

Attachment to SOP #19, Hq 22d Bomb Wg, 12 Jul 55

CONSOLIDATED PERSONNEL SECTION
HEADQUARTERS 12TH BOMBARDMENT WING (H)
March Air Force Base, California

STANDING OPERATING PROCEDURE)

14 July 1955

NUMBER

20)

Officer Qualification Folder
(This SOP supersedes SOP #6, 28 Jan 1955)

1. PURPOSE: To provide a uniform method for filing officer qualification records.
2. RESPONSIBILITY: a. The personnel officer of the section is responsible for insuring the provisions of this procedure are complied with.
b. Airmen performing duty as officer records clerks will be responsible for the actions outlined below.
3. PROCEDURE: a. A manila folder or a folder of similar material, measuring approximately 8 x 10 1/2 inches, will be prepared for each officer assigned to a unit. Folders will be identified by typing, in order, the officer's last name, first name, middle initial and service number on the folder tab.
b. When prepared folders will be filed alphabetically by grade. Each folder will contain the following items filed as shown:
 - (1) Officer's Qualification Record, WD AGO Form 66. Record will be filed horizontally and will not be attached to the folder.
 - (2) File copies of Report of Change, WD AGO Form 66A, pertaining to the current WD AGO Form 66. Copies will be fastened to the right side of the folder with an Ansco fastener with the initial change on the bottom and succeeding changes filed numerically thereon.
 - (3) Officer Assignment and Preference Card, AF Form 625. This form will be filed loosely in the folder.
 - (4) Officer's Leave Record, AF Form 617. This record will be fastened to the left side of the folder with an Ansco fastener or paper clip.
 - (5) Certificate of Review of Records, 15AF Form 193. This record will be filed on the left side of the folder under AF Form 617.
 - (6) Immunization Record, Standard Form 601. This record will be filed loosely in the folder. To facilitate the preparation of immunization schedules the record may be kept in a consolidated file during the officer's assignment to the unit.

SOP #20

4

4. REFERENCES: AFM 35-9, AFM 35-11, AFR 35-22; 160-101, 160-102, 15AFR 36-1.

Edward Blake
EDWARD BLAKE

1st Lt, USAF

Personnel Officer

DISTRIBUTION:

1 15AFDP
1 12LDDP
1 Ea Clerk
1 Sec Ref File

CONSOLIDATED PERSONNEL SECTION
HEADQUARTERS 22ND BOMBARDMENT WING (M)
March Air Force Base, California

STANDING OPERATING PROCEDURE)

14 July 1955

NUMBER 21)

Processing Unit Personnel Records for Newly Assigned Officers
(This SOP supersedes SOP #4, 28 Jan 1955)

1. PURPOSE: To insure a standard method for processing the personnel records of newly assigned officer personnel for complete action.

2. RESPONSIBILITY: a. The personnel officer of the section is responsible for insuring the provisions of this procedure are complied with.

b. The senior airman of the officer records group will instruct clerks performing duty in the group in proper methods of records processing outlined herein.

c. The airman maintaining officer personnel records will be responsible for accomplishing the requirements outlined herein.

3. PROCEDURE: a. Upon the receipt of the records of a newly joined officer the officer records clerk of the unit to which the officer is assigned will take the following steps to process the officer's records:

- (1) The officer qualification folder required by SOP #20 will be prepared for the officer.
- (2) The Officer Qualification Record, WD AGO Form 66, will be checked item by item with officer using the check list attached to 15AFR 36-2 for the purpose.
- (3) A personnel actions memorandum request will be prepared showing duty title, duty AFSC, statement whether duty is principal or additional, functional code and effective date. This request will be processed through the director of personnel.
- (4) An opening Report of Change, WD AGO Form 66A, will be prepared and submitted in accordance with AFM 35-9, AFR 36-23 and 15AFR 31-4.
- (5) Officer Assignment and Preference Card, AF Form 625, will be checked and brought up to date.
- (6) Officer's Leave Record, AF Form 617, will be checked in accordance with AFR 35-22 and brought up to date.
- (7) The DD Form 380AF (DA Form 201) file for the officer will be screened in accordance with SOP #9. Documents removed from the file will be given to the officer or disposed of as required by AFM 181-5. The file will be set up as indicated by SOP #17 during the processing.

SOP #21
3a

(7) The officer will sign the Certificate of Review of Records, 154F Form 193 and it will be placed in the officer qualification folder.

b. Officer's who must fire small arms, who require immunization, or who must undergo physical examination, will be placed on schedules for these purposes when they are processing.

4. REFERENCES: AFM 35-9, AFM 35-11, AFR 35-22, AFR 36-23, 154FR 36-2, 154FR 31-4.

Edward Blum
EDWARD BLUM
1st Lt, USAF
Personnel Officer

DISTRIBUTION:

1 154FDP
1 154LDP
1 154Clerk
1 Sec. 1 7

CONSOLIDATED PERSONNEL SECTION
HEADQUARTERS 22ND BOMBARDMENT WING (M)
March Air Force Base, California

STANDING OPERATING PROCEDURE)

15 July 1955

NUMBER

23)

On-The-Job Training Procedures
(This SOP supersedes SOP #11, 8 Feb 1955)

1. PURPOSE: To insure that proper OJT procedures are implemented by clerical personnel of the consolidated personnel section.
2. RESPONSIBILITY: a. The personnel officer of the section is responsible for insuring that eligible airmen are identified and placed on OJT promptly.
b. Squadron OJT officers are responsible for the overall supervision of the OJT program within his unit.
c. The senior airman of the airman records group is responsible for a periodic inspection of records to determine that eligible airmen are placed on OJT.
d. Airman records clerks will screen records, identify eligible airmen and take action to place them on OJT.
3. PROCEDURE: a. On the 15th of each month the senior airman of the airman records group will determine that action has been taken to place all eligible airmen on OJT.
b. Provided certain airmen have not been placed on OJT "as of" the 15th of the month the senior airman will require preparation of the necessary forms and/or correspondence to insure eligible airmen are placed on OJT prior to the 25th of the month. If necessary such correspondence will be expedited to insure meeting the deadline date.
c. Airman records clerks will be guided by attachment #1 to this standing operating procedure when preparing and routing the AF Form 623 and/or AF Form 1098.
d. Airman records clerks will be guided by attachment #2 to this procedure concerning OJT policy within this command.
4. REFERENCES: AFM 35-1, AFM 35-8, AFR 52-1, SAC Reg 52-1, SAC Reg 52-2, 15AFR 52-1, 15th Air Force Airman Reference List of Current Letters and Messages.

2 Incls:

1. Atchmt #1 - Ltr 12AD, subj: OJT Procedures, 20Jan55
2. Atchmt #2 - Ltr 12AD, subj: OJT Policy, 5Feb55

Edward Blake
EDWARD BLAKE
1st Lt, USAF
Personnel Officer

DISTRIBUTION: 1 15AFDP; 1 12ADDP; 1 Ea Clerk; 1 Sec Ref File

HEADQUARTERS 12TH AIR DIVISION
March Air Force Base
California

20 January 1955

BFOJT

SUBJECT: On-The-Job-Training Procedures

TO: See Distribution

1. In order to insure proper implementation of SAC Regulation 52-1, dated 26 May 1954, the following procedures will be placed into effect upon receipt of this correspondence:

a. Squadron classification clerks will determine eligibility for OJT and initiate the first six (6) items of AF Form 623 in triplicate.

b. All copies of the 623 will be sent to Base Classification for issuance of PERAM. Upon completion, they will be returned to the squadron classification clerk with items 8, 9, and 10, of AF Form 623 completed.

c. The squadron classification clerks will forward all copies of the 623 to their respective squadron OJT officer.

d. The squadron OJT officer will complete item 7 and insure that the forms are properly signed and all phases of training entered in Section 1 by the supervisor of the trainee. One (1) copy will be retained by the squadron OJT officer for his file.

e. The supervisor will maintain the original of AF Form 623 while the airman is undergoing training and insure that the OJT officer is informed of the trainee's progress.

f. Upon completion of the training, the trainee will be tested.

2. After the trainee has successfully passed the Job Knowledge or Proficiency Test and is determined eligible for upgrading, the supervisor will forward his completed copy of the 623 to the squadron OJT officer.

3. The squadron OJT officer will forward two (2) copies of the AF Form 623 to the squadron classification clerk requesting reclassification action be initiated. The classification clerk will complete AF Form 1098 and after obtaining the commander or adjutant's signature, forward the AF Form 1098, with all copies of AF Form 623 attached, to the Base Classification Section for final action.

4. The above outlined procedures are being incorporated in a Base Regulation to be published in the near future.

BY ORDER OF THE COMMANDER:

/s/t/ LAVIN C. GARRITY
Captain, USAF
Asst Adjutant

Attachment #1 to SOP #23, Hq 22d Bomb Wg, 15 Jul 55

HEADQUARTERS 12TH AIR DIVISION
March Air Force Base
California

BFOJT

5 February 1955

SUBJECT: OJT Policy

TO: See Distribution

1. A minimum time period of training for an AFSC has been established as listed in a, b, c, and d below:

- a. One (hlpr) level to three (apr) level - 90 days.
- b. Three (apr) level to five (sr) level - 60 days
- c. Five (sr) level to seven (supv/tech) level - 60 days
- d. Cross training from one field to another - 90 days.

2. This policy has been initiated to prevent occurrence of placing an airman on OJT one day and reclassifying the next day.

3. This policy is effective upon receipt and will remain in effect until superseded or amended.

BY ORDER OF THE COMMANDER:

/s/t/ MICHAEL GIEB JR
Captain, USAF
Asst Adjutant

DISTRIBUTION:

1 Ea Sq OJT officer
1 Ea Sq Class Clerk
1 Ea Staff Agency

Attachment #2 to SOP #23, Hq 22d Bomb Wg, 15 Jul 55

CONSOLIDATED PERSONNEL SECTION
HEADQUARTERS 22ND BOMBARDMENT GROUP (H)
March Air Force Base, California

STANDING OPERATING PROCEDURE) 21 July 1955
NUMBER 22)

Preparation of Joint Messageform
(This SOP supersedes SOP #22, 23 Mar 1955)

1. PURPOSE: To outline office procedures for the use of messageforms and to provide a guide for clerical personnel in the section.

2. RESPONSIBILITY: a. The personnel officer assumes responsibility for preparation of all messageforms within the section.

b. The senior airmen of functional groups will be responsible that messageforms prepared conform to standards, contain all necessary information, are prepared correctly and transmitted promptly.

3. PROCEDURE: a. When clerks are required to prepare messageforms the attachment to this standing operating procedure will be used as a guide and the procedure for preparing and transmitting the messageform will be as follows:

- (1) Joint Messageform, DD Form 173, will be used.
- (2) Two DD Forms 173 and two original copies will be prepared for all types of messages whether for mail, courier, or for electrical transmission.
- (3) The date-time group will be left blank.
- (4) The lowest security classification will be used commensurate with the contents of the message. See paragraph (7) below.
- (5) The lowest priority will be used depending on the urgency of the matter mentioned in the text.
- (6) Messages originating in this section will be original messages only. Book or multiple address messages will not be prepared unless coordinated with the personnel officer beforehand.
- (7) Cryptocautious messages will not be prepared in this section nor will classified messages be made unless first approved by the personnel officer.
- (8) The body or text of the message will contain a maximum of authorized abbreviations taken from JANAP 169.

SOP #22
3a

- (9) Pages will be numbered, e.g., Page 1 of 1 Page, Page 1 of 2 Pages, Page 2 of 2 Pages, etc.
- (10) The drafter's name will be that of the personnel officer or the authorized representative.
- (11) Office symbols will be those authorized for the squadron section as outlined by Base Regulation 10-1.
- (12) The telephone number of the squadron section will be used.
- (13) The releasing officer's signature block and the official title block will remain blank.

b. The senior airman of the functional group must have a good knowledge of messageform use and should be familiar with Chapter 13, AFM 10-1, JANAP 169, and Base Regulation 10-1 and 100-1.

c. After the messageform has been prepared it will be submitted to the senior airman for checking. After being checked the messageform will be delivered to the NCO of the section who will take necessary steps to secure the drafter's signature and for transmitting the message.

4. REFERENCES: AFM 10-1, JANAP 169, Base Reg 10-1 and 100-1.

Edward Blake
EDWARD BLAKE
1st Lt, USAF
Personnel Officer

1 Incl:
Sample DD Form 173

DISTRIBUTION:

1 15AFDP
1 12ADDP
1 Ea Clerk
1 Sec Ref File

CONSOLIDATED PERSONNEL SECTION
HEADQUARTERS 22ND BOMBING (M)
March Air Force Base, Oklahoma

STANDING OPERATING PROCEDURE)

25 July 1955

NUMBER 24)

Processing for Overseas Assignments

1. PURPOSE: To provide processing guides for clerical personnel of the consolidated personnel section to accomplish overseas reassignment of military personnel.

2. RESPONSIBILITY: a. The personnel officer of the section will be responsible for insuring the procedures outlined herein are complied with.

b. The senior airman of the officer and the airman records group will be responsible for instructing and supervising airmen of the group in preparing military personnel records and for the other actions outlined herein, for persons being reassigned overseas.

3. PROCEDURE: a. Senior airmen will oversee and instruct clerks in the preparation of military personnel records and related documents to insure all requirements for processing are completed.

b. To insure that complete processing is accomplished for each officer and airman who is reassigned overseas, the attached check lists will be used by clerks when processing such personnel. The attachments will be revised periodically to insure current procedures are maintained.

4. REFERENCES: AFM 30-3, AFM 35-6, AFM 35-12, AFM 171-6, AFM 173-30, AFR 35-22, AFR 60-25.

Edward Blake
EDWARD BLAKE
1st Lt, USAF
Personnel Officer

4 Incls:

1. Atchmt #1 - Check list for Officers
2. Atchmt #2 - Check list for Airmen
3. Atchmt #3 - Format - Concurrent Travel Orders
4. Atchmt #4 - Format - Unaccompanied Travel Orders

DISTRIBUTION:

- 1 15AFDP
- 1 12ADDP
- 1 Ea Clerk
- 1 Sec Ref File

CHECK LIST FOR OFFICER ON ORDERS PROCESSING

1. Is the officer fully qualified for foreign service? See Chapter 2, AFM 35-11 to determine qualifications.
2. Has the officer been given the opportunity to apply for concurrent travel of dependents? If he wishes to apply direct him to the NCOIC of the consolidated personnel section for further information.
3. If the officer applies for concurrent travel and his request is approved, do the following:
 - a. Request orders authorizing concurrent travel of dependents. See attachment #3.
 - b. When orders are received request officer to deliver 5 copies of the orders to the NCOIC of the consolidated personnel section who will furnish information relating to dependent travel.
4. If the officer applies for concurrent travel of dependents and the request is disapproved, prepare the request for orders shown by attachment #4.
5. In all cases when orders are received by the officer records clerk, whether concurrent travel is authorized or not, the following processing will be completed:
 - a. Prepare 2 copies of AF Form 502 and comply with instructions thereon in accordance with chapter 2, AFM 35-6.
 - b. Prepare AF Form 1123 in accordance with paragraph 10, chapter 9, AFM 171-6.
 - c. Prepare AF Form 605 and mail as required by paragraph 7, part 3, chapter 2, AFM 35-11.
 - d. Make entries on AF Form 617 in accordance with paragraph 4a, b, and d, attachment to AFR 35-22.
6. Prior to forwarding the personnel records insure the following are a part of the personnel records group:
 - a. All records and files listed on AF Form 502, complete and current.
 - b. AF Form 1123 properly completed.
 - c. Individual flying records (If rated or on flying status).
 - d. Original of AF Form 502 properly completed and signed by the overseas project officer.
7. Place all records and documents in an envelope, address the envelope properly, and mail 7 days after issuance of orders to insure receipt at the port processing activity prior to the EDCSA quoted in the orders.

Attachment #1 to SOP #24, Hq 22d Bomb Wg (H), 25 Jul 55

CHECK LIST FOR AIRMAN OVERSEAS PROCESSING

1. Is the airman fully qualified for foreign service? See chapter 2, AFM 35-11 to determine qualifications.
2. Has the airman been given the opportunity to apply for concurrent travel of dependents? If he wishes to apply direct him to the NCOIC of the consolidated personnel section for further information.
3. If the airman applies for concurrent travel and his request is approved, do the following:
 - a. Request orders authorizing concurrent travel of dependents. See attachment #3.
 - b. When orders are received request the airman to deliver 5 copies of the orders to the NCOIC of the consolidated personnel section who will furnish information relating to dependent travel.
4. If the airman applies for concurrent travel of dependents and the request is disapproved, prepare the request for orders shown by attachment #4.
5. In all cases when orders are received by the airman records clerk, whether concurrent travel is authorized or not, the following processing will be completed:
 - a. Prepare 2 copies of AF Form 502 and comply with instructions thereon in accordance with chapter 2, AFM 35-6.
 - b. Prepare AF Form 1124 in accordance with paragraph 10, chapter 9, AFM 171-6.
 - c. Prepare an Indorsed Travel Order in accordance with chapter 1, AFM 173-30. Use AF Form 1265 for this purpose.
 - d. Make entries on AF Form 617 in accordance with paragraph 4a, b, and d, attachment to AFR 35-22, if delay in departure is authorized.
 - e. Close out AF Form 7 in accordance with paragraph 20a(30), section 9, chapter 2, AFM 35-12.
 - f. Check AF Form 4 to insure all documents required in the file are current and properly filed in the folder as required by chapter 2, section 4, AFM 35-12.
6. Prior to forwarding the personnel records insure the following are a part of the personnel records group:
 - a. All records and files listed on AF Form 502, complete and current.
 - b. AF Form 1124 properly completed.
 - c. Individual flying records (If on flying status).

Attachment #2, to SOP #24, Hq 22d Bomb Wg (H), 25 Jul 55

Atchmt #2
SOP #24
6

- d. AF Form 7 properly closed out.
- e. AF Form 4 properly completed with appropriate documents filed therein as required by chapter 2, AFM 35-12.
- f. Original of AF Form 669 properly completed and signed.
- g. Original of AF Form 502 properly completed and signed by the overseas project officer.

7. Place all records and documents in an envelope, address the envelope properly, and mail within 7 days after issuance of orders to insure receipt at the port processing activity prior to EDCSA quoted in the orders.

FORMAT FOR CONCURRENT TRAVEL ORDERS

(Grade, name, AFSC, UAFSC) is rel fr asg (asg, squadron & wing designation), this sta, SAC, asg (Port processing activity - see below) for further asg to (Unit & APO) on PROJ (list project number). Principal & depn will proceed on call of the port comdr. Concurrent tvl of (list name, sex, relationship to sponsor & date of birth of depns, accompany sponsor) w/mv of Amn (or Off) and shpm of hhd off (located at (list address where household goods are located) is auth IAW AFR 75-26 & Msg (identify msg which authorizes concurrent travel - include headquarters, number, and date of msg). Amn (or Off) & depns w/b avail for port call fr Comdr, (Indicate port of embarkation) o/a (Give availability date stated in msg fr overseas comdr) at (list address where sponsor and depns w/b located to receive port call) for trans to dest and will comply with all instructions contained in port call. AFR 35-6 w/b complied with and imm IAW AFR 160-102 w/b accomp immed by Amn (or Off) & depns on appl by nearest mil instl. Appl for passport for depns w/b sbm to clerk of nearest State or Federal court IAW AFR 34-61. Passport & Visa Br, MDW, The Pentagon, Wash 25, DC, w/b notified of date & place appl was sbm & w/b furn 1 copy of this order. Mail and bag w/b addressed to show gr, name, AFSC, AFOS Repl Gru (Port processing activity listed above). Amn (or Off) w/not be reg to any other orgn w/o concurrence of Comdr (overseas area). In instances where the principal has not received port call 15 days prior to his availability date, it is principal's responsibility to contact Comdr of the FERPRON activity designated requesting instructions. TPL (w/ number of) days of tvl time. If pov is not used, tvl time w/b time of common carrier used. MAILV. WP. PCS. PCA. TDN:

EDCSA: (Compute date IAW AFR 31-12). AUTH: AFR 35-11, USAF Msg AFMFP 3479 AM, 11 Aug 54, as amnd, Msg (list number, headquarters & date of overseas comdr approval of concurrent tvl).

List of Port of Embarkation Points

Det #1, 2225th FERGRU, Ft Hamilton, NY.
2355th FERPRON, Pier 91, Naval Sta, Seattle, Wash.
Det #1, 2349th FERGRU, Ft Mason, Cal.

Attachment #3 to SOP #24, Hq 22d Bomb Wg, 25 Jul 55

FORMAT FOR UNACCOMPANIED VSB ORDERS

(Grade, name, AFSN, UAFSC) is re-assigned to (squadron & wing designation); this sta; SAC, asg (personnel processing activity & location) rept upon arr to Comdr NET 0001 & NLT 2409 (date) for subq OS asg-on PROS (list project number) for asg to (Unit & APO) ZMD to be turn by OS Comd IDif. AFM 35-6 w/b complied with and in AFM 160-102. Accomplished. All mail & bag. w/b addressed to show gr, name, AFSN, UAFSC. 1 Gru (personnel processing activity listed above). TPA (w/number of days) time auth. If pov is not used, tvl time w/b the time of the carrier used. DDALVR. AF. FCS. FCL. TDN

EDCSA: (Compute IAW AFM 31-13). LUTH: AFM 35-11 (list other directives for the overseas agent).

Attachment #4 to SOP #24, Hq 228 Bomb Wg (H), 25 Jul 55

CONSOLIDATED PERSONNEL SECTION
HEADQUARTERS 22ND BOMBARDMENT WING (M)
March Air Force Base, California

STANDING OPERATING PROCEDURE)

31 August 1955

NUMBER

25)

Bi-Monthly Records Audit

1. PURPOSE: To insure that personnel records are being properly maintained and to verify data that has been recorded.

2. RESPONSIBILITY: a. The personnel officer is responsible that the provisions of this standing operating procedure are satisfied.

b. The senior airman of the officer records group and the airman records group are responsible for conducting the personnel records audit as outlined below.

3. PROCEDURE: a. Officer and airman personnel records will be audited by officer and airman records clerks during the hours of 1800 to 2200 the first day following receipt of C&A lists.

b. Audits will be accomplished as follows:

- (1) The C&A list will be verified with AF Form 1123 and AF Form 1124. Where the C&A list does not agree with the morning report data record (AF Form 1123 or 1124), the C&A list will be corrected. Appropriate remarks will be entered on the C&A list to substantiate the corrections.
- (2) The morning report data record will then be compared with the AF Form 66, the service record and qualification (or AF Form 7) and AF Form 617. In cases where basic data posted on the morning report data record does not agree with the personnel records, notes will be made by the clerk performing the audit to insure corrections can be immediately reported on the morning report.
- (3) In cases where the morning report data record is correct, personnel records will be changed to conform to morning report remarks. This will relate primarily to leave of absence entries, AWOL, confinement, absent sick not in line of duty, etc., wherein morning report dates are controlling factors.

c. Notes made by clerks will in all cases be delivered to the morning report clerk for the unit on the morning following the audit to insure corrections are reported promptly.

SOP #25

3

d. Two clerks will normally team up to perform the audit of records for which they are responsible. One clerk will act as a reader and the other will act as a checker or verifier.

Edward Blake
EDWARD BLAKE
1st Lt, USAF
Personnel Officer

DISTRIBUTION:

1 15AFDP
1 12ADDP
1 Ea Clerk
1 Sec Ref File

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

22DPO

23 June 1955

SUBJECT: Preparation of Officer Effectiveness Reports

TO: Indorsing Officers
22d Bombardment Wing (M)
March Air Force Base, California

1. This letter and the attachment to it have been prepared to give you, the Indorsing Officer, a compact informative guide for use in the preparation of your indorsement to AF Form 77, USAF Officer Effectiveness Report. Through use of this guide you will have in condensed form, the pertinent points contained in the various regulations governing the preparation of AF Form 77.

2. Due to the importance of the AF Form 77 in the career of the individual officer, it is of the utmost importance that each report be thoroughly analyzed to insure the validity of the rating by , and the comments of, the Reporting Officer. You should also add your comments to complete the evaluation. A secondary consideration is the knowledge that the rating given reflects not only on the officer rated, but also upon the rater and the indorser. Therefore, it is of utmost importance that a report which is unduly influenced by extremes of comradeship or personality conflict is not passed unless these factors have been made a matter of record in your indorsement to the report.

BY ORDER OF THE COMMANDER:

1 Incl
Guide for Indorsing
Officers

HOWARD B. NEAL
CWO USAF
Asst Adjutant

Incl 1²

A GUIDE FOR **INDORSING OFFICERS**

I. **GENERAL:** To make certain that you, as an indorsing officer, are cognizant of all the factors involved in the proper preparation of an effectiveness report, you must be thoroughly familiar with the requirements set forth in the "Guide For Reporting Officers". In addition, you should be thoroughly familiar with both the officer reported on, the Reporting Officer, and the relationship that exists between them. If you are not completely familiar with the individuals, you must make your indorsement on the basis of the Reporting Officer's comments.

II. **COMPLETION OF SECTION VII**

A. You must mark, in ink on all copies, either the "agree" or "disagree" block in Section VII.

B. Regardless of the block marked, marking of the block alone is not considered fulfillment of your responsibility as the indorser, and you ~~will~~ comment on the reasons for your action, on all reports.

C. Should you have cause to disagree with the marking of Section III or V, you will place your initials in ink in the block in that section which you believe best describes the officer. If your initials in either section are in a block beneath a different descriptive statement than the block marked by the reporting officer, it constitutes a major disagreement. Each major disagreement must be fully substantiated by comment in Section VII.

D. If the officer is a member of a combat crew and has been rated by his Aircraft Commander who is junior in rank, you must personally review the report with the officer reported on. In addition, you must include in your comments a statement to the effect that you have reviewed the report with the officer reported on; that he has been rated by his Aircraft Commander who is junior in rank; and show the authority (para, SO, Hq, date) for assignment of the Aircraft Commander.

a. Should the Aircraft Commander desire that a referral report be submitted, you must write the report and refer it to the officer reported on. It will be indorsed by the officer who prepares your effectiveness report. This is required by SAC Manual 36-1.

E. You may make any comment that you care to which will add substance to the evaluation of the officer reported on. You should especially make note of any additional duties performed under your supervision which the Reporting Officer may not be cognizant. If, however, your comments are of a derogatory nature, you will then refer the report to the officer reported on, as outlined by AFR 36-10. This action does not apply in those cases where the report has already been

A GUIDE FOR INDORSING OFFICERS (CONTINUED)

referred by the reporting officer.

III. SUMMARY: You, the Indorsing Officer, are responsible for the validity and accuracy of all effectiveness reports which you indorse. You must judge the contents based on your knowledge of the officers concerned. You should not be content to merely check one of the two blocks provided in Section VII, but should make comments which will support the evaluation. If you or the Reporting Officer have made a statement which could adversely affect the career progression of the officer reported on, you must refer the report to the officer. You must be well versed in the requirements set forth in AFR 36-10, SAC Manual 36-1, 15AFR 36-1, and insist on compliance with these requirements. Finally, you must remember that each effectiveness report is a vital factor in an officer's career, and may well be the deciding factor in a variety of personnel actions. Treat it accordingly.

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

DO

5 August 1955

SUBJECT: (Unclassified) Fifteenth Air Force Operations
Order 305-55 (Billy Club)

TO: Commander, 22d Bombardment Wing (M)
Commander, 320th Bombardment Wing (M)
Air Base Commander
March Air Force Base, California

1. In accordance with Fifteenth Air Force Operations Order 305-55 a requirement exists to exercise 12th Air Division units in the execution of a combined special weapons exercise and USCM. X-Day is August 18, 1955. The 320th Bombardment Wing will conduct an ORI in conjunction with the USCM.

2. Colonel Lloyd H. Dalton, 22d Bombardment Wing Commander, is hereby designated Task Force Commander for Operation Billy Club, and will assume operational control of all 12th Air Division aircraft involved in this exercise. Tasks outlined in paragraph 3 of subject Operations Order are delegated to the Billy Club Task Force Commander. Key personnel of 12th Air Division units will be suitably briefed on this mission.

3. Following is a list of personnel and cargo authorizations for the execution of this mission.

Control Element	32
Medical Element	4
ORT Inspectors	4
Administration & Logistics (DM & Supply)	15
Service Element	41
Maintenance Element	327
Crews	<u>165</u>
TOTAL	588
55 aircraft @ 3 per crew	165
45 aircraft @ 1 (4th FAK)	<u>45</u>
TOTAL B-47 PAX	210
TOTAL AIRLIFT (C-124)	378

Cargo (pounds)	77,000
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4. The 22d Bombardment Wing Commander is responsible for

C O N F I D E N T I A L M8 5 74

3

Hq 12ADiv DO Subj: (Unclass) Fifteenth Air Force Operations
Order 305-55 (Billy Clu b)

the provisions of the following paragraphs of subject Operations
Order as pertains to the support of both units.

- a. Paragraph 3 a (3).
- b. Paragraph 3 a (7).
- c. Paragraph 3 a (10) as pertains to furnishing an
officer in the grade of Colonel for control tower at Fairford.
- d. Paragraph 3 a (15) (c).
- e. Paragraph 3 a (18) (a) as pertains to an officer
at Gander.
- f. Paragraph 3 a (18) (b).
- g. Paragraph 3 a (18) (c)
- h. Paragraph 3 A (18) (e) as pertains to Smoky Hill and
Brize Norton.
- i. Paragraph 3X(17) (f) 1 f.

5. The 320th Bombardment Wing Commander is responsible for
the provisions of the following paragraphs of subject Operations
Order.

* * * * *

6. The 22d and 320th Bombardment Wing Commanders are jointly
responsible for the provisions of the following paragraphs of sub-
ject Operations Order.

- a. Paragraph 3 a (6).
- b. Paragraph 3 a (11).
- c. Paragraph 3 a (15).
- d. Paragraph 3 a (17).
- e. Paragraph 3 X (2).

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

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

Hq 12ADiv DO Subj: (Unclass) Fifteenth Air Force Operations
Order 305-55 (Billy Club)

f. Paragraph 3 X (7) (a) as pertains to furnishing B-47 clearance information to the Eighth Air Force and 7th Air Division no later than X - 10. Direct communications is authorized for both units.

g. Paragraph 3 X (7) (b) for submitting information for 55-18 reports to 12th Air Division Operations no later than four days in advance. Each unit will prepare this information in the form of a 12th Air Division teletype.

h. Paragraph 3 X (7) (f) 1. All reports will be routed through 12th Air Division Operations for coordination and consolidation.

7. The Commander, 807th Air Base Group will:

a. Provide base support necessary to insure the successful accomplishment of this mission.

b. Brief the Information Services Officer in accordance with paragraph 3 X (8), subject Operations Order.

c. Arrange for a Class CX Control Team at March Air Force Base.

8. Direct communications between all units concerned is authorized with information to this headquarters and other headquarters mentioned in the Operations Order.

9. Flying safety will be a primary consideration in all decisions to be made in this mission.

10. This correspondence classified CONFIDENTIAL in accordance with paragraph 24, Air Force Regulation 205-1.

/s/t/ CHARLES B. WESTOVER
Brigadier General, USAF
Commander

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

Hq 22BW AES, Subj: Monthly Technical Report, SAC: 3-AND-100 for the
Month Ending 31 July 1955. (Sperry Gyroscope, and Western Electric
Co.)

22AES (6 Aug 55) 1st Ind

HEADQUARTERS 22D BOMBARDMENT WING, (H), March Air Force Base, California

TO: Commander, 12th Air Division, March Air Force Base, California

1. The basic letter (Monthly Technical Report) from the Sperry Gyroscope Company and Western Electric Company on "K" System has been reviewed and is forwarded in compliance with AF Regulation 66-18, dated 16 May 1951, SAC Regulation 66-4, dated 11 April 1952 and SAC Message DFLMD 14710, dated 23 July 1953.

2. Reference paragraph V (1), no trends were indicated by the failure reports.

3. This Headquarters concurs with the balance of the basic report.

FOR THE COMMANDER:

EDWARD JOHNSON
Captain, Adjutant

SPERRY GYROSCOPE FIELD ENGINEER
22D BOMBARDMENT WING, MEDIUM
March Air Force Base
California

22AES

6 August 1955

CONTRACTOR: Sperry Gyroscope Company
Western Electric Company

TO: Commander
22d Bombardment Wing
March Air Force Base
California

1. Following is a technical report for the month ending 31 July 1955, submitted in accordance with AF Regulation 18, dated 16 May 1951, SAC Regulation 66-4, dated 11 April 1952 and SAC Message DFMD 14710, dated 23 July 1953.

I. SUBMITTED BY:

G. E. Wightman Sperry Gyroscope Co.
C. T. Wret Western Electric Co.

II. EQUIPMENT: K-4 Bomb Navigation Equipment.

III. TRAINING ACTIVITIES:

(1) Formal: (Sperry)

a. The following formal training was accomplished during the month of July 1955:

SUBJECT	INSTRUMENT HRS.	No. STUDENTS & AFSC	INST. HRS.
K-System operational techniques and I.F.M.	80	40 AOB's	2
K-System I.F.M.	6	3 AOB's	2
K-System Indoctrination	88	11 3213OE's	8

(2) Formal (Western Electric)

K-23 Functional Data Flow	215	15 3213OE's	31
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(3) OJT: (Sperry)

a. Defined as training accomplished during normal working hours whether the Field Engineer either

Hq 22BW AES. Subject: Monthly Technical Report, 1955: 3-AMC-ULS for the month ending 31 July 1955. (Sperry Gyroscope Co. and Western Electric Co.)

accompanies the mechanic to the aircraft and/or provides the necessary information to allow the mechanic to proceed in the proper manner. In no case does the Field Engineer perform the maintenance, but acts as a guide to insure proper procedure and analysis.

SUBJECT	OJT STUDENT HRS.	TYPE STUDENT	INST. HRS.
Compass Rotor Layout	120	2-30's 1-Civilian	40
APR-59 Computer Alignment and Trouble Shooting	54	Flight Line Personnel	25
APQ-31 ICE Alignment and Trouble Shooting.	8	Flight Line Personnel	5
Radar Tie In Alignment and Trouble Shooting	38	Flight Line Personnel	15
Optical System and Stab. Alignment & Trouble Shooting.	16	Flight Line Personnel	7
Preparation of K-System IBM malfunction cards.	6	Field Shop Personnel	6
(4) OJT - (Western Electric)			
APS-23 and ICE Trouble Shooting Analysis.	63	Field Shop Personnel	41
Radome Testing	10	Flight Line Personnel	5
APS-23 Trouble Analysis	12	Flight Line Personnel	6

(5) Technical Analysis:

(a) Definition of analysis and research of equipment malfunctions with the purpose of detecting malfunction trends, monitoring S.C. Forms 252's and 190's for adequate maintenance, detecting maintenance and operation malpractices and determining training required to increase maintenance and observer proficiency.

1a. Sperry - 20 hours were devoted to Technical Analysis during this period.

1b. Western Electric - 41 hours were devoted to Technical Analysis during this period.

Hq 22DW AES, Subject: Monthly Technical Report, RCS-11C-UI9 for the month ending 31 July 1955. (Sperry Gyroscope Co. and Western Electric Co.)

IV. UTILIZATION:

- (1) Field Engineering Personnel were utilized to provide formal and OJT type training, to cover company liaison, to assist in technical analysis, to advise and assist in special projects and to provide recommendations relative to improving maintenance.

V. EQUIPMENT MALFUNCTIONS:

- (1) Malfunctions have been considered routine during the reporting period. A total of 158 IMI malfunction cards were submitted during the reporting period.

VI. MAINTENANCE DIFFICULTIES ENCOUNTERED:

- (1) Coordinated at local level.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

- (1) Coordinated at local level.

VIII. SPECIAL DEVELOPMENTS:

- (1) Reference Monthly Technical Report, RCS-11C-UI9 for Month ending 30 June 1955. (Sperry Gyroscope Company and Western Electric Company. Subject: Section V, Equipment Malfunctions, Bourne type LN23-B & C Crystal failures in pastboard packed capsules.

In answer to a query sent to the Western Electric Co. regarding the adequacy of the pastboard container used to protect the Bourne type LN23-B and C crystals. Information has been received that this container does conform to MIL-ELB specifications by processing an inner conductive coating which is designed to protect the crystal from any form of external electrical fields.

- (2) A test of the effectiveness of the protective container was made at this station by placing a known good crystal in the container and exposing it to the transmitted energy of an RS-23 antenna. The tests consisted of exposing the packaged crystal from a distance of ten feet from the antenna diminishing to one foot. The crystal was checked on a servicable tester after each exposure with the result that no apparent damage was observed.
- (3) The report of June 1955 stated that eight crystals out of ten tested at that time were unserviceable. Nothing

Hq 22BW AES, Subject: Monthly Technical Report, LSC: 3-MTC-U19 for the month ending 31 July 1955. (Sperry Gyroscope Co. and Western Electric Co.)

has been revealed since which could be attributed to this condition. Also, since all crystals received from supply since that time have been of a different manufacture, there have been no repetitions of this occurrence.

III. GENERAL REMARKS:

- (1) Mr. W. J. Brown departed this station 5 July 1955 for reassignment as authorized under Hq. SAC Hag DM&T 1864, dated 8 July 1955.
- (2) Mr. R. A. Mossi departed this station 15 July by termination with the Sperry Gyroscope Company. Replacement is authorized.
- (3) Unofficial information indicates that Mr. Briggs will arrive this station on or about 18 August as Mr. Mossi's replacement.

REVIEWED BY: CARL T. WRET
Western Electric Co.

Donald E. Hightman

ED E. HIGHTMAN
Station Coordinator
Sperry Gyroscope Co.

Hq 22BW AFS, Subject: Monthly Technical Report, RCS: 3-WIC-UI9 for
the month ending 31 July 1953. (Philco Corp.)

22WIS

1st Ind

HEADQUARTERS 22D BOMBARDMENT WING (10), March Air Force Base, California

TO: Commander, 12th Air Division, March Air Force Base, California

1. The basic letter (Monthly Technical Report) from the Philco Corp. has been reviewed and is forwarded in accordance with AF Regulation 16-18, dated 16 May 1951, SAC Regulation 66-4, dated 11 April 1952 and SAC Message DPLMD 14710, dated 23 July 1953.

2. This Headquarters concurs with the balance of the basic report.

FOR THE COMMANDER:

THOMAS E. JOHNSON
Captain, USAF
Adjutant

PHILCO FIELD MAINTENANCE ENGINEER
22D BOMBARDMENT WING
MARCH AIR FORCE BASE
CALIFORNIA

22AES

2 August 1955

CONTRACTOR: Philco Corporation

SUBJECT: Monthly Technical Report RCS: 2-AMC-019 for the Month Ending ending 31 July 1955.

1. The following is the Technical Report for the month ending 31 July 1955, and is submitted in accordance with AFR 56-18, SAV Reg 66-4, and SAC Message DPLMD 14710.

I. SUBMITTED BY: Harold E. Stenfors

II. EQUIPMENT: Technical assistance has been given on equipment authorized by ECL 20-00-24 for general radar and radio and for test equipment

III. TRAINING ACTIVITIES: (1) Classroom

No.	AMN	AFSC	STUDENT HOURS	INSTRUCTOR HOURS
			(a) Radio Advanced. 180L2 and 1834 theory.	
1		30150	4	4
			(b) Radio Advanced. AMN-14 circuit theory.	
		30130	2	2
			(c) Radar Advanced. AFS-42 circuit theory.	
		30131	3	3
			(d) Radar Advanced: Test Equipment, (1) TS-117, (2) TS-484, (3) TS-148, (4) TS-452/1, (5) UPH-1, (6) UPH-2, (7) USM-24.	
1		30171	3-(6), 3-(7)	6
1		30151	5 1/2-(1) 2-(3)	7 1/2
1		30131	5 1/2-(1) 2-(3)	0
2		30153	4-(5)	2
1		30173	2-(1)	2

(2) OUT

(a) Radar Advanced. AFS-42 Test Equipment Shooting and calibration Procedures.

Hq 22BW AES, Subj, Monthly Technical Report, POC: -MHC-U19 for the month ending 31 July 1955. (Philco Corporation)

No.	AMN.	AFSC	STUDENT HOURS	INSTRUCTOR HOURS
1		30151	20	49
1		30131	11	
1		30153	18	
			(b) Radar Advanced: APN-12 - Trouble Shooting and Calibration.	
2		30153	7	7
			(c) Radar Advanced: APN-69 - Calibration and Trouble-Shooting.	
1		30171	9	9
			(d) Radar Advanced: APX-6 - Calibration, Trouble-Shooting.	
1		30153	2	2
			(e) Radar Advanced: APN-11 - Calibration.	
1		30153	1	1
			(f) Radio Advanced: 180L-2 and 180S4 Alignment.	
1		30150	7	7
			(g) Radio Advanced: ARN-14	
1		30150	1	1
			(h) Radar Advanced: Test Equipment Familiarization.	
1		30171	4	4
1		30150	5	5
1		30131	5	0
2		30153	3	3

IV. UTILIZATION:

- (1) To train the personnel of the 22d Bomb Wing in the operation and maintenance of electronic equipment to support the wing mission.
- (2) To assist in special duty when required.
- (3) To assist in planning evaluation and construction of mock-ups and training aids required to support the wing mission of the 22d Bomb Wing.

Hq 22BW AES, Subj: Monthly Technical Report, RCS: 3-1 C-U19 for the month ending 31 July 1955. (Philco Corporation)

- (4) To assist in establishing procedures and methods of improving the quality of maintenance and inspections to support the wing mission.

V. EQUIPMENT MALFUNCTIONS:

- (1) During the report period, investigation was made into the excessive number R-1227 (10 Ohm, 10 watt) failures. This resistor is 1/3 of the pitch and roll stabilization amplifier for antennas AS-428A, APS-42 and AS-429/APS-42.
- (2) It was found that in part these failures were due to improper maintenance practices. Maintenance factors influencing the failures are as follows: improper final amplifier balance in the servo amplifier stabilization system, improper sensitivity adjustment of the servo amplifier, improper synchro electrical zero settings, and improper actuator clutch adjustments.
- (3) Shop personnel were thoroughly indoctrinated in the operational theory of this stabilization system and in determining the electrical zero setting of synchros. An improved method of checking amplifier balance and actuator maximum stall limit current was developed by constructing a wiring test harness. This harness is inserted between P-1305 and J-1306 or P-1305 and J-1305 of AS-428A/APS-42A. A wire between pin 7 of the test plug and jack assembly is made extra long and is brought out of the cable barn. It is equipped for plugging into the D/C current receptacles for a TS-352/U volt-ohm-meter test set. It has been found that by using this wiring harness, that the maintenance time needed to adjust the stabilization system has been reduced considerably and personnel requirements have been reduced.
- (4) It is thought that by the use of the wiring harness and personnel indoctrination, this problem will be considerably reduced in the future.

VI. MAINTENANCE DIFFICULTIES ENCOUNTERED: None

VII. OPERATIONAL DIFFICULTIES: None

VIII. SPECIAL DEVELOPMENTS: None

IX. GENERAL DEVELOPMENTS: None

Harold B. Stenfor
 HAROLD B. STENFORS
 Field Engineer
 Philco Corporation

Hq 22BW AES, Subject: Monthly Technical Report, RCS: 3-MC-U19 for
the month ending 31 July 1953. (RCA Co.)

22AES

1st Ind.

HEADQUARTERS 22D BOMBARDMENT WING, (M), March Air Force Base, California

TO: Commander, 12th Air Division, March Air Force Base, California

1. The basic letter (Monthly Technical Report) from the RCA Company has been reviewed and is forwarded in compliance with AF Regulation 66-18, dated 16 May 1951, SAC Regulation 66-4, dated 11 April 1952 and SAC Message DPLMD 14710, dated 23 July 1953.

2. Reference paragraph V, (1) 22d Bomb Wing U.R. # 55-1126 has been submitted.

3. This Headquarters concurs with the balance of basic report.

FOR THE COMMANDER:

Edmund E. Johnson
EDMUND E. JOHNSON
Captain, USAF
Adjutant

RADIO CORPORATION OF AMERICA SERVICE COMPANY
22D BOMBARDMENT WING, MEDIUM
March Air Force Base
California

22LES

3 August 1955

CONTRACTOR: Radio Corporation of America Service Company Inc.

SUBJECT: Monthly Technical Report, RCS: LMC-UL9 for the month ending 31 July 1955.

TO: Commander
22d Bombardment Wing (M)
March Air Force Base
California

1. Following is a Technical Report for the month ending 31 July 1955, submitted in accordance with AF Reg 66-18, AF Reg 66-4 and 15th AF TWX DM64 1249.

I. SUBMITTED BY: Gene F. Daur

II. EQUIPMENT: Communication/Navigational Radio and General Radar Equipments in connection with Contract Number AF 33(600)28092.

III. TRAINING ACTIVITIES:

(1) Classroom:

<u>No.</u>	<u>Ann.</u>	<u>AFSC</u>	<u>STUDENT HRS.</u>	<u>INST. HRS.</u>	<u>COURSE</u>
1		30150	11.0	11.0	AN/LRC-27 Introduction & theory of operation.
(2) OJT:					
1		30150	10.5	10.5	AN/LRC-27 Pre-flight procedures and trouble-shooting.
1		30153	39.5	39.5	AN/LRC-27 Bench Check, Align, and
1		30150	13.0	13.0	Trouble-Shooting.

Hq 22BW AES, Subj: Monthly Technical Report, DCS: 3-AMC-U19 for the month ending 31 July 1955. (Re: Air Corp of American Service Co.)

NO. AMN.	AFSC	STUDENT HRS.	INST. HRS.	COURSE
1	30150	9.0	9.0	AN/ARN-14 Bench Check, Align and Troubleshooting.
1	30133	12.0	12.0	AN/ARN-6 Bench Check, Align and Troubleshooting.
1	30133	7.5	7.5	AN/ARN-7 Bench Check and Align.

IV. UTILIZATION:

- (1) Field Engineers are assigned to MLFB to instruct and advise Air Force personnel in the installation and maintenance of military electronic equipment.
- (2) It is estimated that the services of Field Engineers will be required until 31 July 1958.

V. EQUIPMENT MALFUNCTIONS:

- (1) During the month of July a UHF Receiver-Transmitter, RT-178/ARC-27, malfunctioned due to low voltage dynamotor brush failure. This unit had been checked and tested at OC M in April 1955 and bore the depot seal, which was dated and intact upon arrival in the Field Radio Shop. Investigation by the writer found that the low voltage brushes installed were both the soft positive brush, S.N. 3380-010430260, and that the brushes had worn completely down to the connecting braid. The rapidly worn brush deposits had accumulated sub-assemblies throughout the unit. The low voltage commutator had been grooved too deeply for repair, and contamination of the sub-assemblies with carbon dust made repair at this station impossible, so unit was returned to supply "Not Repairable This Station".
- (2) Previous reports by the writer have mentioned that T.O. 12R2-2 ARC27-4 lists the same stock number for both low voltage brushes, E-1101, 1102. This stock number 3380-010430260, is for the soft positive brush only, and the negative brush in the wineo dynamotor must be of hard composition to avoid rapid wear and accumulation of deposits. Air Force Stock Number for this hard negative brush for the wineo dynamotor is 3380-010430631. UR action on this item has been delayed until the revised T.O. 12R2-2 ARC27-4 is received. If this mistake appears in the latest revision, UR action will be initiated.

No 22BW AFG, Subj: Monthly Technical Report, RCS: 3-ARC-U19 for the month ending 31 July 1955, (Radio Corp of America Service Co.)

(3) Photographs of the subject RT-178/ARC-27 have been taken and will be included as enclosures # 1, # 2, and # 3.

(4) All other malfunctions were of a routine nature.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

(1) None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

(1) None

VIII. SPECIAL DEVELOPMENTS:

(1) Stock number research has been completed and parts ordered to build a 52 ohm test function box for use in checking and adjusting output of modulation of the RT-178/ARC-27 as per the test handbook of maintenance instructions, published by Collins in advance of the revised T.O. 1-ARC27-3.

(2) GENERAL REMARKS:

(1) All training for the month of July was conducted in the 22d Bomb Wing, March Air Force Base.

W. J. Bauer
W. J. BAUER
Field Engineer
Radio Service Co., Inc.

Hq 22BW AES, Subject: Monthly Technical Report, RCS: 3-AMC-U19
for the Month Ending 31 July 1955. (Sperry Gyroscope Co.)

22AES

1st Ind

HEADQUARTERS 22D BOMBARDMENT WING (H), March Air Force Base, California

To: Commander, 12th Air Division, March Air Force Base, California

1. The basic letter (Monthly Technical Report) from the Sperry Gyroscope Field Engineer has been reviewed and is forwarded in compliance with AF Regulation 66-18, dated 16 May 1951, SAC Regulation 66-4 dated 11 April 1952, and SAC Message DPLID 14710, dated 23 July 1953.

2. This headquarters concurs with the basic report.

FOR THE COMMANDER:

ET ¹⁰⁰⁰ E JOHNSON
Y Captain, USAF
Adjutant

22D BOMBARDMENT WING, MEDIUM
March Air Force Base
California

22AES

CONTRACTOR: Sperry Gyroscope Company

SUBJECT: Monthly Technical Report, RCS: 2-AMC-019 for the
month ending 31 July 1955.

TO: Commander
22d Bombardment Wing (M)
March Air Force Base
California

1. Following is a technical report for the month ending 31 July 1955, submitted in accordance with AF Regulation 66-18, dated 16 May 1951; SAC Regulation 66-4, dated 11 April 1951 and SAC Message DPLMD - 14710, dated 23 July 1953.

I. SUBMITTED BY: William J. Horne
Arrived this base 5 July 1955.

II. EQUIPMENT: A-12D Automatic Pilot.

III. TRAINING ACTIVITIES:

(1) Classroom Training: Due to the extreme shortage of autopilot personnel, there was no classroom training conducted during the subject period.

(2) OJT:

NUMBER	ALSC	SUBJECT	INST. HRS	STUD. HRS.
10	4-4233OR 6-4235OR	Analysis, Research & Discussion of Equipment Malfunctions.	47	115
3	2-4233OR 1-4235OR	Test & Repair of A-12D Components. (Field Shop)	13	13
4	1-4233OR 3-4235OR	Aircraft Trouble-shoot Procedures.	12	44
		Total:	72	182

Hq 22BW AES, Subject: Monthly Technical Report, RCS: 3-AMC-U19 for the month ending 31 July 1955. (Sperry Gyroscope Company)

IV. UTILIZATION:

1. The primary purpose of this assignment is the training of maintenance personnel in the theory, calibration, and maintenance of the Sperry Model 22D Gyropilot; and training of aircrew personnel in the operation and in-flight techniques and procedures. The duties also include assisting in the resolution of difficult repair problems and rendering technical advice on equipment performance and maintenance problems.
2. The services of the Sperry Field Engineer are estimated to terminate January 1956. (This date is subject to revision in the near future).

V. EQUIPMENT MALFUNCTIONS:

1. The equipment malfunctions for the reporting period consisted of elevator porpoise; aileron willow; aileron jitter in turns; and heading wander, which are considered routine malfunctions. These are remedied by electron tube renewal; vertical gyro replacement; autopilot servo cables adjusted; main aileron rigging checked and adjusted; and main aircraft inverter replacement. In addition to the above, one trim tab servo was found to have a grounded engage clutch solenoid, which was causing the Field & Interlock Circuit Breaker to open when the elevator channel was engaged. This is considered an isolated case and no fixes are intended. This unit is being reported via an Air Force Unsatisfactory Report.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

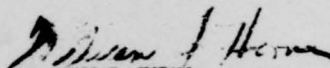
1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. The writer arrived for assignment at this base on 5 July 1955, to replace Mr. Spencer Young.


WILLIAM J. HORN
Field Engineer
Sperry Gyroscope Co.

Hq 22BW AES, Subject: Monthly Technical Report, RCS: 3-AMC-UI9 for
the Month Ending 31 July 1955. (General Electric Co.)

22AES (4 Aug 55)

1st Ind

HEADQUARTERS 22D BOMBARDMENT WING (H), March Air Force Base, California

TO: Commander, 12th Air Division, March Air Force Base, California

1. The basic letter (Monthly Technical Report) from the General Electric Company Field Engineer has been reviewed and is forwarded in compliance with AF Regulation 66-18, dated 16 May 1951, SAC Regulation 66-4, dated 11 April 1952, and SAC Message DFLMD 14710, dated 23 July 1953.

2. This Headquarters concurs with the balance of basic report.

- FOR THE COMMANDER:

Edward E. Johnson
EDWARD E. JOHNSON
Commander, USAF
Assistant

GENERAL ELECTRIC FIELD ENG
22D BOMBARDMENT WING, 100
March Air Force Base
California

22AES

4 August 1955

CONTRACTOR: General Electric Company

SUBJECT: Monthly Technical Report, RCS: 3-AMC-UI9 for the month
ending 31 July 1955.

TO: Commander
22d Bombardment Wing (M)
March Air Force Base
California

1. The following Technical Report for the month ending 31 July
1955 is submitted in accordance with AF Regulation 66-18, SAC Regulation
66-4 and SAC Message DPLMD 100, dated 23 July 1953.

I. SUBMITTED BY: Howard Swarthout and Marvin G. Albert.

II. EQUIPMENT: A-5 System

III. TRAINING ACTIVITIES:

(1) OJT:

NO AMN	AFSC	SUBJECT	INSTR HRS.	STU HRS.
19	32330C 32350C	A-5 System - General Trouble- shooting.	57	133
8	32330C 32350C	APG/32A Tuning and Adjustments	39	86
14	32330C 32350C	A-5 System Theory of Operation	42	96
4	32330C 32350C	Turret Drive	12	30
6	32330C 32350C	Harmonization	39	104
		Total	189	449

IV. UTILIZATION:

(1) Technical assistance and advice in maintenance of the
A-5 system.

Hq 22nd AES, Subject: Monthly Technical Report, RCS: 3-11C-U19 for
the month ending 31 July 1955. (General Electric Co.)

(2) Formal classes and OJT for wing personnel.

(3) Assistance to I&E Squadron Technical Analysis Section
in determining maintenance malpractices and trends.

V. EQUIPMENT MALFUNCTIONS:

(1) No unusual trends have developed this past month.

VI. MAINTENANCE DIFFICULTIES ENCOUNTERED:

(1) None.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

(1) None.

VIII. SPECIAL DEVELOPMENTS:

(1) None.

IX. GENERAL REMARKS:

(1) None.

Marvin G. Libert
MARVIN G. LIBERT

Howard C. Thout
HOWARD C. THOUT
General Electric Field Supervisors



MILITARY INFORMATION BULLETIN NO. IV, JUNE & JULY, 2ND BOMB WING

SYMPTOMS OF ENGINE NOISE AND POSSIBLE SOURCES

SYMPTOMS	POSSIBLE SOURCE
SCRAPING NOISE heard at air intake section during block test, during low RPM, at coast down after stop-cocking, and at the same frequency as the engine RPM.	Compressor rotor blade to compressor casing contact
Definite BUMPS or KNUCKLING sound heard at compressor air intake or by placing ear to rear section of compressor (particularly during block test) after engine cools and during a dry run. Also heard by placing ear to burner chambers when possible.	One or more of the main bearings
GRINDING GROWL at about one-half of the engine cycle and heard in forward part of engine	Accessory drive gear trains
CLICKING sound heard at compressor air intake at low engine RPM or during coast-down	Starter-generator
GRINDING CLICK at low engine RPM or during coast-down and heard in vicinity of the burners	Scavenge pump or scavenge pump drive gears
A RUBBING sound at the same frequency of the engine, in some cases disappearing at various speeds in the vicinity of the burner section	Air oil seals or compressor blading rubs
A RUBBING SCRAPING sound in the vicinity of the exhaust cone	Turbine rotor blade to shroud ring contact or exhaust cone to turbine wheel assembly contact
A CLICKING CLATTERING sound in the vicinity of the burners and turbine section.	Bearings (Main) or scavenge pump. Also can be loose turbine blading
A THUMPING noise in various sections of the engine	Bearings (Main)

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

22DMST
MAINTENANCE INFORMATION BULLETIN }
NUMBER - - - - - 4-55 }

July 1955

1. The Maintenance Information Bulletin is a publication non-directive in nature and pertains to suggestions, hints, etc. on maintenance items of general interest to maintenance personnel and is authenticated by the Chief of Maintenance. It is desired that all maintenance personnel take advantage of this publication as a means of exposing their maintenance problems so that a solution may be reached by the Maintenance Stand Team. A phone call (6297) or a written note on any problem will bring the M.S.T. to your assistance.

2. CARBON REMOVER DAMAGING TO CERAMIC COATED PARTS

The carbon removing solution listed in T.O. 07-1-32, dated 6 Aug 1954, amended 1 Sep 1954, for field level cleaning of aircraft engine parts, should not be used to clean ceramic coated engine parts. It has been reported that this solution damages ceramic coatings. An investigation is underway and T.O. 07-1-32 will be revised to reflect any corrective measures deemed necessary.

3. J-47 STARTER GENERATOR

J-47 engine operating organizations have expressed dissatisfaction with the mesh size of the screen installed on the starter generator cooling air exhaust duct. Headquarters OCAMA has investigated the possibility of installing a finer mesh screen on the starter generator cooling air exhaust duct and does not consider it to be advisable. The screen presently installed is considered to be the minimum that may be used without restricting the cooling air flow to the extent that the unit will overheat. In addition, a smaller mesh screen is more likely to be clogged by dirt and lint from the cooling air and could cause more damage than if the fine sized dirt and lint had passed into the starter generator.

4. J-47 COWL ASSEMBLY FAILURE

Numerous Unsatisfactory Reports have been received from various organizations who are experiencing failure of the rivets on the short stringer, 6 o'clock position at the forward end of the Cowl assembly. Part No 9493859, 7024R87, and 7026R83. A study is being conducted by OCAMA to formalize a fix for these reported failures.

5. CHANGE LEVEL IN ACCOMPLISHMENT OF T.O. 1B-47-475

Tech Order 1B-47-475, Inspection of fuel system refueling line restrictors, has been revised to change level of accomplishment to depot level.

However, in the event normal operations indicate that incorrect refueling line restrictors are installed in any B-47 aircraft, using activity may request

MAINTENANCE INFORMATION BULLETIN)
NUMBER - - - - -4-55)

authority from prime ANA to accomplish change at field level. This change has been necessitated by the numerous man hours required to accomplish this change at field level.

6. WEBBING UTILIZED IN CANOPY SLING PN. F-6012

Webbing utilized in the fabrication of subject sling, canopy hoisting, Part Number F-66012, Stock Number 8220-6-2650, Class 19-G is too light to withstand stresses of constant use, action is being taken to fabricate slings with heavier type webbing.

It is requested that all squadrons check their canopy slings for serviceability, any frayed portion in the webbing is ground for rejection.

7. B-47 TOWING

A newly designed tow bar that should make towing problems considerably easier is anticipated in the near future. However, pending receipt of the newly designed tow bar, particular attention should be given to the following items:

a. Do not attempt to turn the forward main gear unless the aircraft is in motion. If an attempt is made to turn the gear when the aircraft is not in motion high stress loads are imposed on the clevis head of the tow bar.

b. Do not overtighten the steering differential assembly nut. The result of overtightening this nut can cause binding of the differential assembly which will meter hydraulic pressure to the cylinders and cause the gear to turn opposite to the direction the aircraft is being turned. This again causes high stress loads on the clevis head of the tow bar.

c. Do not start or stop suddenly. A sudden start of a heavily loaded aircraft can shear the AN-7 shear pin. A sudden stop can cause the momentum of the aircraft, at high gross weight, to shear the AN-10 safety pin.

d. Do not use unauthorized shear pins. Use of shear pins or safety pins of higher shear strength than those authorized can cause the clevis plate and/or landing gear attaching lugs to tear out.

e. Do not stop aircraft by use of the tow vehicle brakes only. Stopping the aircraft by use of the tow vehicle brakes only permits the aircraft momentum to buckle the clevis plates. For further reference on instructions and principles consult para. 3-13, T.O. 1B-47B-2.

8. USE OF MANUFACTURER'S BULLETINS

Manufacturer's maintenance bulletins, etc., are not official Air Force guiding criteria for the maintenance of turbojet engines. Their use by maintenance organizations without prior indorsement and/or receipt of an authority from responsible Air Force agencies is contrary to official maintenance procedures. By the same token, any modification, addition, or deletion of parts, systems, components, etc., from turbojet engines upon advice of manufactures technical representatives without official Air Force technical instructions or approvals is also contrary to official maintenance procedures.

MAINTENANCE INFORMATION BULLETIN)
NUMBER - - - - -4-55)

9. FUEL AND OIL SYSTEM CONTAMINATION

It has been brought to the attention of this Headquarters that compound, gasoline and oil resistant, MIL-L-6032, referred to as "Castite" is being used at time of engine field maintenance repairs and aircraft installation on fuel and oil hose connections. The use of this compound is not authorized and can impair the operation of an engine. During a recent survey a quantity of this compound was found in fuel and oil filter elements.

10. NEGLECTING THOSE UNSATISFACTORY REPORTS

Many turbojet engine failure conditions being encountered by operating organizations are not reported through the Unsatisfactory Report System. There are many reasons for this. Probably the foremost reasons are; (A) The failure condition is assumed to be too insignificant to report; and (B) some personnel feel that once a particular condition, especially those of a noncritical type, has been reported, UR's on subsequent failures of a similar nature are not necessary.

There is no unsatisfactory condition too small or insignificant to report. Nor can successive failures of a like nature be reported too many times. Too often the little failures that appear insignificant grow to a critical safety-of flight condition. If the insignificant unsatisfactory condition, or for that matter any unsatisfactory condition, is reported only once, and subsequent similar conditions neglected, responsible Air Force agencies can only assume that the failure is an isolated condition caused by exceptional circumstances which will probably never occur again. Consequently, a major accident could be the subject of the next UR with the "Probable Cause" statement the little insignificant failure encountered before but not reported. Therefore, even if it only appears to be unsatisfactory and you are not sure, prepare that Unsatisfactory Report and send it to the proper Air Force agency. We can develop a safe, reliable, and long life aircraft by cleaning up the incidentals.

11. INTERPRETATION OF TECHNICAL ORDERS

If you must interpret the meaning of a technical order, or if there exists any difference of opinion as to the meaning of technical orders an Unsatisfactory Report should be prepared and forwarded.

12. REPORTING DAMAGED OR IMPROPER SHIPMENTS

DD Form 6, "Report of Damaged or Improper Shipment" is the standard form for reporting all shipments received in damaged or otherwise unsatisfactory condition. Such deficiencies in preservation, packing, packaging, marking, loading, storage, handling or excessive preservation, packaging and dunnage should be reported on referenced form immediately upon discovery of deficiencies.

MAINTENANCE INFORMATION BULLETIN)
NUMBER - - - - - 4-55)

13. PREVENTION OF FOREIGN OBJECT DAMAGE

Look for the revision of T.O. 2J-J1-17, Subject: "Prevention of Foreign Object Damage to Turbojet Engines". It lists additional precautions to take in combating the turbojet engine foreign object operating hazard. Subject T.O. should be listed on all Maintenance Sections' Familiarization charts.

14. FIRE WARNING SYSTEM MALFUNCTIONS.

What has happened to our preventive maintenance procedures (continual looking over our equipment at each opportunity instead of setting back waiting for trouble)? In the past 3 months 21 malfunctions (7 maintenance error) were encountered of which 5 caused aborts.

In the future, each time the cowling is removed, lets inspect the fire detector units in engine areas for damage and security; electrical connections for security; wiring for frayed or damaged insulation.

15. PUBLICATIONS

Delete and remove from the files:

MIL #43 Use, Handling, Storage and Inspection Emergency
Radio AN/URC-4 dated 18 Sept 1953.

Listed below are MIL'S and MTI'S that were published after 16 Mar 55 and should be in your files.

MIL # 37 dated 27 April 55 ---Unsatisfactory Reports
MIL # 37A dated 27 April 55 ---Product Improvement Program
MIL # 67 dated 14 April 55 ---Installation of Bombing Equipment
MIL # 68A dated 4 April 55 ---Calendar Inspection Procedure for A&E Equipment
MTI # D-1 dated 17 Mar 55 ---Shut Down Procedure for J-47 Engines.

16. SQUADRON STANDINGS

These are the June & July standings Quality Control-wise. HOW DO YOU STAND???? Lets get on TOP! ! ! ! !

(25% Flight Line Inspection - Average discrepancies per aircraft)

STANDING	SQUADRON	June NUMBER A/C INSPECTED	AVERAGE
1st	19th	3	46.7
2nd	22ARS	5	48.4
3rd	33rd	3	62.0
4th	2nd	3	71.1
July			
1st	22ARS	4	49.0
2nd	33rd	4	61.2
3rd	19th	2	75.0
4th	2nd	4	81.7

MAINTENANCE INFORMATION BULLETIN)
 NUMBER - - - - - 4-55)

(Periodic Inspections - Average discrepancies per A/C)

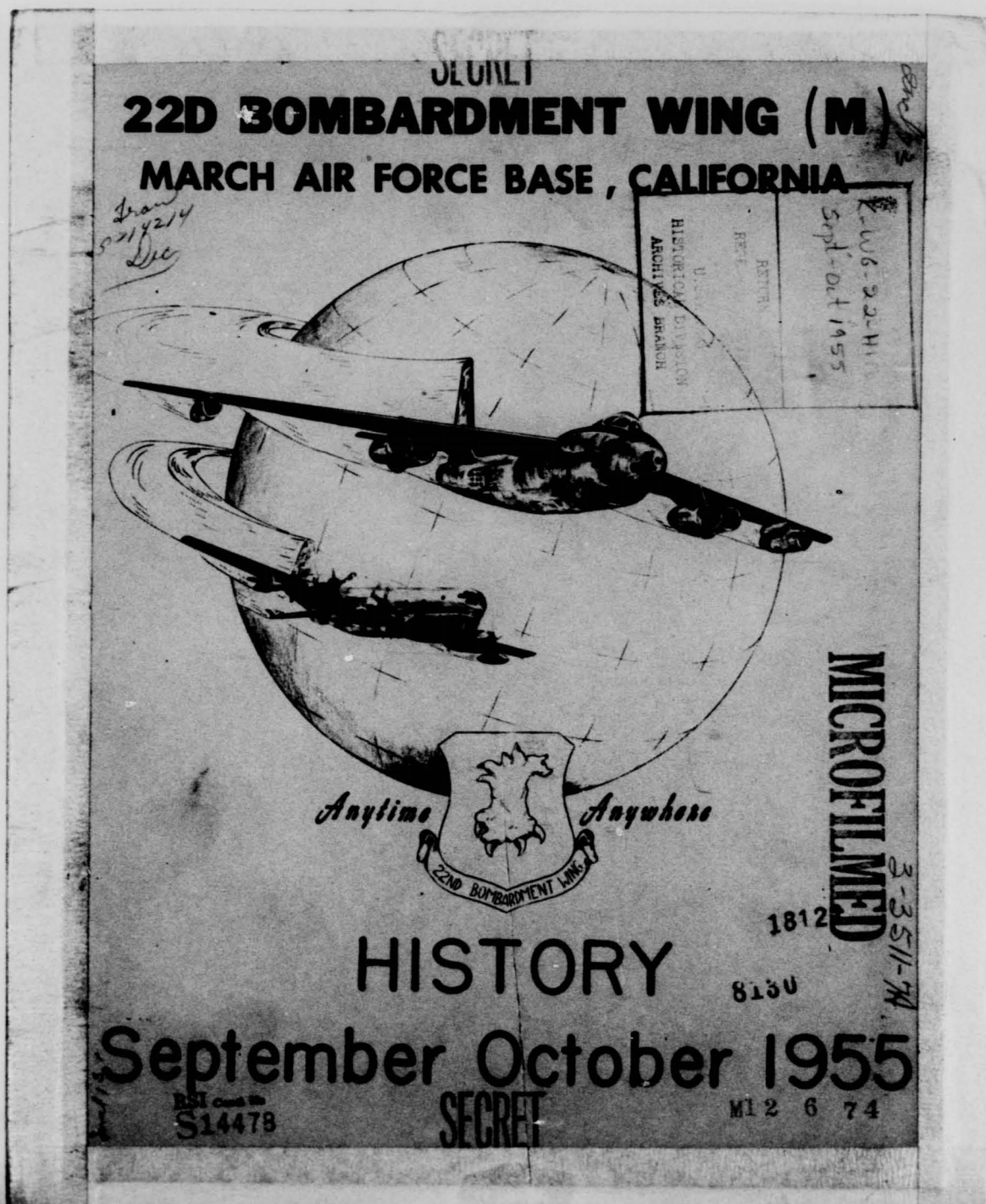
STANDING	SQUADRON	June		AVERAGE
		NUMBER	A/C INSPECTED	
1st	2nd	1		27.0
2nd	19th	2		27.5
3rd	22ARS	4		28.0
4th	33rd	2		31.0

July

1st	19th	4	33.3
2nd	33rd	3	38.3

no inspections for 2nd and 22ARS

Edward F. Gallup, Jr.
 EDWARD F. GALLUP JR.
 Lt. Col., USAF
 Chief of Maintenance



SECRET

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

HISTORY OF THE 22D BOMBARDMENT WING (M)

March Air Force Base, California

* * * * *

This document was prepared by

S/Sgt William D. Richerson

in accordance with .

Air Force Manual 210-1 and

SAC Manual 210-1

under the supervision of

Major Jack A. Steffensen
Information Services Officer

Lloyd H. Dalton Jr.
LLOYD H. DALTON JR.
Colonel USAF
Commander

18122

8130

3-3511-7A

RSI Cont. No
S14478

SECRET

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CHRONOLOGY

1 Sept 55 Redeployment of Operation "Billy Club"
16 Sept 55 Reassignment of Lt. Col. Jack D. Crane to Hq 15th Air Force
16 Sept 55 Lt. Col. Edward F. Gallup Jr. assigned Director of Materiel
16 Sept 55 Major Ray E. Boyer assigned Aircraft Maintenance Staff Officer
19 Sept 55 Operation "Hamshack"
27 Sept 55 Operation "Point Maker" cancelled
3 Oct 55 Operation "Post Hole"
13 Oct 55 Air Weapons Exercise "Relax"
13 Oct 55 "Old Pro I" and "Old Pro II"
13 Oct 55 Air Transport Association visit
25 Oct 55 Operation "Hook Up"
31 Oct 55 Operation "Sea Horse"

GLOSSARY

In the preparation of this historical report no abbreviations have been used that are not commonly accepted. All other abbreviations used in this history conform with those listed in "JANAP 169" as amended in September 1953.

CHAPTER I

ORGANIZATION AND ADMINISTRATION

MISSION:

The mission of the 22d Bombardment Wing is to be prepared to conduct strategic bombing operations on short notice in any portion of the world and under any conditions of climate, terrain, or weather. In order to maintain this condition of readiness, the wing performs a training program encompassing ground and air training which is designed to insure combat crews will be capable of efficiently performing this function and that ground personnel will be able to plan and conduct operations and maintain equipment in a high state of efficiency.

ORGANIZATION:

The 22d Bombardment Wing is composed of the 2nd Bombardment Squadron, 33rd Bombardment Squadron, 19th Bombardment Squadron, 22d Air Refueling Squadron, 22d Periodic Maintenance Squadron, 22d Field Maintenance Squadron, 22d Armament and Electronics Maintenance Squadron, Headquarters Squadron Section, and 22d Tactical Hospital.

KEY PERSONNEL CHANGES:

There were two key personnel changes during September. Lieutenant Colonel Jack D. Crane, Director of Materiel, was reassigned to Headquarters Fifteenth Air Force and replaced by Lieutenant Colonel Edward F. Gallup Jr., effective September 16, 1955. Major Ray E. Boyer assumed Colonel Gallup's key position of Aircraft Maintenance Staff Officer.

ADMINISTRATIVE ACTIVITIES:

The primary administrative problem lies in the shortage of trained, qualified personnel in the administrative field. The situation necessitates the withdrawal of personnel with little or no clerical ability from more amply manned, but completely unallied, fields. This problem is covered more fully in Chapter II, Personnel.

Administrative activities, with the exception of the preceding, was routine.

REORGANIZATION:

One function within the wing was reorganized during October. The officer records section within Consolidated Personnel was reorganized to provide three officer records clerks, one correspondence and effectiveness report clerk, and one airman for On-The-Job-Training (OJT) within the section. This relieved one clerk for duty elsewhere: five clerks are utilized in place of the six formerly used.

GROUND SAFETY:

The first three quarters of 1955 ended on September 30th. An analysis of the 22d Bombardment Wing was presented by the Base Ground Safety Office. It was broken down by squadrons within the wing. The injury rate was the number of disabling injuries for each 100,000 man days of exposure.

There was a total of 34 reportable injuries from the first of the year through September 30th. The first quarter injury rate was 9.14 decreasing to 6.44 during the half year and further decreasing to 5.88

during the third quarter.^{1/}

One fatality was reported in September. The same accident resulted in a permanent partial injury; amputation of the lower portion of the right leg. The death and injury resulted when the two airmen were pushing a private car which had run out of gas and stalled with the left rear protruding a few feet onto the pavement. The accident resulted from another vehicle running into the rear of the stalled car at a high rate of speed.^{2/}

An airman suffered a skull fracture when the car, driven by his wife, was in a collision with another vehicle driven by an airman from the 320th Bombardment Wing. Both drivers claimed they had the green light.^{3/} This accident resulted in 15 days lost at a cost of \$450.00.

Only one accident was reported during October and it was somewhat of a freak. An airman was walking in a hallway and in turning he became over-balanced and hit the sharp corner of a switch box mounted on the wall. A laceration of the right wrist resulted in four days lost and a cost of \$120.00.^{4/}

Accident costs during September were \$75,313.00 as compared with the preceding three months' average of \$629.00.^{5/}

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- ^{1/} Analysis of Military Injuries & Accidents 1 Jan thru 30 Sept 55---TAB A
 - ^{2/} MAFB Summary of Accidents and Injuries Sept 55-----TAB B
 - ^{3/} Ibid
 - ^{4/} MAFB Summary of Accidents and Injuries Oct 55-----TAB C
 - ^{5/} SAC Management Control Statement 22d BOMBWg Sept-----TAB D

CHAPTER II

PERSONNELPERSONNEL PROBLEMS:

In general, the wing was adequately manned with "3" and "5" skill level personnel in the Direct Maintenance Career Fields. Low manning at the "7" level, in many specialties such as the "K" system and gun-laying fields, continues to be a serious problem.

DIRECT MAINTENANCE CAREER FIELDS:

Several fields, as has been reported in the past several months, continued to be a problem to the wing. Manning in these fields is considered to be at a critically low level and severely affect the efficiency of the wing.

Instrument Repair:

The wing is authorized 31 personnel in this field with 28 assigned or 90 percent of the authorized strength. The projected input for October was four personnel but none were received. Projected losses to include the 31st of January 1956 indicate that this field will become increasingly critical with 16 personnel assigned or only 51.6 percent of the authorized personnel.

<u>AFSC</u>	<u>AUTH</u>	<u>ASSIGNED</u>	<u>PROJ ASGD 31 JAN 56</u>
42230	7	7	4
42250	23	18	4
42270	1	3	3

1/ Wing Commander's Remarks for Sept and Oct 55-----TABS REF
2/ Ibid

Electrical Repair:

The Electrical Repair Career Field was considered to be, during September, the most critically manned of the direct maintenance career fields. Thirteen of the authorized manning spaces in this field call for airmen qualified in the maintenance of the auto pilot. There were only six qualified maintenance personnel assigned during October; three of these will be separated within 90 days, leaving the wing with only three airmen in auto pilot maintenance. Projected loss of 26 airmen will reduce manning to 40 airmen or 54.7 percent of the authorized strength by the 31st of January 1956.^{3/}

<u>AFSC</u>	<u>AUTH</u>	<u>ASSIGNED</u>	<u>PROJ ASGD 31 JAN 56</u>
42330	7	29	24
42350	56	31	10
42370	10	6	6

Reciprocal Engine Mechanic:

Manning in this field was at 63.7 percent of the authorized strength at the end of October. The projected input in this field during October was projected at 13 airmen, however, only one was received. Projected losses up to the 31st of January were expected to reduce this percentage to 55.9 percent.^{4/}

<u>AFSC</u>	<u>AUTH</u>	<u>ASGD</u>	<u>PROJ ASGD 31 JAN 56</u>
43231	14	13	13
43251	74	48	40
43271	14	4	4

3/ Wing Commander's Remarks Sept and Oct 55-----TABS E&F
4/ Ibid

Inflight Refueling Specialist:

Sixty boom operators are authorized with 59 assigned. Although these figures show only one understrength, this does not show a true picture as separations have taken toll of the qualified airmen in this field. Of the 59 assigned, 19 are airmen who are being cross-trained from another field and due to the time needed to train a man in this field properly some time is expected to elapse before proper utilization can be made of their training. Nine boom operators are to be discharged within the 90 day period between the 1st of September and the 30th of November.^{5/}

INDIRECT MAINTENANCE CAREER FIELDS:

The Indirect Maintenance Career Fields have been hardest hit by separations and overseas quotas than the Direct Maintenance Fields. The wing has been losing personnel in these fields faster than they are being replaced. This produces a hardship in that the losses are coming faster than the few incoming airmen can be assigned and trained.^{6/}

Parachute, Fabric, Leather Repair:

Manning in this field during October was 55.8 percent of the authorized strength: projected losses are expected to reduce this manning to 50 percent by the 31st of January.^{7/}

^{5/} Wing Commander's Remarks Sept and Oct 55----- TAES R&F
^{6/} Ibid
^{7/} Ibid

7

<u>AFSC</u>	<u>AUTH</u>	<u>ASGD</u>	<u>PROJ ASGD 31 JAN 56</u>
58130	6	2	2
58131	1	1	1
58150	13	6	5
58151	10	3	3
58170	4	7	6

Administrative:

The loss of trained, experienced clerical personnel continues unabated within the wing. The wing is authorized a total of 85 administrative personnel of which the wing had 66 assigned during September. However, during October the assigned strength in the administrative field dropped to 50. During September, eight of the clerks were in a personnel freeze; five of these selected for overseas assignment. The loss of these clerks, including the 16 to be discharged through the last of December, will reduce this total to 35 clerks to man 85 vacancies.

As of the 31st of October the wing was 59.5 percent manned with projected losses to reduce this percentage to 38 percent by the last of January.

<u>AFSC</u>	<u>AUTH</u>	<u>ASGD</u>	<u>PROJ ASGD 31 JAN 56</u>
70230	25	23	18
70250	53	18	6
70270	6	9	8

Personnel and Classification:

The combined total authorization in the personnel and classification specialties is 37. During September, there were 22 airmen assigned. Discharges within 90 days will scale this figure down to 17. This field,

8/ Wing Commander's Remarks Sept and Oct 55----- TABS E&F

8

along with the administrative field, has been the hardest hit by the experienced and trained personnel. During September, the wing had only one experienced Morning Report clerk, one pay clerk, and one classification clerk who were capable of training personnel. These airmen were lost during October.^{9/}

<u>AFSC</u>	<u>AUTH</u>	<u>ASGD</u>	<u>PROJ ASGD 31 JAN 56</u>
73230	5	2	2
73231	2	5	5
73250	8	6	5
73251	19	4	4
73270	3	4	4

Personal Equipment:

As of the last of October, the manning in this field was 53 percent of the authorized strength: foreseeable losses to the last of January will reduce manning to 33 percent of the authorized strength.^{10/}

<u>AFSC</u>	<u>AUTH</u>	<u>ASGD</u>	<u>PROJ ASGD 31 JAN 56</u>
92230	2	2	1
92250	9	2	1
92270	4	6	3

Airframe Repair:

There has been a steady loss of personnel in this field, which had reduced the assigned strength in the field to 38 by the last of September. Ninety day projected losses will further reduce manning to a total of 34.^{11/} Forty-nine slots are authorized.

MANNING IN REQUIRED SPECIALITIES (MIRS):

In the manning tables for September and October the figures are almost identical with only three tenth percent difference in the Direct Support Skills.^{12/}

9/ Wing Commander's Remarks Sept and Oct 55----- TABS E&F
 10/ Ibid
 11/ Ibid
 12/ Ibid

9

September MIRS:

	<u>Required</u>	<u>MIRS</u>	<u>Percent MIRS</u>
Officers	429	387	90.2
Airmen	1056	884	83.8
Direct Support Skills	556	436	78.4
Indirect Support Skills			

October MIRS:

	<u>Required</u>	<u>MIRS</u>	<u>Percent MIRS</u>
Officers	429	383	88.6
Airmen	1056	883	83.5
Direct Support Skills	556	436	78.4
Indirect Support Skills			

REENLISTMENT RATE:

The percentages of the reenlistment rate for September and October were the same with October dropping one tenth of a percent over the preceding month.

	<u>Airmen Discharged</u>	<u>Reenlisted</u>	<u>Percentage</u>
September	66	18	27.3
October	59	16	27.2

ON-THE-JOB-TRAINING (OJT):

The OJT program produced a 98.6 percentage for September gaining over the August percentage, however, during October this percentage dropped to 97.6 percent. This may be attributed to the 2d Bombardment Squadron and the 22d Tactical Hospital which dropped percentage-wise considerably.

13/ Wing Commander's Remarks Sept and Oct 55----- TABS E&F

10 ^{14/}

The squadron standing are indicated below for September and October.

<u>SQUADRON</u>	<u>PERCENTAGE</u>	
	<u>SEPTEMBER</u>	<u>OCTOBER</u>
Hq Sq See	100	100
2d Bomb Sq	100	91
19th Bomb Sq	100	100
33d Bomb Sq	100	100
22d ARS	100	100
22d Fld Maint Sq	98	98
22d Per Maint Sq	100	100
22d A&E Maint Sq	98	98
22d Tactical Hospital	100	79

As evidenced by the above figures all the squadrons remained constant during the two months with the exception of the aforementioned 2nd Bombardment Squadron and 22d Tactical Squadron. The figures are of those eligible personnel for OJT.

The 22d Bombardment Wing rated first in the OJT program during September for all units at March AFB with a percentage of 98.6 percent out of a possible 100 percent.

^{15/}
AWOL RATE:

	<u>AWOLS</u>	<u>STRENGTH</u>	<u>RATE</u>
September	4	1894	2.1
October	4	1918	2.1

^{14/} Wing Commander's Remarks Sept and Oct 55----- TABS E&F
^{15/} Ibid

11

OFFICER EFFECTIVENESS REPORTS:

Thirty-five Officer Effectiveness Reports were processed during September and 39 during October. This is one of the areas affected by the administrative and personnel shortages within the wing. Administrative errors on effectiveness reports are still being encountered monthly due to the continual loss of experienced personnel and the low experience level of those remaining.

CONSOLIDATED PERSONNEL:

During September and October, the second phase in implementing the new airman military personnel records system was completed with the exception of the Air Force Forms Seven, which were 75 percent complete by the end of October.

A personnel conference was held at Headquarters Strategic Air Command during September for the purpose of establishing a standard centralized unit personnel section for wings and air base groups within the command. The conference decided to combine the functions of the Director of Personnel and the consolidated personnel records sections of these units. Functional alignments were decided upon which would establish four branches under the Director of Personnel. These branches would be officer, airman, reports and processing, and crew resources branches. The conference estimated the organization of the centralized unit personnel sections would be in operation within the command not later than the first of the new year.

CHAPTER III

OPERATIONS AND TRAINING

OPERATIONS SUMMARY:

September:

Operation "Hamshack":

At the time "Hamshack", a bomber stream mission, was flown, only 23 aircraft were available for the mission due to modification center commitments. The mission involved 31 sorties. Twenty-two of the available aircraft were airborne and 17 completed the bomber stream requirements of the mission. Two of the 17 crews completing the mission were Standardization Crews, therefore, the wing received credit ^{1/} for only 15 mission completions.

Operation "Point Maker":

The "Point Maker" mission was cancelled on the 27th of September at the first engine start time because of below minimum weather. This mission could not be rescheduled during September due to the unpredictability of rescheduling Radar Bomb Scoring (RBS) time and obtaining route clearance on short notice.

The advance planning for October and November included sufficient bomber stream missions to complete the requirements outlined in Supplement XX of SAC Regulation 50-8. ^{2/}

^{1/} Wing Commander's Remarks for Sept----- TAB E
^{2/} Ibid

13

October:

Operation "Post Hole":

A SAC evaluation mission ("Post Hole") was flown on 3, 4 and 5 October. Thirty-seven combat crews were flown. Out of the 37 crews 34 successfully attacked the target area. The three ineffectives were due to thunderstorms in the target area. On the first night there was a jet stream lying across the bomb run track, giving an extreme differential wind effect just prior to the bomb release line. Results on that night were average in spite of nature's handicap. On the third night the thunderstorm conditions existed and the results were again average. Aircraft and equipment reliability was above average and proficiency was slightly above the SAC average.^{3/}

Operation "Post Hole" accounted for 340:55 hours of the wing's October flying time.

Aerial refueling support for the mission was provided by the 22d Air Refueling Squadron. On the 13th, 14th and 15th of October the refueling squadron supported the 320th Bombardment Wing in their portion of "Post Hole".^{4/}

"Old Pro I" and "Old Pro II":

Bomber stream missions with 21 B-47's were held on the 13th and 26th of October. These missions were designed to fulfill requirements of Supplement XX of SAC Regulation 50-8.

^{3/} Information received from Lt. Colonel Jay O. Gray, 22d BOMBWg Dep D/O
^{4/} Ibid

14

Four air weapons exercises, nicknamed "Relax", were included. Each involved six B-47 crews and aircraft. After a morning devoted to weapons loading and post loading checks, the crews and aircraft were launched on a five hour mission involving tactical formation, air weapons exercises, and air refueling. All of the exercises were completed with excellent results.^{5/}

RESULTS OF OPERATION "BILLY CLUB":

Fifteenth Air Force headquarters computed the scores of the Unit Simulated Combat Mission (USCM) (Billy Club) participated in by the 22d Bombardment Wing on the 18th through the 20th of August.^{6/}

Navigation and flight engineering were hard hit in the proficiency scores. The navigation phase was scored at 40 percent and the flight engineering at 14.3 percent.^{7/}

Headquarters Fifteenth Air Force believes that the 22d Bombardment Wing would have shown better planning by scheduling a record night celestial rather than a day celestial navigation leg as it was shown there were sufficient periods of darkness after the first refueling for the accomplishment of the night leg. Further analysis by Fifteenth Air Force revealed that inadequate fixing data would be available during the final portion of the day celestial leg.^{8/}

^{5/} Information received from Lt. Colonel Jay O. Gray, 22d BOMBWG Dep D/O
^{6/} Ltr (CONFIDENTIAL) fm 15AF to Com 12th AD, dated 29 Sept 55, sub:
 Mission Results on Operations Order 305-55
^{7/} Ibid
^{8/} Ibid

TAB G

15

The flight engineering logs indicated to Fifteenth Air Force that the flight logs used were inadequate for the purposes of evaluation. Due to the lack of critical information concerning flight conditions, the true cause of low scores could not be determined. In some instances, aircraft were flown at reduced altitudes; however, this was not known at the time the flight logs were scored.^{9/}

Several crews showed evidence of improper cruise control procedures after it was determined that a larger fuel reserve would result from the existing favorable winds. Fifteenth Air Force headquarters noted that although the fuel logs showed that the actual performance resulted in a larger fuel reserve than planned; the logs are graded against optimum performance at the existing gross weight, rather than the amount of fuel remaining.^{10/}

The 12th Air Division Director of Operations passed on to the 22d Bombardment Wing Director of Operations the rough estimated results computed by Headquarters Fifteenth Air Force on Operation "Billy Club".

The overall results showed the wing totaled an 85.2 percentage with the navigation and flight engineer phases, as mentioned above, accounting for the low percentages.^{11/}

^{9/} Ltr (CONFIDENTIAL) fm 15AF to Com 12th AD, dated 29 Sept 55, subj: Mission Results on Operations Order 305-55----- TAB G
^{10/} Ibid
^{11/} DF (SECRET) fm 12 ADiv DO to 22d DO dated 20 Sept 55, subj: Results of USCM (Billy Club)----- TAB H

16

The wing had 91.3 percent of the required aircraft operational over the target and 91.3 percent of the required aircraft completed the mission. Ninety-one and three tenths of the minimum requirements were met on "Billy Club".^{12/}

The wet hookups accounted for 76.7 percent in the proficiency scores. In compliance with the Emergency War Plan (EWP) the wing scored 100 percent. Late reports dropped the reporting phase to 72.7 percent. Bonus points were few: 4.2. The sabotage phase was negative.^{13/}

The discrepancies in combat reporting by the 22d Bombardment Wing were listed by Headquarters Fifteenth Air Force to the Commander 12th Air Division. Accuracy of Information, Target Task Force Identifiers, Addressing, Message Consolidation, and the Format were all correct.^{14/} The classification on the B-17 report was incorrect as the report was submitted confidential and should have been submitted unclassified. In the indorsement back it was noted that the forms carried by the crews on "Billy Club" did not have the classification entered. This has been rectified.

In further commenting on the B-17 report, higher headquarters recommended submitting the report priority instead of operational immediate. In the return indorsement, paragraph five, SAC Manual 55-8A was quoted as suggesting that the B-17 report be submitted operational immediate.

^{12/} DF (SECRET) fm 12ADiv DO, dtd 20 Set 55, subj: Results of USCM-- TAB H
^{13/} Ibid
^{14/} Ltr (CONFIDENTIAL) to Com 12ADiv, dtd 10 Sep 55, subj: Critique of Combat Repting-15AF Ops Order 305-55 (BILLY CLUB)----- TAB I

17

Six reports were listed as being late. The delay of the B-51 reports was the result of having to send the film to be processed and analyzed approximately 65 miles by courier. Due to the distance to be traveled, the film was not dispatched until all the aircraft of each ^{15/} wave had landed.

AIR TRANSPORT ASSOCIATION VISIT:

On the 25, 26th and 27th of October, this station was host to a group of 10 officials of the Air Transport Association, headed by Brigadier General Milton Arnold, USAF (Retired). These officials represented the various scheduled airline companies of the United States and were touring as the guests of the Commander-in-Chief of SAC. On the 25th of October, a KC-97 of the 22d Air Refueling Squadron flew the group from Offutt Air Force Base to March. During the flight, air refueling as seen from the tanker was demonstrated. On the 26th of October, the group was divided between the 22d and 320th Bombardment Wings for a flight in the B-47. Each of the ATA guests was afforded the opportunity to fly the B-47 in formation, observe air refueling hookups with the KC-97 tanker and to make a simulated instrument approach and landing. All of these operations were performed in the back seat of the ^{16/} B-47 and were under the supervision of an instructor pilot.

^{15/} Ltr (CONFIDENTIAL) to Com 12ADiv, dtd 10 Sep 55, subj: Critique of Combat Reporting-15 AF Ops Order 305-55 (BILLY CLUB)----- TAB I
^{16/} Information received from Lt. Colonel Jay O. Gray, 22d BOMBWG Dep D/O

18

FLYING TRAINING:

September was, generally speaking, a somewhat productive month, even though the wing was less than one third complete on its' SAC Regulation 50-8 minimum quarterly requirements. Two bomber stream missions were scheduled during September: Operation "Hamshack" involving 31 sorties, and Operation "Point Maker" which scheduled 18 sorties, however, "Point Maker" was cancelled due to below minimum ^{17/} weather.

October proved to be a more productive month than the preceding month. The wing was able to meet all bomber stream commitments. SAC Regulation 50-8 accomplishments were less than two-thirds of the quarterly minimums because of the loss of an entire bomber stream mission during September. This loss plus the requirement for two evaluation missions saturated the facilities of the wing to where no make-up missions could be planned or flown. November projection of four bomber stream missions involving 92 sorties plus one Unit Simulated Combat Mission (USCM) involving 34 sorties will exceed the 50-8 requirements ^{18/} for the quarter ending the 30th of November.

FLYING TRAINING BREAKDOWN:

There were no actual releases scored within the wing for September and October. Five operators during September made five visual Radar Bomb Score runs for a Circular Error Average (CEA) of 958 feet. Three

<u>17/</u>	Wing Commander's Remarks for Sept-----	TAB E
<u>18/</u>	Wing Commander's Remarks for Oct-----	TAB F

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operators made three runs for a CEA of 1090 feet during October.¹⁹

Thirty-four operators made 159 radar RBS runs for a CEA of 2481 feet including one 78,720 foot run during September. Improvement in the CEA was shown during October when 41 operators made 131 radar runs for a CEA of 1988 feet.²⁰

Twenty-two GPI RBS runs were made by six operators in September for a CEA of 12,266 feet. Seventeen runs were made by nine operators in October for a CEA of 9440 feet.²¹

The navigation training accomplishments for September and October were as follows: during September, the wing flew 44 total record grid legs for a CEA of 11.8 nautical miles with 42 record day celestial legs flown for a CEA of 18.8 nautical miles. The wing flew 26 record grid legs for a CEA of 9.2 nautical miles during October. The total record day celestial legs flown was 14, for a CEA of 16.7 nautical miles.²²

The wing flew seven missions during the two month period as directed by higher headquarters. The type and hours flown are as follows: 3943d SES Evaluations, 16:50 hours during September; aircraft ferrying, 162:15 and 115:40 hours during September and October respectively; return from Operation "Billy Club", 352:30 hours; Operation "Hamshack" during September, 202:15 hours; Operation "Post Hole" during October,

^{19/} Wing Commander's Remarks for Sept and Oct----- TABS E&F
^{20/} Ibid
^{21/} Ibid
^{22/} Ibid

20

340:55 hours; Project "One Eye" during October, 11:05 hours; Operation "Hook Up" 18 hours during October.

Missions ordered by higher headquarters accounted for 1223 hours of flying time during September and October.^{23/}

Non-combat ready crews flew an average of 18:40 hours per crew as compared to 26:45 hours flown by combat ready crews during September. This unfavorable comparison was caused by the TDY of the aircraft commander of one of the non-ready crews reported on. The crew was not able to fly together for the entire month. Discounting that crew, the average flown by other non-ready crews was 28:05 hours.^{24/}

The flying time increased considerably in October over September. The crews flew an average of 35:50 hours per crew as compared to the 25:50 hours flown by combat ready crews. This was achieved through careful scheduling and constant emphasis being placed on the training of non-ready crews.^{25/}

The wing was authorized 45 B-47's combat crews in both months with 41 assigned. Twenty KC-97 combat ready crews were authorized with 21 assigned in September and 20 in October.^{26/}

Air Refueling - Wet Hookups:

B-47 aircraft performed 65 contacts during the two months with a hundred percent acceptability and KC-97 aircraft performed 61 contacts with a hundred percent acceptability. Total contacts and acceptability

^{23/}	Wing Commander's Remarks for Sept and Oct-----	TABS E&F
^{24/}	Wing Commander's Remarks for Sept-----	TAB E
^{25/}	Wing Commander's Remarks for Oct-----	TAB F
^{26/}	SAC Management Control Statement for Sept and Oct 55-----	TABS D

21

were 190 and a hundred percent respectively.^{27/}

One hundred and seventeen radar rendezvous air refuelings were performed by B-47 aircraft with a hundred percent acceptability. Eighty-nine radar rendezvous air refuelings were attempted by the KC-97's with a hundred percent acceptability. Total performed and accepted were 206 and a hundred percent respectively.^{28/}

Thirty-seven B-47 crews took the Emergency War Plan (EWP) Examination in September and all crews passed.

Field Training Operations:

Test of Facilities:

During September, six aircraft were successfully loaded and taxied to include full-power check as a test of alert procedures and special weapons training. Times and flow data met operational requirements. During October, no facilities were tested.

Exercises:

Eighteen sorties were flown in three increments as field training special weapons exercises during September. Four special weapons exercises, loading a total of 24 aircraft with MK-6 training weapons, were conducted in October.

Crew Status Changes:

In the two months, 10 crews were upgraded, two formed, one downgraded (upgraded 15 days later), and two crews disbanded.

^{27/} SAC Management Control Statement for Sept and Oct 55----- TABS D&J
^{28/} Ibid

22

Five pilots and four pilots were gained in September and October respectively. No crew members were lost during September, however, one pilot was separated and two Aircraft Observers were lost (one on a Permanent Change of Station (PCS) and one to duty as a Special Weapons Officer) in October.

Crew member changes were as follows: (September) two Aircraft Commanders; (October) six pilots and five Aircraft Observers.

There were no new crews formed in September, however, two "IN" crews were formed on the 7th of October.^{29/}

FLYING TIME:

The wing was unable to deliver a hundred percent of its' required flying time in either September or October. The wing utilized 97.5 percent of its' required time in September and 98.1 percent in October. In September the B-47's were required to fly 1380 hours, however, 1317 hours were actually flown or 96.8 percent of the required time. KC-97 aircraft in the same month were required to fly 694 hours and they delivered 706^{30/} hours for a 101.7 percentage.

The requirements were raised in October but the wing was able to raise its' percentage to 98.1 percent by utilizing 2120 hours of the required 2160. The required hours for B-47's was 1440 with the wing delivering 1336 hours for a percentage of 92.8. As usual the KC-97's exceeded their requirement of 720 hours by flying 784 hours for a percentage of 108.9.^{31/}

29/	Wing Commander's Remarks for Sept and Oct-----	TABS E&F
30/	SAC Management Control Statement for Sept 55-----	TAB N
31/	SAC Management Control Statement for Oct 55-----	TAB J

23

FLIGHT ENGINEERING:

The Flight Engineering improvement of 29 percent in October over September is the result of emphasis placed on this item after the poor showing on the first USCM in this quarter.^{32/}

There were 45 missions performed by B-47's in September with only 20 with PI 98 or better. In October, there were 58 missions flown with 48 with a PI of 98 or better.^{33/}

The KC-97's flew 15 missions in September with 13 of them showing PI 90 or better. All four of the missions flown in October had a PI of 90 or better.^{34/}

The total number of missions performed in September was 60 with 33 acceptable for a percentage of 55 percent. Sixty-two missions were performed with 52 acceptable for an 84.0 percent acceptability rate.^{35/}

WING PROFICIENCY:

The wing performed 160 RBS radar bomb run in September with 128 under 3500 feet Circular Error (CE) for an average reliability of 89 percent. In October, 34 crews participated with a reliability factor of 82.3 percent. The decrease was due mainly to errors on a "Post Hole" target. The target photos were 10 years old and the target was new to the crews.^{36/}

22D AIR REFUELING SQUADRON:

The majority of the squadron's flying time in October was expended

^{32/} SAC Management Control Statement for Sept and Oct----- TABSD&J
^{33/} Ibid
^{34/} Ibid
^{35/} Ibid
^{36/} Ibid

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in maximum effort type missions and higher headquarters directed sorties.

The squadron expects to meet or exceed SAC Regulation 50-8 requirements for the quarter ending the 30th of November. This is based on projected sorties and the predicated approval of the USCM flown in support of the 320th Bombardment Wing in October.^{37/}

Higher Headquarters Directed Missions:

The 22d Air Refueling Squadron flew five missions in October as directed by higher headquarters. These missions and flying times are as follows: Operation "Seahorse", 9:20 hours; Operation "Posthole", 436:50 hours; Operation "Hookup", 72:35 hours; ferry flights, 26:15 hours; support of the 55th Reconnaissance Squadron (Forbes AFB, Kan.), 8:10 hours.^{38/}

Crew Member Changes:

The crew member changes for October were as follows: one Aircraft Commander, seven pilots, four navigators, three flight engineers, one radio operator, and four assistant boom operators. One crew was disbanded due to no replacement of the Aircraft Commander.^{39/}

GROUND TRAINING UTILIZATION:

Sixty-nine percent of the scheduled training time for the Link Trainer was utilized. Two hundred hours were allotted with 138 hours utilized. The wing was scheduled 60:45 hours time in the T-2 Trainer and utilized 50 hours for a 78.2 percent utilization rate. The wing

^{37/} 22d Air Refueling Sqdn Commander's Remarks for Oct----- TAB K
^{38/} Ibid
^{39/} Ibid

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was allocated 74 hours in the T-3 Trainer and used 20 for a 27.2 percent utilization rate.^{40/}

The three bombardment squadrons were scheduled for 60 hours of T-1A Gunnery and used 30 hours or 50 percent of the scheduled time.

The 22d Air Refueling Squadron utilized 35 hours to the 33 hours scheduled in the KC-97 Simulator. Ninety-six hours were available for B-47 Simulator time. The wing used 69 hours or 71.8 percent.^{41/}

Five spaces were filled by wing components for survival exercises bringing the wing to 43.75 percent complete for the year. The wing was 68 percent complete on its sea survival training for the year. Sixty-. nine and five tenths of the SAC survival requirements for the year were completed with the filling of five spaces. Altitude indoctrination was 99 percent complete for the year with the filling of 20 spaces in October.^{42/}

^{40/} Ground Training Utilization Chart for 22d BOMBWg for Oct 55---- TAB L
^{41/} Ibid
^{42/} Ibid

CHAPTER IV

MAINTENANCE AND SUPPLY

MAINTENANCE CONTROL SUPPLY UNIT:

The following was a breakdown of the Aircraft Out of Commission for Parts (AACP) and Aircraft Not Fully Equipped (ANFE) for the month of September: percentage of B-47 aircraft AACP, .0; percentage of B-47 aircraft ANFE, .032; percentage of KC-97 aircraft AACP and ANFE, .0. Both the daily average and percentage of AACP for B-47 and KC-97 aircraft was .0 for October. The daily average percentage of aircraft ANFE was .016 percent.

AIRCRAFT DISTRIBUTION:

The wing gained 28 B-47E's from Lockheed Aircraft Corporation of Marietta, Ga. in September and October. Five were gained from Douglas Aircraft Corporation of Tulsa, Okla. in October. One KC-97 was gained from the Oklahoma City Air Materiel Area (OCAMA) on project IRAN and one was gained from Castle AFB, Calif.^{1/}

Sixteen B-47's were lost to Douglas Aircraft Corporation and seven were lost to Lockheed Aircraft Corporation in September and October. One KC-97 was lost to Castle AFB, Calif.^{2/}

The above gains and losses added ten B-47E's and one KC-97 to the wing's strength.

^{1/} Information from 22d BOMBWg Aircraft Records Section D/M
^{2/} Ibid

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MAINTENANCE STANDARDIZATION TEAM:

The Maintenance Standardization Team investigated all incidents causing aircraft malfunctions and aborts in coordination with the Malfunction Board. Numerous malfunction incidents are incorporated in the Maintenance Information Bulletin for reference to preclude recurrence.

All B-47 personnel have been given the Written Examination for Maintenance Personnel (WEMP). The testing program was about 95 percent complete for the KC-97 personnel and about 40 percent complete for the "K" system personnel. Comparison of the first WEMP test on B-47 personnel and the last test showed a definite increase in knowledge.

TECHNICAL ORDER COMPLIANCE (TOC):

Due to the transfer of the B-47E aircraft the TOC rate for September was negative. Each of the incoming modified aircraft was inspected for TOC at the Modification Center and IRAN. During October, the project was completed except for the armament and electronics equipment phase.

The TOC rate for KC-97 aircraft in September was as follows: 64 SAC Form 85's received and 477 man-hours accomplished. In October 89 SAC Form 85's were received and 1105 man-hours were accomplished.

3/ Information from 22d BOMBWg Aircraft Records Section D/M

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MAINTENANCE QUALITY CONTROL:

Weighing of aircraft was accomplished on 11 aircraft in September and seven in October. During the two month period four B-47 aircraft and 11 Kc-97's were test flown. Periodic inspections were accomplished on three B-47 aircraft and four KC-97 aircraft in the two months. Fifteen B-47's and 10 KC-97's underwent flight line 25% inspections in the reporting period.

One hundred and fifty unsatisfactory reports and 1155 failure reports were submitted and processed in the combined months.

Maintenance Quality Control (Base Flight Section):

Thirty-five periodic inspections were performed by the Maintenance Quality Control Base Flight Section in September and October. The breakdown is as follows: ten C-45's; four C-47's; two C-54's; three C-119's; 15 B-25's; one T-33.

Five engines were inspected prior to their installation for the 22d Field Maintenance Buildup Shop. Eighteen 25% inspections (flight line) were completed in the reporting period. Forty test flights were completed; 25 in September. Pilots were briefed and debriefed by this section.

In September, the pre-planned maintenance concept (TO 00-20A-10) was initiated on two type aircraft, the B-25 and T-33. The other assigned aircraft were awaiting Master Work Cards.

4/ Information from 22d BOMBWg Maintenance Quality Control Section D/M
5/ Ibid

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ARMAMENT AND ELECTRONICS MAINTENANCE:

Bomb Navigation Shop:

Re-cycling of the bomb navigation mock-up was delayed due to the shortage of the following major units: Tracking Computers; Polar Converters; Computer Amplifier Racks; Stabilization Amplifier Racks; IP-135; PP-352; PP-353; SN-57; MD-152; Ballistics Controls; Bombing Computers; and RT-124.

Trouble was encountered because of the incorrect wiring of Phase 115V 400 cycle generators; the three Phase 115V 400 cycle generators being too small.^{6/}

General Radar:

Training was continued on the APS-42, APN-12, APN-69, and the completed APN-70 mock-ups. Construction of the APS-42 flyaway mock-up was commenced in September.^{7/}

Small Arms Maintenance:

Considerable delays due to shortages of material was experienced in September. This caused material to fall in the Awaiting Parts (AWP) status. When materials were available thru supply channels, maintenance was readily affected.

All new equipment and aircraft were given the customary acceptance checks as the Technical Order required.

Camera Repair:

During the period that the Camera Repair Shop moved into a new location, it was not possible to accomplish any maintenance on photographic equipment.

^{6/} Information received from 22d Armament and Electronics Maint Sqdn
^{7/} Ibid

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A Technical Order, 10A5-6-1-501, concerning the relubrication of the type B-8A, B-9A and B-10A Intervalometers was received on the 23rd of September. Compliance with this TO was held up until the necessary parts could be ordered and received. An estimated six man-hours per intervalometer would be required for this compliance.

Fire Control:

Mobility boxes for the two AP-32 mock-ups were completed in September. One mock-up was in operational condition, the other not operational due to the antenna requiring depot maintenance. The antenna was sent Non-Repairable-This-Station (NRTS) and a new antenna was ordered.

Materials Awaiting Parts has been held to a minimum due to the light work load.

Weapons Release:

Two aircraft were in an ANFE status for bomb disconnect shields. This was due to the poor construction of the shield assembly upon which an Unsatisfactory Report (UR) was submitted.

All of the new aircraft assigned to the wing had a different bomb configuration than the old aircraft. During September, these aircraft were being changed over to the mod six configuration.^{8/}

Docks:

During the month of September there was a total of five aircraft in the docks for a periodic inspection. Three of these aircraft

^{8/} Information received from 22d Armament and Electronics Maint Sqdn

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were KC-97's. On these five aircraft there were 38 Maintenance Quality Control discrepancies which amounted to an average of seven and three fifths discrepancies per aircraft. Fourteen of these discrepancies were on "K" system, five on auto-pilot, seven on radio, seven on radar, three on camera, and two on weapons and release.

The Maintenance Supervisor felt that the discharge of three airmen directly affected the quality of maintenance. The auto-pilot rating also went up with the discharge of two auto-pilot personnel. The "K" system discrepancies were directly attributed to flight-line personnel as the Periodic Maintenance Section had no "K" system specialists assigned to the Docks.^{9/}

FIELD MAINTENANCE:

Aircraft Repair:

Specialist work orders received by this section in September and October numbered 103 aircraft work orders with 93 completions and 50 fuel cell repair work orders with 43 completions.

The shop complied with TO's 1C-94-276, 1C-94-244, 1B-1-515 during October. One work order was in progress in October. Work order number 40-9076 consisted of assembling and distributing exterior Jet Assisted Take-Off (JATO) racks.^{10/}

Office Machine Repair:

In September and October 342 units were processed utilizing 1563 hours. This was an average of 4.25 hours and five hours per unit in September and October respectively.

^{9/} Information received from 22d Armament and Electronics Maint Sqdn
^{10/} Information received from 22d Field Maintenance Sqdn

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Instrument Repair:

Five hundred forty six specialist work orders were processed from the 25th of August through the 25th of October. Three hundred thirty five instruments were bench checked and 88 torque wrenches and tensiometers checked and processed by shop personnel during this period.

Electric Repairs

Flight line specialists completed 961 work orders in September and October. In addition, the flight line specialists complied with 44 technical orders. Six hundred seventy six items were serviced or processed. Three hundred and fifty items were found to be serviceable. Two hundred eighty five were found to be Non-Repairable-on-This-Station (NRTS) and 34 were found to be Repairable-on-Base (ROB).

The Battery Shop serviced and issued 62 K-1, 65 G-1, 19 F-1, seven T-88, and 15 D6A batteries during the period.

Parachute:

During September and October, 1164 personnel chutes were inspected, repacked and made serviceable. Five hundred and nine D-1 deceleration chutes were inspected and made serviceable at the same time. Twenty-five work orders were completed out of the 29 received.

Life Raft:

During September and October, 544 type B-5 vests, 204 type P2-A rafts, 685 type R1 suits, 100 C2-A rafts, 14 type A-3B rafts, 144 P. K.-2 rafts, four MA-1 and four E2D rafts were inspected and made serviceable.

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A total of eight Form 48's 27 Form 344 Instruction Slips, three Form 85 Technical Order Compliances and 42 Line Specialist Work Orders were completed.

Wood Shop:

Fuel cell ribs for the Aircraft Repair Section and 40 drop tank racks for the bombardment squadrons were constructed. The regular flow of furniture, office equipment, and aircraft parts of wood to be repaired or manufactured was about normal.

Welding Shop:

The work load decreased during September and October. Very few specialist dispatch work orders were received. The work orders received consisted of silver soldering water injection elbows on B-47 aircraft and welding tail pipes on base flight aircraft. A Technical Order compliance was completed on 17 jet engine stands. During the same period, tail cones and tail pipes were repaired and returned to the docks and the various bombardment squadrons.

Sheet Metal:

The shop completed 183 work orders on B-47 aircraft, 99 work orders on KC-97 type aircraft and 35 work orders on base flight aircraft.

Machine Shop:

The shop completed 36 line work orders and 48 form 48 work orders in October. The line orders consisted of removal of broken screws, broken studs, retaping threaded holes, installation of bolts and taper

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pins which the line machanic could not do, clearing dock gigs, making Technical Order modifications, installing Heli-Coil inserts. The Form 48 work orders were just as varied. Local manufacture jobs consisted of 21 manufacturing of bushings, spacers, fittings, studs, gages and small aircraft parts.

PROPULSION MAINTENANCE:

Eleven engines were torn down and three engines were minor repaired during September and October. Three engines were removed from flyaway and put in pre-issue and three new engines were put in flyaway storage. TO 2J-J47-506 and TO IB-47-757 were complied with on 12 aircraft. The J-47 Engine Buildup section completed 62 work orders such as engine changes, regulator changes, wet tabbing, and miscellaneous.

Lack of parts have seriously affected the status of the R-4360 (KC-97 engine) engine buildup. Cylinders ordered to comply with TO 1C-97K-511 were very slow in coming in, hampering the compliance with the Technical Order. ^{11/}

SUPPLY:

Bench stocks for the 807th Air Base Group, 22d Field Maintenance Electric Shop and Aero Repair were revised during the month of September. Pre-issue Master Lists for the 22d Field Maintenance Electric Shop and the 42d Air Rescue Squadron were also revised. ^{12/}

^{11/} Information received from 22d Field Maintenance Squadron
^{12/} Information 1st Lt Charles H. Ott Jr, Maint Control Supply Officer

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Cannibillizations:

Four cannibillizations were made during September within the wing.

Maintenance Control Supply Unit:

SAC Regulation 67-3 was complied with by submission of a supply difficulty letter on engine mount brackets for KC-97 aircraft.

A letter was submitted to Headquarters Strategic Air Command requesting that paragraph 2a (3), Section III, Chapter 10, SAC Manual 20-1, be changed to read "Critical Items Shortage" since this manual is utilized as a check list by the Inspector General. The original intent was to maintain a list of all items short which proved to be near impossible, therefore, a list was maintained to include only the critical items which were short.^{13/}

Supply inventories were taken in all the units of the wing in order to prepare the S-32 report. A team was utilized for marking pre-punched International Business Machine (IBM) cards in connection with the project.

During a recent inspection, a shortage of non-sparking hand tools was evident in the 22d Air Refueling Squadron and the tactical squadrons. A notification of this shortage was given to the 12th Air Division since the items were coded local purchase in the Air Force stock list. There has been no indication that the required action has been taken.^{14/}

Many routine supply difficulty letters were submitted by the various tactical squadrons and maintenance squadrons in the two months.

^{13/} Information: 1st Lt Charles H. Ott Jr., Maint Control Supply Officer
^{14/} Ibid

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Maintenance Publications:

Four Maintenance Instruction Letters, 1-A, 3, 10, and 45, were published in September and October. MIL 1-A established the proper procedures for completing entries in the -4 of the 781 Series Forms.^{12/} MIL three was published to inestablish safe procedures for the re-fueling, defueling and transfer of fuel between tanks in aircraft.^{16/} To establish the proper procedures for the maintaining of the water injection (ADI) system on the B-47 aircraft MIL number 10 was published.^{17/} To establish a system for the reporting and investigation of abnormal engine conditions such as fires, explosion, sudden stoppage, oil starvation etc. MIL number 45 was published on the 30th of September.^{18/}

One Maintenance Technical Instruction directive was published in September. MTI D-5 established a test to alleviate the possibility of damage to engines, such as compressor stalls and fires. It was further published to standarize the wet tabbing procedures within the wing.^{19/}

FACILITIES:

The facilities of the 22d Bombardment Wing were adequate as a whole to accomplish the wing's mission.

^{15/}	Maintenance Instruction Letter 1-A-----	TAB M
^{16/}	Maintenance Instruction Letter Three-----	TAB N
^{17/}	Maintenance Instruction Letter 10-----	TAB O
^{18/}	Maintenance Instruction Letter 45-----	TAB P
^{19/}	Maintenance Technical Instruction Number D-5-----	TAB Q

ROSTER OF KEY PERSONNEL

As of: 31 October 1955

WING COMMANDER:
Colonel Lloyd H. Dalton Jr.

DEPUTY COMMANDER:
Colonel Frederic G. Huish

ADJUTANT:
Captain Edward E. Johnson

COMPTROLLER:
Major David A. Lion

DIRECTOR OF PERSONNEL:
Chief Warrant Officer Howard B. Neal

DIRECTOR OF OPERATIONS:
Colonel Horace E. Hatch

DIRECTOR OF MATERIEL:
Lieutenant Colonel Edward F. Gallup Jr.

DIRECTOR OF INTELLIGENCE:
Lieutenant Colonel Charles F. Tolhurst

MAINTENANCE CONTROL OFFICER:
Major John J. Boreh

AIRCRAFT MAINTENANCE STAFF OFFICER:
Major Ray E. Boyer

COMMANDER 2d BOMBARDMENT SQUADRON:
Lieutenant Colonel James M. Graybeal

COMMANDER 19th BOMBARDMENT SQUADRON:
Lieutenant Colonel Burl W. McLaughlin

COMMANDER 33d BOMBARDMENT SQUADRON:
Lieutenant Colonel Paul H. Francis

COMMANDER 22d AIR REFUELING SQUADRON:
Lieutenant Colonel Raymond E. Hamlyn

COMMANDER 22d FIELD MAINTENANCE SQUADRON:
Lieutenant Colonel Charles L. Lockhart

COMMANDER 22d ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON:
Lieutenant Colonel Kenneth L. Johnson

COMMANDER 22d PERIODIC MAINTENANCE SQUADRON:
Lieutenant Colonel Mabon A. Cornwell

COMMANDER 22d TACTICAL HOSPITAL:
Colonel Jack H. Bristow

BIBLIOGRAPHY

Information was extracted from the files of the following agencies
and squadrons of the 22d Bombardment Wing (M):

Wing Commander
Directorate of Operations
Directorate of Materiel
Directorate of Personnel
Wing Comptroller
2nd Bombardment Squadron
19th Bombardment Squadron
33rd Bombardment Squadron
22d Air Refueling Squadron
22d Periodic Maintenance Squadron
22d Armament and Electronics Maintenance Squadron
22d Field Maintenance Squadron

APPENDIX

TAB

Analysis of Military Injuries and Accidents 1 Jan thru 30 Sept 1955.....	A
March Air Force Base Summary of Accidents and In- juries Sept 1955.....	B
March Air Force Base Summary of Accidents and In- juries Oct 1955.....	C
SAC Management Control Statement 22d BOMBWg Sept.....	D
Wing Commander's Remarks for Sept.....	E
Wing Commander's Remarks for Oct.....	F
Letter (CONFIDENTIAL) fm 15AF to Com 12th ADiv, dated 29 Sept 55, subj: Mission Results on Operations Order 305-55.....	G
DF (SECRET) fm 12 ADiv DO to 22d DO dated 20 Sept 55, subj: Results of USCM (Billy Club).....	H
Ltr (CONFIDENTIAL) to Com 12 ADiv, dtd 10 Sept 55, subj: Critique of Combat Reporting-15AF Ops Order 305-55 (BILLY CLUB).....	I
SAC Management Control Statement 22d BOMBWg Oct.....	J
22d Air Refueling Sqdn Commander's Remarks Oct.....	K
Ground Training Utilization Chart for 22d BOMBWg....	L
Maintenance Instruction Letter 1-A.....	M
Maintenance Instruction Letter Three.....	N
Maintenance Instruction Letter 10.....	O
Maintenance Instruction Letter 45.....	P
Maintenance Technical Instruction D-5.....	Q

7748 4
MARCH AIR FORCE BASE
CALIFORNIA

Analysis of Military Injuries & Accidents
1 Jan thru 30 Sep 1955

1. An analysis of MAFB reportable injuries and comparative cumulative rates for the first three quarters of 1955 is presented. It is broken down as to squadrons of the 307th AFGW, 22d Bomb Wing, and 320th Bomb Wing. The injury rate is the number of disabling injuries for each 100,000 man days of exposure.
2. The 105 accidental injuries which have occurred produced:
 - a. Six fatalities, one due to an on-the-job electrocution, and five due to private vehicle accidents.
 - b. Four permanent partial injuries, three of which were due to private vehicle accidents (loss of legs), and one due to an on-the-job hand tool accident (loss of eye).
 - c. A cost charge for the six fatalities and four permanent partial injuries of \$321,000.
3. Percentage wise, the activities of the persons involved in the 105 injury cases were as follows:
 - a. 17% on-duty industrial assignments.
 - b. 51% off-duty involving private vehicle operation.
 - c. 12% sports, recreation & misc.
 - d. 14% home and barracks.
 - e. 6% altercation & horseplay.
4. In addition to the military injury cases listed by squadrons, fourteen Govt Veh accidents occurred with a property damage cost of \$2833.00 and 129 days out of service.
5. The total ground accident cost for all types of injuries and property damages during the 9 months period was \$400,651.00.
6. For detailed information relative to injury and accident cases mentioned in this analysis, reference is made to the monthly Summary of Accidents and Injuries published by the Base Ground Safety Section, Distribution "X".

Base Ground Safety
Ext. 7215

Distribution "X" Plus 75 copies to
Base Ground Safety

Military Injury Rate - MAIR
Reporting Period 1 Jan thru 30 Sep 1955

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	Industrial Flight Line	Industrial Miscellaneous	Private Car Driver	Motocycles and Scooters	Private Veh. Passenger	Sports	Recreation and Misc.	Home and Barracks	Altercation and Homicide	Total Injuries	1955 Cumulative Rates		
											First Quarter Injury Rates	Half Year Injury Rates	Third Quarter Injury Rates
807TH ABGRU													
807th Hq Sq Sec		1			1			1		3	1.49	1.41	1.43
807th Supply Sq	1	1	2	3	2	1			1	11	2.40	3.08	3.34
807th Intr Veh Sq		1								1	5.02	2.44	1.76
807th Air Police Sq	1	1			2		2	2	1	9	7.97	3.99	6.56
807th Instl Sq				1	1				1	3	7.38	5.02	3.39
807th Food Service Sq		1	1					1		3	6.27	4.35	2.91
807th Operations Sq					1					1	3.77	1.86	1.27
4164th USAF Hosp										0	0.00	0.00	0.00
523rd AF Band Sq										0	0.00	0.00	0.00
Hq Sq Div 15AF			2*		1		1			4*	1.80	2.73	2.14
15th Recon Tech Sq			1		3			1		5	6.75	4.58	5.02
33rd Comm Sq							1	1		2	5.98	4.71	2.75
807th Total	2	5	4	4	11	1	4	6	3	42	4.12	4.15	3.49

Military Injury Rate - WAFB
Reporting Period 1 Jan thru 30 Sep 1955

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	Industrial Flight Line	Industrial Miscellaneous	Private Car Driver	Motorcycle and Scooters	Private Veh. Passenger	Sports	Recreation and Misc.	Home and Barracks	Altercation and Horseplay	Total Injuries	1955 Cumulative Rates		
											First Quarter Injury Rate	Half Year Injury Rate	Third Quarter Injury Rate
22D BW (H)													
22d Hq Sq Sec			1	1				1		3	5.88	9.03	6.08
2d Bomb Sq			2*							2*	0.00	3.13	4.18
19th Bomb Sq								1		1	6.44	3.26	2.19
33d Bomb Sq	1	1	1	1						4	24.15	12.46	8.36
22d Air Rflg Sq			1	1	1*		1	1		5*	8.73	4.51	5.10
22d A&S Maint Sq		1					1			2	6.25	3.16	2.05
22d Fld Maint Sq	2		4	1	3		1	2		13	12.64	10.26	11.12
22d Per Maint Sq	1	1								2	13.50	6.43	4.62
22d Tac Hosp					1			1		2	0.00	4.70	6.28
22d Total	4	3	9	4	5	0	3	6	0	34	9.14	6.44	5.88
* - Fatal			*		*					**			

Military Injury Rate - MAFB
Reporting Period 1 Jan thru 30 Sep 1955

Page 4

	Industrial Flight Line	Industrial Miscellaneous	Private Car Driver	Motorcycles and Scooters	Private Veh. Passenger	Sports	Recreation and Misc.	Horse and Barracks	Altercation and Horseplay	Pedestrian	Total Injuries	1955 Cumulative Rates		
												First Quarter Injury Rates	Half Year Injury Rates	Third Quarter Injury Rates
320TH BW (H)														
320th Hq Sq Scc		1*						1			2*	0.00	2.98	4.03
441st Bomb Sq				1	1					1	3	4.93	2.81	5.82
442nd Bomb Sq							1		1		2	5.10	2.76	3.93
443rd Bomb Sq							1	2			3	10.50	6.22	5.76
320th Air Rflg Sq	1		2	1							4	3.07	3.11	4.14
320th A&E Maint Sq			2*		5*		2				9**	20.27	13.77	9.02
320th Fld Maint Sq	1	1			1						3	2.37	3.85	2.63
320th Per Maint Sq							1		1		2	0.00	3.30	4.72
320th Tac Hosp					1						1	9.26	4.67	3.14
320th Total	2	2	4	2	8	0	5	3	2	1	29	7.50	5.50	4.93
* - Fatal		*	*		*						***			
RFGAPITULATION														
677 ABGru	2	5	6	4	11	1	4	6	3	0	42	4.12	4.15	3.49
22 BW (H)	4	3	9	4	5	0	3	6	0	0	34	9.14	6.44	5.83
320 BW (H)	2	2	4	2	8	0	5	3	2	1	29	7.50	5.50	4.93
Base Total	8	10	19	10	24	1	12	15	5	1	105	6.22	5.05	4.42
* - Fatal		*	***		**						***			

MARCH AIR FORCE BASE SUMMARY OF ACCIDENTS AND INJURIES - SEPTEMBER 55

ORGANIZATION	INDUS- TRIAL	VEH. PVT.	HOME & BARRACKS	SPORTS	MISC & RECREATION	ALTERCATION & HORSEPLAY	PEDES- TRIAN	TOTAL INJURIES	MAN DAYS EXPOSURE	RATE
307th AGRU	1	3*	0	0	0	0	0	4*	132,490	3.32
22nd BW	0	4*	0	0	0	0	0	4*	61,820	6.46
320th BW	1*	1	0	0	0	0	0	2*	61,110	3.27
TOTAL INJURIES	2*	8**	0	0	0	0	0	10***	255,720	3.91

* Fatalities

Days Lost Thru Military Injuries 102 Fatalities 3 (\$31,500 each) Permanent Partial 1 (\$43,000 each)Government Vehicle Accidents 2 Damage Cost \$458.00 Days Out of Service 15 Rate .98Total Injury and Accident Damage Cost \$141,249.00

GOVERNMENT MOTOR VEHICLE ACCIDENTS

ORGANIZATION	LOCATION	TIME DATE	ACCIDENT CAUSE	DAMAGE COST	ACCIDENT TYPE
307th Supply Sq S/Sgt Kinard, W.H. Age 30 Report #008	Refueling vehicle park- ing Area, Flight Line, March AFB, Calif	0900 12 Sep	S/Sgt Kinard was attempting to hook up his tractor to a fuel tank trailer. He failed to hook up air lines, apply brakes or use wheel chocks on the trailer. The trailer was fully loaded and when the tractor backed under it, the trailer rolled backwards, shear- ing the bolts on the landing gear, causing trailer to drop to the ground.	Fuel Tank punctured and seams cracked. \$458.00 15 days out of service	Government Motor Vehicle No One Injured

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GOVERNMENT MOTOR VEHICLE ACCIDENTS

Page 2

ORGANIZATION	LOCATION	THE DATE	ACCIDENT CAUSE	DAMAGE COST	ACCIDENT TYPE
807th Supply Sq A/IC Gardner, John Age 22 Report #007	Munitions Storage Area, March AFB, Calif	2400 12 Sep	Airman Gardner was driving a Govt 1951 Stude. 6x6 truck, pulling a loaded N-1 ammunition trailer at about 5 MPH. Without his knowledge W/O John Finch, OIC of the operation climbed over the stakes of truck, slipped under rear wheel and suffered a fractured right ankle before truck and trailer could be stopped. (See injury report 807th Supply Sq.)	No Damage to Government Vehicle	Government Motor Vehicle Driver Not Considered at Fault

SEPTEMBER 1955 - 807TH AIR BASE GROUP

ORGANIZATION	LOCATION	THE DATE	ACCIDENT CAUSE	DAYS LOST	INJURY	ACCIDENT TYPE
Hq Sq Sec 807ABG A/3C June Bowers Age 21 Report #001	On Hwy #71 4 miles N/E of Corona, Calif	2300 29 Aug	Ann Bowers was passenger in a private car driven by a 21 yr old Airman at an excessive speed. In rounding a curve, driver was forced out the door. In trying to prevent his fall he grabbed Ann Bowers arm pulling her from the car with him.	10 300	Multiple contusions and abrasions both arms and knees	Private Motor Vehicle Passenger Driver not Injured

SEPTEMBER 1955 - 807TH AIR BASE GROUP

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ORGANIZATION	LOCATION	THE DATE	ACCIDENT CAUSE	DAYS LOST	INJURY	ACCIDENT TYPE
15th Recon Tech Sq A/2C Bernard Moody Age 21 Report #004	Hwy #66 Pasadena, Calif	2200 10 Sep	Ann was a passenger in a pvt vehicle which had a flat tire. After having the tire repaired airman walked around front of car into traffic lane to assist in mounting it and was struck by an approaching car.	30 \$900	Broken right arm and fractured jaw	Private Motor Vehicle Passenger Driver not Injured
Hq Sq Div 15AF M/Sgt Gilbert R. JARAMILLO Age 27 Report #009	Hwy #395, 2/5 mile North of Alessandro Rd, Edgemont, Calif	0200 17 Sep	Sgt was alone driving his private car, traveling south on Hwy #395 when he fell asleep & ran off the right side of road. His vehicle struck a small tree then sideswiped a second and 30 ft further struck a third. The Sgt was thrown from Veh between 2nd and 3rd tree, striking his head on the roadway.	Fatal \$31,500	Brain Hemorrhage Killed instantly	Private Motor Vehicle Driver
807th Supply Sq W/O W2 Finch, J.C. Age 47 Report #007	Munitions Storage Area, March AFB, Calif	2400 12 Sep	W/O Finch riding a Govt 1951 Stude. 6x6 truck traveling about 5 MPH, climbed over left forward stakes. His foot slipped off of running board and he fell. The rear truck wheel ran over his feet and the wheels of a loaded W-1 trailer pushed his feet along the ground before the vehicles could be stopped.	7 \$210	Fractured right ankle	Industrial (Passenger in Government Motor Vehicle) Driver Not Injured

SEPTEMBER 1955 - 22D BOMBARDMENT WING (M)

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ORGANIZATION	LOCATION	THE DATE	ACCIDENT CAUSE	DAYS LOST	INJURY	ACCIDENT TYPE
22nd Air Rflg Sq S/Sgt Gratiano, F.A. Age 21 Report #005	On Hwy #60, Pyrite Street, Glen Avon, Calif	0100 10 Sep	The injured was a passenger in pvt. car driven by Ann Newkirk of same Sqdn, which ran out of gas and stalled with left rear protruding a few feet onto pavement. Sgt Gratiano and A/IC Stevens were pushing the car from the rear when it was run into from behind by Veh #2 traveling at high speed.	Perm. Partial Lower portion of right leg \$43,000	Amputation	Private Motor Vehicle Passenger Driver not Injured
22nd Air Rflg Sq A/IC Stevens, R.W. Age 20 Report #005	Same as Above	Same as Above	Injured in same accident as reported above.	Fatal	Died at 2240 hrs 15 Sep 55, from a Brain Hemorrhage	Private Motor Vehicle (Passenger) Driver not Injured
22d Fld Maint Sq S/Sgt Cranford, L.J. Age 27 Report #006	Buena Vista Street, 164 ft East of River- side City limits Calif	0800 8 Sep	Ann crossed Mission bridge traveling East at a high rate of speed, lost control and skidded broadside for 78 ft striking a curb at the foot of Mt Rubidoux.	10 \$300	Multiple abrasions and con- tusions of head back & right arm	Private Motor Vehicle Driver
22d Tac Hosp Sq S/Sgt McGlinchey, J. Age 37 Report #010	Intersection of Alessandro Rd & Hwy #395, Edgemont, Calif	2000 14 Sep	Sgt McGlinchey was a passenger in his car, driven by his wife, traveling North on Hwy #395. Veh #2, driven by S/Sgt Gerald Wohl, 442d Bn Sq, traveling West on Alessandro Rd. As vehicles approached intersection, both drivers claimed they had the green light in the collision that followed.	15 \$450	S/Sgt McGlinchey suffered a skull fracture. No other USAF person- nel were injured	Private Motor Vehicle Passenger

SEPTEMBER 1955 - 320TH BOMBARDMENT WING (H)

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ORGANIZATION	LOCATION	TIME DATE	ACCIDENT CAUSE	DAYS LOST	INJURY	ACCIDENT TYPE
Hq Sq Sec 320BW M/Sgt Thompson, J.H. Age 29 Report #002	Fld Maint Hangar, Bldg #2303, March AFB, Calif	1400 2 Sep	Sgt Thompson was electrocuted while operating an electrical buffer on the upper wing surface of an A-1. He accidentally allowed the electric cord to wind around the buffer wheel shaft and wear off the insulation on the cord, causing a direct short to the aircraft and ground through his body. Contributing factors: Electric buffer was not grounded; the Sgt was perspiring and was barefooted.	Fatal \$31,500	Fatal Electrocuted	Industrial
442nd Bomb Sq Maj Griner, W.R. Age 32 Report #003	Between Fair- ford & Ciren- cester, United Kingdom	2330 31 Aug	Officer was not accustomed to driving on left hand side of rd. In rounding a curve he was startled by Veh coming in the opposite direction and swerved his motorcycle to the right colliding with Veh #2, instead of keeping to left.	30 \$900	Fracture of left leg above knee	Private Motor Vehicle Motorcycle Driver

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MARSH AIR FORCE BASE SUMMARY OF ACCIDENTS AND INJURIES - OCTOBER 55

ORGANIZATION	INDUS- TRIAL	VEH. FVT.	HOME & BARRACKS	SPORTS	MISC. & RECREATION	ALTERCATION & HORSEPLAY	PEDES- TRIAN	TOTAL INJURIES	MAN DAYS EXPOSURE	RATE
807th ABGRU	0	2*	1	0	0	0	0	3*	132,277	2.27
221 BW	1	0	0	0	0	0	0	1	64,426	1.55
320th BW	0	2	0	0	0	0	0	2	61,628	3.25
TOTAL INJURIES	1	4*	1	0	0	0	0	6*	258,331	2.32

* Fatalities

Days Lost Thru Military Injuries 29 Fatalities 1 (Cost Charge \$31,500)Government Vehicle Accidents 2 Damage Cost \$5,772 Days Out of Service 24 Rate 1.09Total Injury & Accident Damage Cost \$38,401

GOVERNMENT MOTOR VEHICLE ACCIDENTS

ORGANIZATION	LOCATION	TIME DATE	ACCIDENT CAUSE	DAMAGE COST	ACCIDENT TYPE
442d Bomb Sq S/Sgt Robbins, J.D. Age 25	Flight Line Aircraft Parking Area, #4, March AFB Calif	1400 14 Sep	Sgt Robbins and A/2C Gierstorfer were both driving Govt 1950 Chev pick-ups on the flightline. Sgt Robbins heard an explosion and saw a parked aircraft with an engine apparently on fire. As he drove towards the scene at excessive speed and at the same time using the radio to call for fire equipment he was unable to stop in time to avoid colliding with Ann Gierstorfer's pick-up which was traveling in an established taxi lane.	442d Bomb Sq Veh Damage \$125. Days out of service 14. Damage to load of machine guns \$5,606 320th A&E Veh damage \$41. Days out of service 7	One Government Motor Vehicle, involving 2 vehicles. No injuries to personnel involved.

GOVERNMENT MOTOR VEHICLE ACCIDENTS

Page 2

ORGANIZATION	LOCATION	TIME DATE	ACCIDENT CAUSE	DAMAGE COST	ACCIDENT TYPE
807th Air Police Sq A/2C Granger, R.B. Age 19 Report #007	Intersection "C" & "D" Sts R.R. Tracks, APO #864, New York, New York	0800 6 Apr (Delay- ed Court- tesy Report	Amn Granger stopped his 3/4 ton 1953 Govt Dodge behind a 2 1/2 ton truck at R.R. crossing. The truck ahead of him started rolling back and airman backed his own vehicle without checking clearance and damaged a vehicle behind him.	No Damage or days out of service charged to Amn Grangers Vehicle	Government Motor Vehicle No injuries involved

OCTOBER 1955 - 807TH AIR B.S.S. GROUP

ORGANIZATION	LOCATION	TIME DATE	ACCIDENT CAUSE	DAYS LOST	INJURY	ACCIDENT TYPE
807th Supply Sq A/1C Bolton, D. J. Age 25 Report #004	At home 3284 Orange Riverside, Calif	2100 26 Sep	Amn Bolton descended stairs of his quarters hurriedly at night. The stairs were lighted but he misjudged a step causing him to fall.	8 \$240	Fractured right shoulder	Home and Barracks
807th Air Police Sq A/3C Napier, R. E. Age 21 Report #005	Cabrillo Freeway, San Diego, Calif	2200 26 Sep	Amn Napier was a passenger in a private veh driven by A/3C Swauger of 807th Air Police Sq who lost control and skidded into a tree in the center parkway of divided highway. Driver was not injured.	8 \$240	Bruised left hip and back strain	Private Motor Vehicle Passenger

OCTOBER 1955 - 807TH AIR BASE GROUP

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ORGANIZATION	LOCATION	TIME D. T. E	ACCIDENT CAUSE	DAYS LOST	INJURY	ACCIDENT TYPE
807th Fd Sv Sq A/3C Miller, A. L., Jr. Age 23 Report #006	Hwy #60 appr 2 1/2 miles East of Riverside Calif	0500 20 Oct	Amm Miller was a passenger in the front seat of a private vehicle driven by a civilian friend who was returning airman to base for duty. When coming up Box Springs grade the driver of Veh #1 apparently fell asleep and ran into the rear of Veh #2, a slow moving cement truck. Both driver and airman of Veh #1 were using safety belts but Amm Miller's was not tight enough to keep him from striking the instrument panel with his head when the collision occurred.	Fatal \$31,500	Fatal, head injuries	Private Motor Vehicle Passenger

OCTOBER 1955 - 22D BOMBARDMENT WING (H)

22d A&E Maint Sq A/2C Gallagher, L. Age 19 Report #002	Hallway of Bldg #2300 March AFB Calif	1200 19 Sep	Airman was walking in hallway and in turning he became over-balanced and hit the sharp corner of a switch box mounted on the wall.	4 \$120	Laceration of right wrist	Industrial
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OCTOBER 1955 - 320TH BOMBARDMENT WING (H)

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ORGANIZATION	LOCATION	TIME DATE	ACCIDENT CAUSE	DAYS LOST	INJURY	ACCIDENT TYPE
320th Tac Hosp Sq A/2C Beattie, L. A. Age 21 Report #003	Intersection of Alessandro Rd & Indian Ave, Perris Twp, Calif	2100 9 Sep	Ann Beattie driving his private vehicle at high speed failed to make stop at Alessandro Rd (a through road) and was struck by Veh #2 which had the right of way at the intersection.	5 \$150	Multiple lacerations & abrasions of head & legs	Private Motor Vehicle CHP report "had been drinking"
441st Bomb Sq A/2C Verilli, R. L. Age 21 Report #008	On Hwy #60 East of Ontario, Calif	0700 17 Oct	Verilli was a passenger in Private Vehicle #1 driven by his father traveling East on Hwy #60. Veh #2 (driver unknown) failed to stop or entering Hwy at intersection and struck Veh #1 turning it over.	4 \$120	Multiple lacerations & abrasions, sprained left knee	Private Motor Vehicle Passenger

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SAC MANAGEMENT CONTROL STATEMENT
22D BOMBARDMENT WING (M) SEPTEMBER 1955

PERSONNEL	Max Points	% of Max Score		Point Score	Point Variance Frm Prev Score
		Aug	Sep		
1. Manning in Required Specialties					
a. Officers	30	80	80	24	
b. Airmen					
Direct Support Skills	150	60	60	90	
Indirect Support Skills	25	40	30	8	-2
2. AWOL Rate per 1000	30	100	100	30	
3. Reenlistment Rate	40	30	30	12	
TOTAL	275	60.4	59.5	164	
<u>MATERIEL</u>					
1. Flying Hrs Delivered as a % of Required	60	111.7	95.5	58	-2
2. Manhour Utilization, Acft Maintenance	200	NR	94.1	188	
3. Tech Order Compliance	60	NR	NR	NR	
TOTAL	320(260)	111.7	94.4	246	
<u>GENERAL ITEMS</u>					
1. Cost per Flying Hour	150	NR	73.7	111	
2. Flying Safety	50	100	100	50	
3. Motor Vehicle Utilization	50	NR	NR	NR	
4. USCM Effectiveness	250	NR	91.6	229	
5. Ground Safety	25	65	65	16	-5
TOTAL	525(475)	95.1	85.5	406	
<u>OPERATIONS</u>					
1. Training Minimums		July	Sep		
a. Bombardment - Total	150	NA	26.8		
USCM	30	NA	57	17	
Bomber Stream Mission	80	NA	14	11.2	
Air Weapons Mission	20	NA	38	7	
Flying Time (Hours)	20	NA	25	5.1	
b. Tanker--Total	50		10.5		
USCM	10	NA	0	0	
Actual BWP Loading & Unloading	15	NA	5.8	.9	
Pre-Comp. Of Max. Load	5	NA	23.7	1.2	
Emergency Procedure Drill	10	NA	.02	0	
Flying Time(Hours)	10	NA	NA	NA	
2. Flying-Hour Utilization					
a. Training Produced Per Flying Hour	50	76.9	78.5	42.3	+3.8
b. Cost of Tng Produced	50	NR	91.6	45.8	
3. Wing Proficiency					
a. RBS Radar Bombing	40	100	NR	NR	NR
b. Wing Average Reliability			89		
c. RBS Visual Bombing	25	100	NR	NR	
d. Nite Cel. Navigation	20	100	100	20	
e. ECM	10	NR	NR	NR	
f. Flight Engineering	15	100	55	8	-7
g. Gunnery	20	90	77.6	18.15	-2
h. Air Rfl. - Wet Hookup	20	100	100	20	
i. Air Rfl. RAD Rdu	20	100	100	20	
4. Probation Status - S/L Crews	50	NR			

NR:NOT RATED

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Scores (Cont'd)	Max Points	% of Max Score July	Score Sep	Point Score	Point Variance From Prev Score
<u>OPERATIONS</u>					
5. EWP Mission Examination					
a. Bombardment	40	NR	100	40	
b. Tanker	10	NR	NR	NR	
6. Combat Ready Crews					
a. Bombardment	40	90	91.1	36	
b. Tanker	10	100	100	10	
7. Physical Conditioning					
a. Preceding Phase	10	NR	10	1	
b. Current Phase	10	NR	10	1	
TOTAL	650(495)	93.9	57.2	283	
GRAND TOTAL % OF MAXIMUM	1770(1505)	79.2	73.0	1098	

Part c. Computation of Scores

A. PERSONNEL

1. Manning in Required Specialties

	Required	"IRS"	% "IRS"	% Score
a. Officers	429	387	90.2	80.0
b. Airmen				
Direct Support Skills	1056	884	83.8	60.0
Indirect Support Skills	556	436	78.4	30.0

2. AWOL Rate

	AWOLS	STRENGTH	RATE	% of Score
June	2	1880	1.06	100
July	1	1988	.50	100
August	0	1865	0	100
September	4	1894	.21	100
TOTAL	7	7627	.92	100

3. Reenlistment Rate

	# Airmen Discharged	# Reenlisted	Rate	% of Score
June	58	10	17.2	30
July	90	20	22.2	20
August	61	23	37.7	30
September	66	13	27.3	30
TOTAL	275	71	25.8	30

4. Mobile Training Detachment Utilization

NOT RATED

B. MATERIEL

1. Flying Hours Delivered as a % of Required

	SEPTEMBER
Hours Required (B-47)	1380
Hours Utilized (B-47)	1317
% Utilized of Required	96.8
Hours Required (KC-97)	694
Hours Utilized	706
% Utilized of Required	101.7
Wing Total Required	2074
Wing Total Utilized	2023
% Utilized of Required	95.5
% of Score	95.5

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2. Manhour Utilization, Aircraft Maintenance

Total Direct Manhours Max Points 100

Type Aircraft	(1) MAX Points	(2) % of Points	(1) X (2) ÷ 100 Point Score
B-47	70	116	70
KC-97	20	111	20
Undistributed	10	40.5	4.1
TOTAL POINTS EARNED			94.1
PERCENT OF TOTAL SCORE			94.1

C. GENERAL ITEMS

1. Cost Per Flying Hour

See the attachment A to Incl #1

	June	July	August	September	Total
2. <u>Flying Safety</u>					
Number of Accidents	0	0	0	0	0
Number of Hours Flown	2200	1810	2039	2108	8157
Airt Accident Rate	00.0	00.0	00.0	00.0	00.0
% of Score					100.0

3. Ground Safety

Accident Cost Index: 9.11 % of Score 65.0

	Accident Costs	Mean Strength	Accident Cost Index
June	\$ 628.00	2167	.29
July	402.00	2115	.19
August	859.00	2096	.98
September	75,313.00	2096	3.60
TOTAL	\$77,202.00	8474	9.11

Ground Safety Index: 5.10

	June	July	August	September	Total
Military Injuries	3	2	4	4	13
Military Exposure	64,050	64,573	63,984	61,920	254,527
Civilian Injuries	0	0	0	0	0
Civilian Exposure	5,632	5,376	5,888	5,376	22,272
Vehicle Accidents	0	0	0	0	0
Miles Driven	14,351	13,487	10,480	12,351	50,669
Ground Safety Index					5.10

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D. OPERATIONS(Min Req Supplement XX 50-8)1. Training Minimumsa. Bombardment

	Max Points	Qrt Req	**Qtrly Accomp	% of Score	Point Score
USCM	30	*1(37)	21	57	17
Bmb Stream Mission	80	*3(111)	15	14	11.2
Air Weapons	20	*1(37)	14	38	7
Flying Time(Hrs)	20	***75 Hrs (225)	57	25	5.1
TOTAL	150			26.8	40.3

*Per C/R & S/L Crew

**September only

***Per NCR Crew

b. Tanker

USCM(SAC)	10	*1(19)	0	0	0
Actual EWP Ldg/Unldg	15	*1(19)	1	5.3	.9
Precomputation of Maximum Load	5	*6(114)	27	21.7	1.2
Emerg Prodr Drill	10	*3(57)	1	.02	0
Flying Time(Hours)	10	NA	NA	NA	NA
TOTAL	50(40)			.05	2.1

*Per C/R Crew

2. Flying Hour Utilizationa. Training Produced per Flying Hour

	B-47s	KC-97s	TOTAL
Total T-12 Flying Hours	1391	708	2099
Effective Flying Hours	1136	638	1774
% Effective Flying Hour	81.6	90.1	84.5
% of Score			84.5

b. Cost of Training Produced

	B-47	KC-97
Total Mission Sqdns	\$ 374,275	\$ 213,878
<u>Direct Costs</u>		
A & E	54,117 90%	6,397 10%
F M	56,640 73%	21,375 27%
P M	17,060 60%	9,100 40%
Total	127,817	37,172
<u>Indirect Costs</u>		
A & E	28,640 90%	2,515 10%
F M	20,495 73%	11,274 27%
P M	4,098 60%	1,677 40%
TOTAL INDIRECT	53,433	15,466
TOTAL DIRECT	127,817	37,172
TOTAL MISSION SQDNS	374,275	213,878
SUB TOTAL	505,525 68%	266,526 32%
Wg Hq & Hq Sec & TDY Distr.	58,955	27,744
GRND TOTAL	\$624,480	\$294,270
Flying Hour Equip	1,136	638
Cost per Hour	550	461
Total T-12 Flying Hours	1,391	708
Standard Cost Per Hour	528	375
Percent of Points Earned	96%	81.3%
TOTAL POINTS EARNED 45.8 ÷ 50 =	91.6%	

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D. OPERATIONS (Continued)

3. Wing Proficiency:

a. RBS RADAR Bombing

Number Runs Performed	160
Number Under 3500 Feet CE	128
Avg Reliability	89%

b. RBS Visual Bombing

NOT RATED

c. Nite Celestial Navigation

Number of Legs Performed (B-47)	22
Number Under 32NM (B-47)	22
Number of Legs Performed (KC-97)	10
Number Under 20 NM (KC-97)	10
Total Number Legs Performed	32
Total Acceptable	32
% Acceptable	100
% of Score	100

d. Flight Engineering

Number of Missions Performed (B-47)	45
Number With PI 98 or Better (B-47)	20
Number of Missions Performed (KC-97)	15
Number With PI 90 or Better (KC-97)	13
Total Number of Mission Performed	60
Total Acceptable	33
% Acceptable	55
% of Score	55

e. Gunnery

Number of Missions Performed	29
Number With 78% Fireout or Better	27
% Acceptable	93
% of Score	93

f. Air Refueling - Wet Hookups

Number of Contacts Performed (B-47)	56
Number Acceptable (B-47)	56
Number of Contacts Performed (KC-97)	18
Number Acceptable (KC-97)	18
Total Contacts Performed	74
Total Acceptable	74
% Acceptable	100
% of Score	100

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D. OPERATIONS3. g. Air Refueling - Radar Rendezvous

Number of Rdvu Performed(B-47)	59
Number Acceptable (B-47)	59
Number of Rdvu Performed (KC-97)	31
Number Acceptable (KC-97)	31
Total Rendezvous Performed	90
Total Acceptable	90
% Acceptable	100
% of Score	100

4. Probation Status - S/L Crews

To be scored by Headquarters SAC, reference paragraph 5, SAC Regulation 170-4, 18 Apr 55.

5. EWP Mission Examination

	NUMBER TAKEN	NUMBER PASSED	PERCENT PASSED	% SCORE
a. Bombardment	37	37	100	100
b. Tanker	NR	NR	NR	NR

6. Combat Ready Crewsa. Bombardment

Number of Combat Ready Crews Auth	45
Number Assigned	41
% of Score	91.1

b. Tankers

Number of Combat Ready Crews Auth	20
Number Assigned	21
% of Score	100

7. Physical Conditioninga. Preceding Training Phase (31 Aug 55)(Max Score 10)(Pts ERND 1)

Number of Combat Crew Members Assigned	391
Number Meeting Combative Measures Rqmt	139
% Meeting Requirements	35.6
% of Score	10

b. Current Training Phase(Max Score 10)(PTS ERND 1)

Number of Combat Crew Members Assigned	389
Number Meeting Combative Measures Rqmt	26
% Meeting Requirements	6.7
% of Score	10

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Monthly Management Control System Scores Report, June - September Data.

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c. GENERAL ITEMS: 1. Cost Per Flying Hour:

	PERSONNEL		SUPPLY		CONTRACTUAL SERVICES & OTHER	
	D-47 (%)	KC-97 (%)	D-47 (%)	KC-97 (%)	D-47 (%)	KC-97 (%)
<u>DIRECT TAC SQ COSTS</u>	\$ 713,084	\$ 405,350	\$1,684,994	\$ 371,835	\$ 0	\$ 40
<u>DIRECT MAINT SQ COSTS</u>						
A&E Maint Sq	204,291(92)	17,885(8)	84,719(92)	7,256(8)	0	0
Field Maint Sq	231,453(72)	88,864(28)	56,081(55)	46,752(45)	0	0
Per Maint Sq	57,467(71)	22,922(29)	26,858(81)	6,273(19)	0	0
Total Direct Maint	493,211	129,671	167,658	60,281	0	0
<u>INDIRECT MAINT SQ COSTS</u>						
A&E Maint Sq	64,988	5,651	5,560	484	2,630(75)	876(25)
Field Maint Sq	35,204	13,690	10,199	8,345	866(75)	288(25)
Periodic Maint Sq	17,455	7,129	778	234	0	0
Total Indirect Maint	117,647	26,470	16,537	9,063	3,496	1,164
<u>TDY COSTS</u>						
SUB TOTALS	1,323,942(70)	561,491(30)	1,269,409(74)	441,179(26)	65,761(78)	18,185(22)
Wing Headquarters Cost	207,127	88,769	2,273	799	6,869	1,937
<u>TOTAL COSTS</u>	1,531,069	650,260	1,271,682	441,978	72,630	20,122
<u>TOTAL TAC FLYING HOURS</u>	5,399	2,758	5,399	2,758	5,399	2,758
<u>COST PER FLYING HOUR</u>	284	236	236	160	135	73
<u>PERFORMANCE INDEX (Std - Act)</u>	77%	92%	111%	86%	10%	15%
<u>PERCENT OF MAX SCORE EARNED</u>	60%	90%	100%	80%	20%	20%
<u>SEPARATE CATEGORY POINTS EARNED</u>	21.0	19.5	55.0	16.0	3.0	2.0

Overall Percentage Score Earned: POINTS 110.5, divided by MAXIMUM SCORE, 150, # equals PERCENT SCORE 73.7

ATTACHMENT A

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ATTACHMENT A

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22d Bombardment Wing (M)
Wing Commander's Remarks - Part V

1 September - 30 September 1955.

1. (CONFIDENTIAL) Hours flown performing missions ordered by higher headquarters:

a. 3943d SES Evaluations:	16:50
b. Ferrying Aircraft:	162:15
c. Return from Operation "Billy Club":	352:30
d. Operation "Hamshack":	202:15
Total:	<u>737:20</u>

2. (CONFIDENTIAL) Weather and Local Conditions:

a. Below take-off minimum weather caused cancellation of bomber stream mission with resultant loss of 61:25 hours.

3. (UNCLASSIFIED) Restrictive Directives:

a. None.

4. (UNCLASSIFIED) Combat Crew Member Gains and Losses:

a. Crew Member Gains:

(1) Five pilots.

b. Crew Member Losses:

(1) None.

5. (UNCLASSIFIED) Crew Member Changes:

a. Two AC's.

6. (UNCLASSIFIED) New Crews:

a. None.

7. (UNCLASSIFIED) Crew Status Changes:

a. L43 to S43, upgraded 27 Sep 55.

b. R83 to L83, upgraded 13 Sep 55.

c. IN97 to N97, upgraded 26 Sep 55.

d. IN38 to N38, upgraded 30 Sep 55.

8. (UNCLASSIFIED) Standardization Crews:

S07 - Wing
S04 - Squadron
S33 - Squadron
S50 - Squadron

9. (CONFIDENTIAL) Additional Materiel and Personnel Problems:

a. Materiel Problems:

(1) None.

b. Personnel Problems:

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22d Bombardment Wing (M)

1 September - 30 September 1955.

Wing Commander's Remarks - Part V - (continued)

- (1) In the Direct Maintenance Career Fields, the Wing is, in general, adequately manned at the "5" and "3" skill levels. Low manning at the "7" level, in many specialties, continues to be a problem area. Manning of the following fields is considered to be at a critically low level and adversely affects the efficiency of operation of the Wing.

(a) Instrument Repair:

1. The Instrument Repair career field is authorized 31 personnel and has 28 airmen assigned. Of this total, 7 are at the "3" skill level, 18 at the "5" skill level, and 3 at the "7" skill level. Projected losses will be 8 airmen within 90 days with no input projected. Loss of 8 airmen will reduce manning to 20 personnel in this field. Input should be programmed as soon as possible.

(b) Electrical Repair:

1. This career field is considered the most critically manned of the direct maintenance fields. Total authorization is 73 airmen, of which 17 are specialists in auto-pilot maintenance. The Wing has 67 airmen assigned, of which five are qualified in auto-pilot maintenance. Projected loss of 27 airmen in this field within 90 days will leave 40 airmen assigned. Immediate input to this field is considered to be of paramount importance.

(c) Inflight Refueling Specialists:

1. Sixty boom operators are authorized with 59 assigned. Although this does not appear to be a critical area, separations have already taken a heavy toll of the qualified airmen in this field. Of the 59 assigned, 19 are airmen who are being re-trained from other career fields, and it will be some time before they are fully qualified. 9 boom operators will be discharged within 90 days, leaving the Wing assigned 50 boom operators, or 85% manned.

(d) Reciprocal Engine Mechanics:

1. The Wing is authorized a total of 102 reciprocal engine mechanics. There are 65 assigned. By December, discharges will reduce this figure to 59. This career field is considered next to the electrical career field in requirement for immediate manning.

- (2) The decline in the indirect maintenance fields continues unabated, with discharges and overseas quotas causing the loss of airmen at a rate faster than new airmen can be assigned and trained. The most critically manned specialties are shown below:

(a) Administrative:

1. The loss of trained, experienced clerical personnel continues to adversely affect the conduct of administrative functions of the Wing. Authorized a total of 85 administrative personnel, the Wing has 66 assigned. Discharges through 31 December will reduce this total to 40. Eight clerks are in a personnel freeze, five of these have

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24th Bombardment Wing (M)

1 September - 30 September 1955.

Wing Commander's Remarks - Part V - (continued)

been selected for overseas assignments and are awaiting reporting dates. The loss of these clerks will leave the Wing with 35 clerks to man 85 vacancies. Although this career field is not considered a "Hard Core" area, the loss of qualified clerks has a far-reaching effect on the operation of a combat wing.

(b) Personnel and Classification:

1. The combined total authorization in the personnel and classification specialties is 37. At present there are 22 airmen assigned. Discharges within 90 days will scale this figure down to 17. This field, along with the administrative field, has been the hardest hit by the loss of experienced and trained personnel. The Wing has only one experienced Morning Report clerk, one Pay Clerk, and one Classification clerk who are capable of training personnel. These three airmen will be lost within 30 days.

(c) Airframe Repair:

1. There has been a steady loss of personnel in this field, which has reduced the assigned strength in the field to 38. Ninety day projected losses will further reduce manning to a total of 34. Authorized vacancies are 49.

(UNCLASSIFIED) SAC Minimum Training Requirements Not Accomplished:

- a. Not applicable.

11. (CONFIDENTIAL) Non-Combat Ready Crews Capable of Deploying:

- a. Three (3).

12. (CONFIDENTIAL) Non-Combat Ready Crew Training:

- a. Non-combat ready crews flew an average of 18:40 hours per crew as compared to 26:45 flown by combat ready crews. This unfavorable comparison was caused by the TDY of the aircraft commander of one of the three non-ready crews reported on, with the result that the crew did not fly as a unit for the entire month. Discounting that crew, the average flown by other non-ready crews was 28:05.

13. (CONFIDENTIAL) Field Training Operations:

a. Tests of Facilities:

- (1) Six aircraft were successfully loaded and taxied to include full power check as a test of alert procedures and special weapons training. Times and flow data met operational requirements.

b. Exercises:

- (1) Eighteen sorties were flown in three increments as field training special weapons exercises during the month of September.

c. Maneuvers:

- (1) None.

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22d Bombardment Wing (M) 1 September - 30 September 1955.
Wing Commander's Remarks - Part V - (continued)

14. (UNCLASSIFIED) Special Training Month Remarks:

a. Not applicable.

15. (CONFIDENTIAL) Comments or Recommendations of the Wing Commander:

- a. The projected B47 flying time for the month of September was 1440 hours to be flown in 205 sorties. Actual flying time was 1390:35 in 207 training sorties. This total includes two sorties and 7:30 hours flown by crews of this Wing in B47 aircraft of other wings.
- b. The record (unconfirmed) bombing accomplishments for the month were as follows:

(1) Actual Releases, scored:	None.
(2) Visual RBS runs: (Made by 5 operators for a CEA of 958 feet)	5
(3) Radar RBS runs: (Made by 34 operators for a CEA of 2481 feet; includes one 78,720 foot run)	159
(4) GPI RBS runs: (Made by 6 operators for a CEA of 12, 266 feet)	22
- c. In compliance with 15AF msg DOTE 5533, dated 5 Jan 55, the following navigation training accomplishments are submitted:

(1) Total record grid legs flown by the Wing in September was 44 for a CEA of 11.8 nautical miles.
(2) Total record day celestial legs flown by the Wing in September was 42 for a CEA of 18.8 nautical miles.
- d. In compliance with 15AF msg DOTE 13382, dated 21 Feb 55, the following SES gunnery report is submitted:

(1) Crew L79: Loaded 700 rounds; fired 700 rounds; 100%.
--
- e. In compliance with Part V (unclassified) of 15AF SECRET msg DOTF 1450, dated 12 Mar 55, the following "Restricted Refueling" data is reported:

(1) None.

- f. In compliance with 15AF SECRET msg DOTG 2500, dated 8 Aug 55, the following MK 18 IFI data is submitted:

(1) Number of crews requiring MK 18 IFI this training quarter: 10.
(2) Number of crews receiving MK 18 IFI training during September: 0.
(3) No training accomplished because the training equipment was not on the station during the month.
- g. The month of September was in general, a productive month, even though the 50-8 accomplishments of the Wing indicate somewhat less than one third of the minimum quarterly requirements. Two Bomber Stream missions

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22d Bombardment Wing (M)

1 September - 30 September 1955.

Wing Commander's Remarks - Part V - (continued)

were scheduled during September, Operation "Hamshack" involving 31 sorties, and Operation "Point Maker" which scheduled 18 sorties. At the time "Hamshack" was flown, only 23 aircraft were available for the mission because of modification center commitments. 22 of the available aircraft were airborne and 17 completed the "Bomber Stream" requirements of the mission. Two of the 17 crews completing the mission were Standardization Crews, therefore the Wing received credit for only 15 mission completions. The "Point Maker" mission (18 sorties) was cancelled at first engine start time, 27 September, because of below minimum weather. This mission could not be rescheduled during September because of the unpredictability of rescheduling RBS time and obtaining route clearances on extremely short notice. Advance planning for October and November includes sufficient Bomber Stream missions to complete the requirements of Supplement XX, SAC Reg 50-8.

L. H. Dalton

L. H. DALTON
Colonel, USAF
Commander

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22d Bombardment Wing (M)
Wing Commander's Remarks - Part VI

1 October - 31 October 1955

1. (CONFIDENTIAL) Hours flown performing missions ordered by higher headquarters:

a. Operation "Post Hole":	340:55
b. Project "One Eye":	11:05
c. Ferrying Aircraft:	115:40
d. Operation "Hook Up":	18:00
Total:	<u>485:40</u>

2. (CONFIDENTIAL) Weather and Local Conditions:

a. 6 Bomber Stream sorties (43:30 hrs) lost 13 Oct; 2 sorties (13:30 hrs) lost 14 Oct due to below minimum weather.

3. (UNCLASSIFIED) Restrictive Directives:

a. None.

4. (UNCLASSIFIED) Combat Crew Member Gains and Losses:

a. Crew Member Gains:

(1) Four Pilots.

b. Crew Member Losses:

(1) One Pilot; separated.

(2) Two AOB's: One PCS; one to duty as Special Weapons Officer.

5. (UNCLASSIFIED) Crew Member Changes:

a. Six Pilots.

b. Five AOB's.

6. (UNCLASSIFIED) New Crews:

a. Two "IN" crews formed during the month:

(1) IN68 - 7 Oct 55.

(2) IN69 - 7 Oct 55.

7. (UNCLASSIFIED) Crew Status Changes:

a. R55 to L55; upgraded 1 Oct 55.

b. R85 to L85; upgraded 1 Oct 55.

c. N52 to R52; upgraded 31 Oct 55.

d. N99 to R99; upgraded 31 Oct 55.

e. L71 - disbanded 7 Oct 55; AC, PCS; P and AOB assigned to other lead crews.

f. IN61 - disbanded 7 Oct 55.

g. R84 to IN84; downgraded 11 Oct 55.

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22d Bombardment Wing (M) 1 October - 31 October 1955
Wing Commander's Remarks - Part VI - (continued).

- h. INB4 to NB4; upgraded 26 Oct 55.
i. IN31 to N31; upgraded 31 Oct 55.
c. (UNCLASSIFIED) Standardization Crews:
- | | |
|--|-----------------|
| | S07 - Wing. |
| | S04 - Squadron. |
| | S33 - Squadron. |
| | S50 - Squadron. |

9. (CONFIDENTIAL) Additional Materiel and Personnel Problems:

a. Materiel Problems:

- (1) None.

b. Personnel Problems:

- (1) In general, the Wing is adequately manned with "3" and "5" skill level personnel in the "H" system and gunlaying fields with a low projected loss rate within the next 90 days. Low manning at the "7" skill level in these fields, however, continues to be a serious problem. In addition, low manning in the following listed fields continues to adversely affect the efficiency and operation of the Wing. The career fields considered to be the most critical are shown below in total percentages and by skill level manning.

(a) Instrument Repair:

1. The Wing is authorized 31 personnel in the Instrument Repair career field with 28 assigned or 90% of authorized strength. Input for October was projected at 4, but no personnel were received. Projected losses to include 31 Jan 56 indicate that this field will become increasingly critical with 16 personnel assigned or 51.6% of authorized personnel.

2. AFSC	AUTH	ASSIGNED	PROJ ASGD 31 JAN 56
42230	7	7	4
42250	23	18	9
42270	1	3	3

(b) Electrical Repair:

1. The Electrical Repair field is at present manned to 90.4% of authorized strength. Thirteen of the authorized manning spaces in this field call for airmen qualified in auto pilot maintenance. There are assigned only 6 qualified airmen; three of these will be separated within 90 days, leaving the Wing with only 3 airmen qualified in auto pilot maintenance. Projected loss of 26 airmen will reduce manning to 40 airmen or 54.7% of authorized strength by 31 Jan 56.

2. AFSC	AUTH	ASSIGNED	PROJ ASGD 31 JAN 56
42330	7	29	24
42350	56	31	10
42370	10	6	6

(c) Reciprocal Engine Mechanics:

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22d Bombardment Wing (M)

1 October - 31 October 1955

Wing Commander's Remarks - Part VI - (continued).

1. Manning in the Reciprocal Engine field is presently at 63.7% of authorized strength. Input in this field was projected at 13 airmen during October; only 1 was received. Projected losses to include 31 Jan 56 will reduce this percentage to 55.9%.

2. AFSC	AUTH	ASGD	PROJ ASGD 31 JAN 56
43231	14	13	13
43251	74	48	40
43271	14	4	4

- (2) Indirect Maintenance Fields have been hardest hit by separations during this calendar year. Losses have been steady with little or no input. Listed below are the most critical specialties.

(a) Parachute, Fabric, Leather Repair:

1. Present manning in this field is 55.8% of authorized strength; projected losses will reduce this manning to 50% by 31 Jan 56.

2. AFSC	AUTH	ASGD	PROJ ASGD 31 JAN 56
58130	6	2	2
58131	1	1	1
58150	13	6	5
58151	10	3	3
58170	4	7	6

(b) Administrative:

1. Loss of trained and experienced personnel in this field continues; at present, the Wing is 59.5% manned with losses projected to reduce this percentage to 38% by 31 Jan 56.

2. AFSC	AUTH	ASGD	PROJ ASGD 31 JAN 56
70230	25	23	18
70250	53	18	6
70270	6	9	8

(c) Personnel and Classification:

1. Authorized a total of 37 airmen, the Wing has assigned 21 airmen or 56.7%; projected losses to 31 Jan 56 will reduce this to a total of 20, or 54% of authorized manning.

2. AFSC	AUTH	ASGD	PROJ ASGD 31 JAN 56
73230	5	2	2
73231	2	5	5
73250	8	6	5
73251	19	4	4
73270	3	4	4

(d) Personal Equipment:

1. Present manning in this field is 53% of authorized strength; foreseeable losses to 31 Jan 56 will reduce manning in this field to 33% of authorized strength.

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22d Bombardment Wing (M) I October - 31 October 1955
Wing Commander's Remarks - Part VI - (continued).

2. AFSC	AUTH	ASGD	PROJ ASGD 31 JAN 56
92230	2	2	1
92250	9	2	1
92270	4	6	3

10. (UNCLASSIFIED) SAC Minimum Training Requirements Not Accomplished:

a. Not applicable.

11. (CONFIDENTIAL) Noncombat Ready Crews Capable of Deploying:

a. Five (5).

12. (CONFIDENTIAL) Noncombat Ready Crew Training:

a. Noncombat ready crews flew an average of 35:50 hours per crew as compared to 25:50 flown by combat ready crews. This favorable comparison was achieved through careful scheduling and constant emphasis being placed on the training of non-ready crews.

13. (CONFIDENTIAL) Field Training Operations:

a. Tests of Facilities:

(1) None.

b. Exercises:

(1) Four Special Weapons exercises, loading a total of 24 aircraft with MK-6 training weapons, were conducted in October.

c. Maneuvers:

(1) None.

14. (UNCLASSIFIED) Special Training Month Remarks:

a. Not applicable.

15. (CONFIDENTIAL) Comments or Recommendations of the Wing Commander:

a. Projected B47 flying time for the month of October was 1440 hours to be flown in 232 sorties. Actual flying time was 1475:40 hours flown in 281 training sorties.

b. The record (unconfirmed) bombing accomplishments for the month were as follows:

(1) Actual Releases, scored:	None
(2) Visual RBS runs: (Made by 3 operators for a CEA of 1090 ft)	3
(3) Radar RBS runs: (Made by 41 operators for a CEA of 1988 ft)	181
(4) GPI RBS runs: (Made by 9 operators for a CEA of 9440 ft)	17

c. In compliance with 15AF msg DOTE 5533, dated 5 Jan 55, the following navigation training accomplishments are submitted:

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22D Bombardment Wing (M) 1 October - 31 October 1955
Wing Commander's Remarks - Part VI - (continued).

- (1) Total record grid legs flown by the Wing during October was 26 for a CEA of 9.2 nautical miles.
 - (2) Total record day celestial legs flown by the Wing during October was 14 for a CEA of 16.7 nautical miles.
- d. In compliance with 15AF msg DOTE 13382, dated 21 Feb 55, the following SES gunnery report is submitted:
- (1) None.
- e. In compliance with Part V (UNCLASSIFIED) of 15AF SECRET msg DOTF 1456, dated 12 Mar 55, the following "restricted refueling" data is reported:
- (1) None.
- f. October was a productive month with the Wing meeting all Bomber Stream commitments. 50-8 accomplishments are less than two-thirds of the quarterly minimums because of the loss of an entire Bomber Stream mission (Operation "Point Maker") during September. This loss plus the requirement for two evaluation missions has saturated the facilities of the Wing to where no make-up mission could be planned or flown. November projection of four Bomber Stream missions involving 92 sorties, plus one USCM scheduled for 54 sorties, will exceed 50-8 minimums for the quarter ending 30 November 1955.

F. G. HULSH

F. G. HULSH
Colonel, USAF
Commander

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TAB "6"

--S-E-C-R-E-T--

CONFIDENTIAL
HEADQUARTERS, FIFTEENTH AIR FORCE
March Air Force Base
California

Class: CONFIDENTIAL
Auth: Comdr 15AF
Date: 29 Sept 55
Inits: _____

DO

SUBJECT: Mission Results on Operations Order 305-55

TO: Commander
12th Air Division
March Air Force Base
California

1. This headquarters has computed an estimated USCM score recapitulation of the 12th Air Division mission "Billy Club", 18-20 August 1955, (15th Air Force Operations Order 305-55).
2. The proficiency scores obtained by the 22d Bombardment Wing in Navigation and Flight Engineering are particularly poor. The navigation phase was scored at 40% and flight engineering at 14.3%.
3. It is believed that the 22d Bombardment Wing would have exhibited better planning by scheduling a record night celestial rather than a record day celestial navigation leg. Analysis indicates that there were sufficient periods of darkness, after the first refueling, for accomplishment of a night celestial leg. Thorough mission planning would have revealed that inadequate fixing data would be available during the final portion of the day celestial leg.
4. A detailed review of the flight engineering logs of the 22d Bombardment Wing indicates that the flight logs are inadequate for purposes of evaluation. The true cause of low scores could not be determined, in most cases due to a lack of critical information concerning flight conditions. In some instances, aircraft were flown at reduced altitudes; however, this was not known at the time the flight logs were scored. Several crews showed evidence of improper cruise control procedures. Cruise control discipline appeared to be lax after it was determined that a larger fuel reserve would result from the existing favorable winds. Although the fuel logs show that the actual performance resulted in a larger fuel reserve than planned, it must be noted that the logs are graded against optimum performance at the existing gross weight, rather than the amount of fuel remaining.
5. It is recommended that the 22d Bombardment Wing take necessary action to emphasize proper cruise control procedures and the necessity of maintaining complete and accurate flight logs. Planning for future missions should take full recognition of all predictable factors which can adversely affect the accuracy of navigation results.
6. This correspondence is classified secret in accordance with paragraph 23c, Air Force Regulation 205-1, 15 December 1953.

BY ORDER OF THE COMMANDER:

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)
 Classification **SECRET**
 Authority **Comdr. 12ADiv**
 Date **20 Sep 55**
 Initials **O'Reilly**

FILE NO. **22DO 320C** SUBJECT **Results of USCM (Billy Club)**

TO **22DO 320C** FROM **DO - 12ADiv** DATE **20 Sept 55** COMMENT NO. 1
TF0/w1/3209

The following is a rough estimate (15th AF) of the 22d Bombardment Wing and 320th results on Billy Club.

	<u>22d</u>	<u>320th</u>
a. % of required aircraft operational over target	91.3	87.9
b. % of required aircraft completed mission	91.3	87.9
c. Minimum requirements	91.3	81.8
d. Proficiency		
(1) Bombing	N/A	N/A
(2) Navigation	40.0	100.0
(3) Flight Engineer	14.3	96.6
(4) Wet Hookups	76.7	78.9
e. Compliance with SWP	100.0	100.0
f. Reporting	72.7	75.3
g. Bonus Points	4.2	10.0
h. Sabotage	Neg	5 aircraft
i. Total	85.2	89.5

Info: C /s/t/ B. C. ANDRUS
 Colonel USAF
 Director of Operations

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DD FORM 96 1 FEB 54 REPLACES NAME FORM 96, 1 OCT 48, WHICH MAY BE USED.

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DOCR

10 Sep 55

SUBJECT: Critique of Combat Reporting-Fifteenth Air Force Operations
Order 305-55 (BILLY CLUE)

TO: Commander
12th Air Division
March Air Force Base
California

1. Combat reports submitted by the 22d Bombardment Wing on the USCM conducted during the period of 19-21 August 1955 contained several discrepancies as outlined in paragraph a through h below. Particular emphasis should be placed on meeting the timeliness criteria established in SAC Manual 55-8 series.

- a. Accuracy of Information: Correct.
- b. Target Task Force Identifiers: Correct.
- c. Addressing: Correct.
- d. Message Consolidation: Correct.
- e. Format: Correct.
- f. Classification:
 - (1) Zippo 024, B-17 report, classified Confidential, should have been submitted unclassified. (Reference paragraph 5, SAC Manual 55-8A).
- g. Precedence:
 - (1) Zippo 024, B-17 report from Smoky Hill Air Force Base submitted operational immediate, should have been priority. (Reference paragraph 5, SAC Manual 55-8A).

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DOCR Subject: Critique of Combat Reporting-Fifteenth Air Force
Operations Order 305-55 (BILLY CLUB)

h. Reports Analysis:

<u>TYPE</u>	<u>REQUIRED</u>	<u>RECEIVED</u>	<u>MISSING</u>	<u>ON TIME</u>	<u>LATE</u>
B-2	3	3	0	3	0
B-10	5	5	0	5	0
M-10	2	1	1	0	1
B-15	6	6	0	6	0
M-15	1	1	0	1	0
B-17	2	2	0	1	1
B-21	2	2	0	2	0
B-23	2	2	0	2	0
B-51	3	3	0	0	3
B-81	1	1	0	1	1
B-27	1	1	0	1	0

1. Comments: (Reference paragraph h above).

- (1) M-10 reports-Zippo 026 from Smoky Hill Air Force Base was submitted one hour and 25 minutes late. The aircraft reported on departed at 19/1230Z and the report was not filed until 19/1425Z. The report was due immediately after the aircraft departed. (Reference paragraph 4a(2), SAC Manual 55-8G). "Immediately" is interpreted as 30 minutes. One M-10 report on departure of aircraft from Edwards Air Force Base was not received. Therefore, one report is considered missing.

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DOCR Subject: Critique of Combat Reporting -Fifteenth Air Force
Operations Order 305-55 (BILLY CLUB)

- (2) B-17 Reports - Zippo 024 submitted from Smoky Hill Air Force Base was 29 minutes late. The report is due two hours after aircraft lands. (Reference inclosure 1, letter this headquarters, DOOT subject: Timeliness Criteria For Training Missions, 9 December 1954). The aircraft landed at 19/0305Z and the report was not filed until 19/1034Z.
- (3) B-51 reports - Zippo 361B, 366B, and 369B were late two hours and 49 minutes, eight hours and 14 minutes, and seven hours and 38 minutes respectively. B-51 reports are due six hours after the arrival of the last aircraft of each target task force. (Reference paragraph 15f, SAC Manual 55-8A). The last arrival of each target task force was at 19/1657Z, 20/1651Z and 21/1619Z. The reports were filed at 20/0145Z, 21/0705Z and 22/0557Z respectively.

2. In an effort to bring all units of this command up to the desired standard of combat reporting, this headquarters will continue to critique all missions directed by, or requiring approval of higher headquarters. Continued emphasis will be placed on combat reporting and this critique will be brought to the attention of combat reporting personnel.

3. Require this headquarters be advised of corrective action taken by return indorsement not later than 19 September 1955.

4. This correspondence classified CONFIDENTIAL in accordance with paragraph 24a(6), Air Force Regulation 205-1, 15 December 1954.

BY ORDER OF THE COMMANDER:

cc: CINCSAC (2 cys)

RUSSELL J. SMITH
Lt. Colonel, USAF
Chief, Control Division
Directorate of Operations

CONFIDENTIAL

Hq 15AF DOCR Subject: Critique of Combat Reporting - Fifteenth Air Force Operation Order 305-55 (BILLY CLUB)

22DOI (10 Sep 55)

1st Ind

HEADQUARTERS 12TH AIR DIVISION, March Air Force Base, California

TO: Commander, Fifteenth Air Force, March Air Force Base, California

1. Relative to the discrepancies listed in the basic correspondence the following information is submitted:

a. Paragraph 1f(1): Report forms placed in combat crew's mission folders now bear the correct classification. Forms carried by crews on Billy Club did not have the classification entered on them.

b. Paragraph 1g(1): Suggestion is made in paragraph 5 of SAC Manual 55-8A dated September 1954 that the B-17 report be submitted "operational immediate".

c. Paragraph 1i(1): M-10 reports for aircraft which land at alternate or emergency bases are submitted by the Aircraft Commander before he takes off, the take off time being left blank for completion by operations personnel. Delays would then be the result of improper handling by personnel at that base. All crews have been instructed in their responsibilities covering these reports and instructions are included in their mission folders.

d. Paragraph 1i(2): All crews have been advised of their responsibility for reports when they land at alternate bases and Combat Reporting personnel are not available.

e. Paragraph 1i(3): Delay of B-51 reports was the result of having to send the film approximately 65 miles by courier to be processed and analysed. Due to the distance to be traveled, film was not dispatched until all aircraft of each wave had landed. It is recommended that film processing facilities be provided closer to points of landing or that faster means of transportation be provided to take the film to the laboratories.

2. Increased emphasis is being placed on Combat Reporting for the current operational missions.

FOR THE COMMANDER:

L. C. GABRITY
Capt. USAF
Asst Adjutant

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HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

Class: ~~SECRET~~
Auth: Comdr 22BW
Date: 23 NOV 55
Name: *J. J.*

22AC

SUBJECT: (Unclassified) SMC Management Control System Scores Report -
22d Bombardment Wing (M) - October 1955 (RCS:1-SMC-T35(15AF-1)

TO: Commander
Fifteenth Air Force
ATTN: Comptroller Directorate
Management Analysis Division
March Air Force Base
California

1. Inclosed are scores computed under the SMC Management Control System for Bombardment Wings for the month of October 1955.

2. Personnel: Officers MIRS Score decreased 10 points. This decrease was due to the Wing having 4 less officers IRS than in the month of September. However, this small decrease in manning - 9% - is not expected to pose any serious consequences in the near future.

a. Airmen IRS, DIRECT & INDIRECT Support: Although there is no variation in the scores of the above, these categories do pose a more critical problem than the scores reflect. However, pages # 2, 3, and 4 of the Wing Commander's Remarks in the October T-12 adequately cover this problem area.

3. Material: The Flying Hours Delivered as a % of Required improved only slightly due to the manner of reporting item 5 (operational Utilization) on the F-1 report (B-47s). Flying Hours was listed as 140, but as explained in remarks section, 140 additional hours were flown on ferry missions or returning from weather alternates. The T-12 showed that all of this flying was utilized for training for a total of 147%. However, we will abide by the F-1 reported hours.

a. Manhour Utilization in a/c Maintenance fell off 6.1 percentage points due mainly to an increase of undistributed time and a decrease in direct time on B-47 a/c in the Periodic Maintenance Squadrons due to having no B-47 periodic inspections as most of the B-47s had just been recently received from modification centers.

4. General Items:

a. Cost per Flying Hour increased 12.3 percentage points due mainly to the decrease in contractual Services and Other Costs for B-47 and KC-97 aircraft, wherein 20 additional points were earned - a jump from 5 to 25 points.

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4. General Items:(Cont'd)

b. Ground safety increased 10 percentage points due to decrease of military injuries from 13 to 11. Consequently the 4 month rate dropped from 5.10 to 4.32. The average cost per person-present for duty- rose ~~\$8.44~~ to \$9.15.

5. Operations:

a. The B-47 Training Minimums(our first quarter under supplement XX) increase of 34.1% is considered fair, however, with more bomber stream and USCM missions in November we anticipate completing this quarter with a very high amount of accomplishments. The Tankers 52% increase indicates that they should easily attain 100% for the quarter.

b. Training (Equivalents)Produced per Flying Hour fell 6.8 % due to the limited training items that could be accomplished on the B-47 type of missions that the wing now has to fly under present criteria, e.g., long missions over territory where ground scoring facilities were not available for confirming navigation legs or bomb runs without exceeding the time standards.

c. The Cost of Training Produced plummeted to 50.4% effective versus 91.6% in September. This is attributable to the lower training equivalents produced per hour plus a \$50,000 increase in avgas used.

d. RBS Radar Bombing proficiency decrease was due mainly to errors on a "Post Hole" target. The target material (photos)was 10 years old and the target was new to the crews.

e. The RBS Visual Bombing increase(20%) was merely the result of 3 runs without an unacceptable score.

f. The Flight Engineering improvement (29%) is evidently the result of emphasis placed on this item after the poor show on the first USCM this quarter.

6. Overall score did not show the improvement we desired, however we feel that November will result in a better picture despite the slow shaping-up in the Maintenance Manhour and Flying Hour Cost areas that have a total weight now of 560 points.

7. Of the 4 airmen slots authorized the Wing Comptroller, only one(1) 73370V is assigned.

1 Incl:
SAC Management Control
Statement
22d Bm Wg(10 pages W/Atch A)

L. H. DALTON
Colonel, USAF
Commander

SECRET

-- UNCLASSIFIED --

SAC MANAGEMENT CONTROL STATEMENT
22D BOMBARDMENT WING - MEDIUM
MARCH AIR FORCE BASE, CALIFORNIA

SEPTEMBER - OCTOBER 1955

	Max Points	% of Maximum Score		Variance from Previous Score
		Sep	Oct	
A. Personnel				
1. <u>Manning in Required Specialties</u>				
a. Officers	30	80	70	-10
b. Airmen				
(1) Direct	150	60	60	0
(2) Indirect	25	30	30	0
2. <u>AWOL Rate Per 1000</u>	30	100	100	0
3. <u>Reenlistment Rate</u>	40	30	30	0
4. <u>Mobile Tng Det Utilization</u>	NR	NR	NR	
Sub Total	275	59.5	58.4	
B. Materiel				
1. Flying Hrs as % of Reqd	60	97.5	96.1	+1.6
2. Manhr Util. Acft Maintenance	200	94.1	88.0	-6.1
Sub Total	260	94.9	90.4	
C General Items				
1. <u>Cost Per Flying Hour</u>	150	73.7	88.7	+15
2. <u>Flying Safety</u>	50	100	100	0
3. <u>USCM Effectiveness</u>	250	91.6	NA	
4. <u>Ground Safety</u>	25	65	75	+10
Sub Total	475	85.5	89.7	

NA: NOT APPLICABLE
NR: NOT RATED

Inclosure #1 (Page 1 of 10 Pages)

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PART B - Scores (Cont'd)

D. Operations	Max Points	% of Max Score		Variance From Previous Score
		Sep	Oct	
<u>1. Training Minimums</u>				
a. Bombardment	150	26.8	60.9	+ 34.1
b. Tankers	50	10.5	62.5	+ 52.0
<u>2. Flying Hour Utilization</u>				
a. Tng Produced Per Fly Hour	40	84.5	77.7	- 6.8
b. Cost of Tng Produced	50	91.6	50.4	- 41.2
<u>3. Wing Proficiency</u>				
a. RBS Radar Bombing	40	85.3	82.3	- 3.0
b. RBS VISUAL Bombing	25	80.0	100.0	+ 20.0
c. Night Celestial Navigation	20	100.0	100.0	0
d. ECM	NA	NA	NA	
e. Flight Engineering	15	55.0	84.0	+ 29.0
f. Gunnery	20	76.0	75.0	- 1.0
g. Air Refl. - Wet Hookups	20	100.0	100.0	0
h. Air Refl. - Radar Rendv.	20	100.0	100.0	0
<u>4. Probation Status - S/L Crews</u>	NA	NA	NA	
<u>5. EWP Mission Examination</u>	NR	NR	NR	
<u>6. Combat Ready Crews</u>				
a. Bombardment	40	60.0	60.0	0
b. Tankers	10	100.0	100.0	0
<u>7. Physical Conditioning</u>				
a. Preceding Phase	10	10	10	0
b. Current Phase	10	10	10	0
Sub Total	530	50.9	60.4	+ 9.5
GRAND TOTAL	1540	70.5	71.1	+ .6

NA: NOT APPLICABLE
NR: NOT RATED

Inclosure # 1 (Page 2 of 10 pages) ~~CONFIDENTIAL~~

PART C - Computation of Scores

-- UNCLASSIFIED --

A. Personnel:1. Manning in Required Specialties

	<u>Officers</u>	<u>Airmen</u>	
		<u>Direct</u>	<u>Indirect</u>
Required	429	1057	558
Total Assigned	397	883	436
In Required Specialties	383	883	30
Percent of Max Score	70%		60%

2. AWOL Rate (Item Weight - 30) (4 Months)

<u>No. AWOLs</u>	<u>Strength</u>	<u>AWOL Rate</u>	<u>% of Maximum Score</u>
9	7665	1.17	100.0

3. Reenlistment Rate (Item Weight - 40) (4 Months)

<u>No. Reenlistments</u>	<u>No. Discharges</u>	<u>Rate</u>	<u>% of Maximum Score</u>
77	276	27.9	30

4. Mobile Training Detachment Utilization

NOT RATED

B. Materiel1. Flying Hours Delivered as a % of Required

	<u>October</u>
Hours Required (B-47)	1440
Hours Utilized (B-47)	1336
% Utilized of Required	92.8
Hours Required (KC-97)	720
Hours Utilized	784
% Utilized of Required	108.9
Wing Total Required	2160
Wing Total Utilized	2120
% Utilized of Required	98.1
% of Score	98.1

NA: NOT APPLICABLE
NR: NOT RATED

Inclosure # 1 (Page 3 of 10 Pages) -- UNCLASSIFIED --

PART C - Computation of Scores (Cont'd)

B. Materiel2. Man Hour Utilization Aircraft Maintenancea. TOTAL DIRECT MANHOURS PER FLYING HOUR

B-47

UNITS	Standard M/H per F/H	Hours Flown	Direct Manhours		% Effective Standard \pm Actual
			Standard	Actual	
Tac Sqdns	16.6	4083	67,778	58,166	116.5
Per Maint Sqdn	3.6	4083	14,698	11,490	127.9
Field Maint Sqdn	7.3	4083	29,806	18,127	164.4
Arm - Elect Sqdn	7.9	4083	32,226	22,571	142.7
TOTAL	35.4	4083	144,538	110,354	130.9

KC-97

Air Refl Sqdn	13.7	2123	29,085	24,518	118.6
Per Maint Sqdn	3.5	2123	7,430	9,636	77.1
Field Maint Sqdn	8.8	2123	18,682	10,588	176.4
Arm-Elect Sqdn	1.7	2123	3,609	2,663	114.3
TOTAL	27.7	2123	58,807	47,425	141.9
Undistributed	.06	6206	3,723	8,556	43.5

b. Direct Manhours

B-47

UNITS	July	September	October	Three Mon.
Tac Sqdn	19,557.8	18,059.1	20,549.1	58,165.0
Per Maint Sqdn	5,730.0	5,665.2	95.0	11,490.1
Field Maint Sqdn	5,928.8	7,355.8	4,841.5	18,127.0
Arm&Elect Sqdn	7,354.6	7,107.3	8,108.6	22,571.0
TOTAL	38,571	33,893	33,594	110,354

KC-97

Air Refl Sqdn	8,666.0	8,322.8	7,528.6	24,518.0
Per Maint Sqdn	2,397.5	3,215.9	4,022.0	9,636.0
Field Maint Sqdn	3,469.4	3,061.1	4,057.5	10,588.0
Arm&Elect Sqdn	778.6	1,056.8	847.3	2,663.0
TOTAL	15,312	15,657	16,455	47,425

PART C - Computation of Scores (Cont'd)

B. Materiel

2. c. Total Direct Manhours

Type Acft.	(1) Max Points	(2) % of Points	(1) X (2) ÷ 100 Point Score
B-47	70	100	70.0
KC-97	20	100	20.0
Undistributed	10	43.5	4.3

Total Points Earned

94.3

Percent of Total Score

94.3

d. Productive Indirect Time

Groups	Standard	Actual	(1) ÷ (2)
1	127,300	158,624	80.25
2	13,374	39,894	108.7
	<u>Actual</u>	<u>Standard</u>	
3	37,555	55,750	67.4
TOTAL	<u>203,229</u>	<u>254,268</u>	<u>81.9%</u>

	July	Sep	Oct	Total
1	47,035	62,416	49,173	158,624
2	13,770	14,020	12,104	39,894
3	10,620	11,546	15,389	37,555

e. Non-Productive Indirect Codes

	July	Sep	Oct	Total
	<u>20,252</u>	<u>15,676</u>	<u>17,457</u>	<u>53,385</u>
	<u>Standard</u>	<u>Actual</u>	<u>% Effective</u>	
	35,319	53,385	10.0	

f. Indirect Time Effectiveness

	Points	% Effective	Point Score
Productive	60	81.9	49
Non-Productive	40	10.0	4
Total Points Earned			43

PART C - Computation of Scores (Cont'd)

B. 2. g. Maintenance Management Statement

	<u>Max Points</u>	<u>% Effective</u>	<u>Point Score</u>
Direct Labor	100	94.3	94.3
Indirect	<u>100</u>	<u>81.9</u>	<u>81.9</u>
TOTALS	200		176.2
% of Total Score		88%	

C. General Items1. Cost Per Flying Hour

See the attachment A to Incl # 1

2. Flying Safety (Item Weight - 50) (4 Months)

<u>No. Accidents</u>	<u>Hours Flown</u>	<u>Accident Rate</u>	<u>% of Max Score</u>
0	8261	0	100

3. USCM Effectiveness

Not Required

4. Ground Safety

Accident Cost Index: 9.15 % of Score 75.0

	<u>Accident Costs</u>	<u>Mean Strength</u>	<u>Accident Cost Index</u>
July	\$ 402.00	2115	.19
August	859.00	2096	.98
September	75,313.00	2096	3.60
October	<u>176.00</u>	<u>2079</u>	<u>.08</u>
TOTAL	\$76,750.00	8366	9.15
Ground Safety Index:	4.32		

	<u>July</u>	<u>August</u>	<u>September</u>	<u>October</u>	<u>Total</u>
Military Injuries	2	4	4	1	11
Military Exposure	64,573	63,984	61,920	64,426	254,527
Civilian Injuries	0	0	0	0	0
Civilian Exposure	5,376	5,888	5,376	5,444	22,184
Vehicle Accidents	0	0	0	0	0
Miles Driven	13,487	10,430	12,351	16,068	52,386

Ground Safety Index 4.32

Inclure # 1 (Page 6 of 10 Pages)

D. Operations

1. Training Minimums

	Max Points	Crt Req	Sep	Oct	% of Score
a. Bombardment					
USCM	30	35	20	0	57.0
Bmb Stream Mission	80	105	15	38	50.5
Air Weapons	20	35	14	20	97.1
Flying Time(Hrs)	20	300	57	161	72.7
TOTAL	150				60.9%
b. Tanker					
USCM	10	18	0	0	0
EMP Ldgn& Unldgn	15	18	1	36	100.0%
Preop of Max Load	5	108	27	41	63.0%
Emerg Prodr Drill	10	54	1	36	68.5%
Flying Time	10	NA	NA	NA	NA
TOTAL	50(40)				62.5%

2. Flying Hour Utilization

a. Training Produced per Flying Hour

	B-47s	KC-97s	TOTAL
Total T-12 Flying Hours	1476	784	2260
Effective Flying Hours	1001	756	1757
% Effective Flying Hour	67.8	96.4	77.7
% of Score			77.7

b. Cost of Training Produced

	B-47	KC-97
Total Mission Sqdns	\$ 453,123	\$ 241,314
<u>Direct Costs</u>		
A & E	55,378(90%)	8,573(13%)
F M	49,586(60%)	33,540(40%)
P M	6,400(42%)	8,805(26%)
Total	111,544	50,918
<u>Indirect Costs</u>		
A & E	6,694(91%)	639(9%)
F M	14,873(60%)	9,797(40%)
P M	2,610(48%)	2,776(52%)
TOTAL INDIRECT	24,177	13,212
TOTAL DIRECT	111,544	50,918
TOTAL MISSN SQDNS	453,123	241,314
SUB TOTAL	588,844(66%)	305,444(34%)

D. Operations(Cont'd)

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2. Flying Hour Utilization (Cont'd)

b. Cost of Training Produced.

	<u>B-47</u>	<u>KC-97</u>
Wg Hq&Hq Soc & TDY Distr.	58,407	30,088
GRAND TOTAL	\$647,251	\$335,532
Flying Hour Equiv	1001	756
Cost per Hour	647	444
Total T-12 Flying Hours	1476	784
Standard Cost Per Hour	519	350
Percent of Points Earned	51.9	46.3

TOTAL POINTS EARNED 25.2 ÷ 50 equals 50.4

3. Wing Proficiency:

a. RBS Radar Bombing

Crews Participating	39
Gross Score	32,110
Reliability Factor	62.3%

b. RBS Visual Bombing

Crews Participating	3
Gross Score	300
Reliability Factor	100.0%

c. Nite Celestial Navigation

No. of Legs Performed(B-47)	70
No. Under 32NM (B-47)	70
No. Legs Performed(KC-97)	2
No. Under 20 NM(KC-97)	2
Total No. Legs Performed	72
Total Acceptable	72
% Acceptable	100
% of Score	100

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D. Operations (Cont'd)

--SECRET--

3. d. Flight Engineering

No. of Missions Performed (B-47)	58
No With PI 98 or Better(B-47)	48
No. Of Missions Performed(KC-97)	4
No. With PI 90 or Better(KC-97)	4
Total Number of Mission Performed	62
Total Acceptable	52
% Acceptable	84.0
% of Score	84.0

e. Gunnery

No. of Missions Performed	20
No. with 78% Fireout or Better	15
% Acceptable	75
% of Score	75

f. Air Refueling - Wet Hookups

No. of Contacts Performed(B-47)	9
No. Acceptable(B-47)	9
No. of Contacts Performed (KC-97)	43
No. Acceptable(KC-97)	43
Total Contacts Performed	52
Total Acceptable	52
% Acceptable	100
% of Score	100

g. Air Refueling-Radar Rendezvous

No. of Rduv Performed(B-47)	58
No. Acceptable(B-47)	58
No. of Rduv Performed(KC-97)	58
No. Acceptable(KC-97)	58
Total Rendezvous Performed	116
Total Acceptable	116
% Acceptable	100
% of Score	100

4. Probation Status - S/L Crews

To be scored by Headquarters S.C., Reference Paragraph 5, Sac
Reg 170-4, 18 Apr 55.

Inclosure # 1 (Page 9 of 10 Pages)

--SECRET--

D. Operations(Cont'd)

5. EMP Mission Examinations

NOT RATED

6. Combat Ready Crews

a. Bombardment

Number of Combat Ready Crews Auth	45
Number Assigned	41
% of Score	60

b. Tankers

Number of Combat Ready Crews Auth	20
Number Assigned	20
% of Score	100

7. Physical Conditioning

a. Preceding Training Phase(Max Score 10) (Points Earned 1)

Number of Combat Crew Members Assigned	391
Number Meeting Combative Measures Rqmt	139
% Meeting Requirements	35.6
% of Score	10

b. Current Training Phase(Max Score 10)(Points Earned 1)

Number of Combat Crew Members Assigned	303
Number Meeting Combative Measures Rqmt	44
% Meeting Requirements	11.5
% of Score	10

Monthly Management Control System Scores Report, July - October Data.

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

c. GENERAL ITEMS: 1. Cost Per Flying Hour:

	PERSONNEL		SUPPLY		CONTRACTUAL SER & OTHER	
	D-47 (%)	KC-97 (%)	D-47 (%)	KC-97 (%)	D-47 (%)	KC-97 (%)
<u>DIRECT TAC SQ COSTS</u>	\$ 783,685	\$451,071	\$ 964,457	\$417,263	\$ 254	\$ 238
<u>DIRECT MAINT SQ COSTS</u>						
A&E Maint Sq	203,323(89)	24,352(11)	89,962(91)	8,601(9)	0	0
Field Maint Sq	210,647(71)	85,579(29)	55,702(54)	47,419(46)	55(100)	0
Per Maint Sq	46,431(69)	21,137(31)	24,930(75)	8,313(25)	0	0
Total Direct Maint.	460,401	131,068	170,594	64,333	55	0
<u>INDIR MAINT SQ COSTS</u>						
A&E Maint Sq	35,059	3,048	282	42	193(75)	64(25)
Field Maint Sq	24,647	12,886	8,333	7,389	2,759(75)	920(25)
Perio Maint Sq	6,598	4,403	81	40	29(75)	10(25)
Total Indir Maint	66,304	20,337	8,696	7,471	2,961	994
<u>TDY COSTS</u>						
<u>SUB TOTAL</u>	\$1,310,390(68)	\$602,476(32)	\$1,163,747(70)	\$489,067(30)	\$64,273(80)	\$16,513(20)
<u>WING HEADQUARTERS COST</u>	195,514	92,006	3,071	1,316	25	6
<u>TOTAL COSTS</u>	1,505,904	694,482	1,166,818	490,383	64,298	16,519
<u>TOTAL TAC FLYING HOURS</u>	5,411	2,850	5,411	2,850	5,411	2,850
<u>COST PER FLYING HOUR</u>	278	244	216	172	12	6
<u>PERFORMANCE INDEX(STD & ACT)</u>	79%	89%	125%	80%	117%	183%
<u>% OF MAX SCORE EARNED</u>	60%	80%	100%	80%	100%	100%
<u>SEP CATEGORY PIS EARNED</u>	21.0	12.0	55.0	16.0	15.0	10.0

Overall Percentage Score Earned: POINTS 129, divided by MAXIMUM SCORE, 150, equals PERCENT SCORE, 86.0

ATTACHMENT A. to Inclosure # 1

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SQUADRON COMMANDER'S REMARKS
22D AIR REFUELING SQUADRON - PART III

1 Oct - 31 Oct 55

1. (Confidential) Hours flown performing missions ordered by higher headquarters:

a. Operation "Seahorse" -----	9:20
b. Operation "Posthole" -----	436:50
c. Operation "Hookup" -----	72:35
d. Ferry flights -----	26:15
e. Support of 55th Recon, Forbes AFB, Kan. -----	<u>8:10</u>
TOTAL	553:10

2. (Unclassified) Weather or Local Conditions.

a. Not applicable.

3. (Unclassified) Restricted Directives.

a. None.

4. (Unclassified) Combat Crew member gains and losses.

a. Crew members gained:

- (1) Two pilots
- (2) One navigator
- (3) One flight engineer
- (4) One radio operator
- (5) Three assistant boom operators.

b. Crew members lost:

- (1) One Aircraft Commander, PCS Loring AFB, Me.
- (2) Two pilots.
 - (a) One discharged.
 - (b) One downgraded.
- (3) One navigator, PCS, Mather, AFB, Calif.

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SQUADRON COMMANDER'S REMARKS
220 AIR REFUELING SQUADRON - PART III (Cont'd)

- (4) Two flight engineers, PCS, Forbes, AFB, Kan.
- (5) One radio operator. AWOL.
- (6) One boom operator, discharged.
- (7) Two ABO, discharged.
- 5. (Unclassified) Crew member changes:
 - a. One Aircraft Commander.
 - b. Seven pilots.
 - c. Four navigators.
 - d. Three flight engineers.
 - e. One radio operator.
 - f. Four assistant boom operators.
- 6. (Unclassified) New crews:
 - a. None.
- 7. (Unclassified) Crew Status Changed:
 - a. T-20 disbanded, 8 Oct 55, no replacement aircraft commander.
- 8. (Unclassified) Standardization crews:
 - a. T-21 and T-29.
- 9. (Unclassified) Additional material and personnel problems.
 - a. None.
- 10. (Unclassified) SAC Minimum Training Requirements not accomplished.
 - a. Not applicable.
- 11. (Confidential) Noncombat ready crews capable of deploying.
 - a. None.
- 12. (Unclassified) Noncombat ready crew training.
 - a. No "M" crews reported.
- 13. (Confidential) Comments or Recommendations of the Squadron Commander:

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SQUADRON COMMANDER'S REMARKS
20 AIR REFUELING SQUADRON - PART III (Cont'd)

a. The majority of the Squadron's flying time was expended this month in maximum effort type missions and higher headquarters directed sorties. These missions have served to develop even further the experience level of crews.

b. The Squadron has received four (4) new future boom operators which will help to alleviate the expected losses of fifteen (15) boom operators by 1 January 1956.

c. The assignment of three (3) new pilots will allow this unit to maintain 20 combat ready crews. Maximum flying time will be utilized by the Squadron towards checkout of new pilots in the coming months. This Squadron expects to equal or exceed 50-8 minimums for the quarter ending 30 November 1955. Based on projected sorties and predicated on approval of USCM flown in support of 320th Bomb Wing in October 1955.

Concur

Raymond E Hamlyn
RAYMOND E HAMLYN
Lt. Col, USAF
Commander

WING COMMANDER'S REMARKS - PART IV
22ND BOMB WING

Concur.

W. G. Hamlyn
W. G. HAMLYN
Colonel, USAF
Commander

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GROUND TRNG. UTILIZATION OCTOBER 1955

	<u>SCHED. AVAIL. TIME</u>	<u>UTILIZED TIME</u>	<u>%</u>
LINK TRAINER			
WING STAFF	00:00	00:00	-
2 BOMB SQ	50:00	34:00	68
19 BOMB SQ	56:00	48:00	86
33 BOMB SQ	60:00	28:00	56
22 AIR RFLG SQ	44:00	28:00	64
T-2 & T-3 TRAINERS			
WING STAFF (EWP)	00:00	00:00	00
2 BOMB SQ	17:30	22:00	125
19 BOMB SQ	18:30	28:00	153
33 BOMB SQ	19:30	24:00	124
T-1A GUNNERY			
2 BOMB SQ	20:00	11:00	55
19 BOMB SQ	20:00	09:00	45
33 BOMB SQ	20:00	10:00	50
LORAN TRAINER			
22 AIR RFLG SQ	00:00	00:00	-
KC-97 SIMULATOR			
WING STAFF	00:00	00:00	-
22 AIR RFLG SQ	33:00	35:00	100
B-47 SIMULATOR			
WING STAFF & S. B.	39:00	33:00	85
2 BOMB SQ	27:00	18:00	67
19 BOMB SQ	15:00	09:00	60
33 BOMB SQ	15:00	09:00	60
<u>SPACES FILLED</u>			
<u>SURVIVAL EXERCISE</u>			
2 BOMB SQ	2	23	
19 BOMB SQ	0	32	
33 BOMB SQ	1	30	
22 AIR RFLG SQ	2	90	
<u>SEA SURVIVAL</u>			
2 BOMB SQ	0	60	
19 BOMB SQ	0	75	
33 BOMB SQ	0	52	
22 AIR RFLG SQ	0	85	
<u>SAC SURVIVAL</u>			
2 BOMB SQ	2	62	
19 BOMB SQ	0	75	
33 BOMB SQ	1	84	
22 AIR RFLG SQ	2	53	
<u>ALTITUDE INDOCTRINATION</u>			
2 BOMB SQ	10	100	
19 BOMB SQ	0	95	
33 BOMB SQ	3	99	
22 AIR RFLG SQ	10	94	

20377

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

22DMST

21 September 1955

MAINTENANCE INSTRUCTION LETTER)
NUMBER- - - - -1-A)

DD FORM 781-4 ENTRIES

(This MIL replaces MIL #1-A, dated 1 June 1954)

1. PURPOSE: To establish the proper procedure for completing entries in the -4 of the 781 Series Forms.
2. SCOPE: This directive is applicable to all Maintenance Personnel responsible for entries in the DD Form 781-4.
3. RESPONSIBILITY: Commanders of the Air Refueling Squadron and the Tactical Squadrons are responsible for insuring compliance with this directive.
4. GENERAL: In compliance with T.O. 00-20A-1 Section VII, T.O. 1B-47A-6 Section IV and V, T.O. 1C-97 (K) E (C) -6 Section IV and V, the following items under procedure will be entered in Calendar Inspection Schedule Blocks of the 781-4.
5. PROCEDURE: a. B-47 aircraft listed items.

<u>ITEM</u>	<u>FREQUENCY</u>
(1) Periodic Inspection, Calendar	60 Days, Non-flying
(2) Post Flight Inspection, Calendar	15 Days, Non-flying
(3) Weighing of Aircraft	12 Months
(4) Safety Belt Weight Test	12 Months
(5) Shoulder Harness Weight Test	12 Months
(6) Battery Capacity Test	4 Months
(7) Battery Inspection	7 Days
(8) Oil Tank Sumps	7 Days
(9) External Wing Tank Parachute Repack	60 Days
(10) External Wing Tank Parachute Inspection	10 Days
(11) Camera Lens and Lens Cones for Evidence of Fungus and Water	3 Days
(12) First Aid Kits	6 Months
(13) 263 Inventory Check Listed as Special "CL" and "NL".	6 Months

<u>ITEM</u>	<u>FREQUENCY</u>
(14) Portable A-20 Fire Extinguisher Functional Test	24 Months
(15) Stand-By Compass Swing	300 Hr. or 6 Months
(16) M-1 Compass Swing	300 Hr. or 6 Months
(17) Gyrocomp Compass Swing (K System)	300 Hr. or 6 Months
(18) Chaff Stripper Unit for Cleanliness and Corrosion, Drive Motor Brushes for Wear	6 Months
(19) Cable Connector Plugs Internally for Cracks, Corrosion, Loose Connections and Loose or Damaged Connector Pins on Electrical, Instruments, Radio and Radar, and Armament Systems.	12 Months
(20) Special Inspection of Engines, Ref. T.O. 1B-17A-6, Section V, Page 99.	Every 20 Water Inj. Take-offs or 300 Hr. of Engine Operating Time, Whichever comes First.

b. KC-97 aircraft listed items.

<u>ITEM</u>	<u>FREQUENCY</u>
(1) Periodic Inspection Calendar	60 Days, Non-flying
(2) Post Flight Inspection Calendar	15 Days, Non-flying
(3) Weighing of Aircraft	12 Months
(4) R. H. Aileron (Mullens Test)	18 Months
(5) L. H. Aileron (Mullens Test)	18 Months
(6) Rudder (Mullens Test)	18 Months
(7) R. H. Elevator (Mullens Test)	18 Months
(8) L. H. Elevator (Mullens Test)	18 Months
(9) Fixed Fire Extinguishers for Weight Test	6 Months
(10) Fire Extinguisher Discharge Tubing Inspection	6 Months
(11) Portable CO2 Fire Extinguisher Weight Test	6 Months
(12) Battery Capacity Check	4 Months
(13) Battery Inspection	7 Days
(14) Compass Swing (B-16)	6 Months or 300 Hours

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 1-A)

21 September 1955

<u>ITEM</u>	<u>FREQUENCY</u>
(15) Compass Swing (Gyro Fluxgate N-1)	6 Months or 300 Hours
(16) Safety Belt Test	12 Months
(17) Shoulder Harness Test	12 Months
(18) Oil Tank Sumps for Water	7 Days
(19) Explosive Type Caps (Radar APX6)	2 Years from Manufacture
(20) Pyrotechnics	12 Months
(21) First Aid Kits	6 Months

BY ORDER OF THE COMMANDER

Ray E. Boyer
RAY E. BOYER
Major, USAF
Chief of Maintenance

HEADQUARTERS 221 BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

21 September 1955

MAINTENANCE INSTRUCTION LETTER)
NUMBER - 1 - - - - - 3)

USE OF SAC FORM 320
(Aircraft Refueling and Defueling Check list)

1. PURPOSE: To establish safe procedures for the refueling, defueling and transfer of fuel between tanks in the aircraft.
2. SCOPE: This directive is applicable to all Refueling Officers and Crew Chiefs of the Tactical Squadrons, who participate in the refueling, defueling or transfer of fuel between tanks in the aircraft.
3. RESPONSIBILITY: It will be the responsibility of Tactical Commanders to insure strict compliance with this directive.
4. GENERAL: In order to insure safe refueling, defueling and transfer procedures of fuel in the aircraft and to insure that the desired fuel load is actually in each tank of the aircraft, the following procedures will be complied with.
 5. PROCEDURE:
 - a. Refueling Officers will utilize the SAC Form 320 and it's Attachment #1 for all aircraft refueling and defueling, whether accomplished by truck or on the Refueling Pits.
 - b. The Attachment #1 of SAC Form 320, will be accurately filled out during refueling and rechecked for accuracy at the completion of the refueling operation.
 - c. The total number of pounds of fuel in each tank will be entered in the DD Form 781-2, in Block 26, by the crew chief or aircraft refueling NCO, upon completion of refueling. The total pounds of fuel for each tank will be taken from the SAC Form 320 Attachment #1.
 - d. Upon completion of refueling, the SAC Form 320 will be turned in to the Engineering Office where they may be destroyed after seven (7) days. The Attachment #1, after completion will be placed in the DD Form 781, where it will remain until the aircraft flies, at that time the crew chief will give the form to the Aircraft Commander for his information and initialing. After initialing the form will be returned to the crew chief, who will deliver it to the Engineering Office for filing. The Attachment #1 may be destroyed after a period of seven (7) days.
 - e. Anytime fuel is to be transferred from one tank to another on the line, the crew chief will utilize the SAC Form 320 and comply with all safety precautions applicable prior to transferring fuel.
- (1) After the transferring of fuel is completed the tanks involved will be "Dip Sticked" and corrected figures for each tank will be entered in the DD Form 781-2 in Block 26.

(2) A notation will be made on the Attachment #1 under "Remarks" of the tanks involved and the corrected number of pounds of fuel in each tank.

(3) In the event the DD Form 781-2 is to be turned in to the Engineering Office, the number of pounds of fuel in each tank will be carried forward to the new dash 2, Block 26, with the original servicing dates.

f. A supply of SAC Form 320 and Attachment #1 are available at the Refueling Kits for the Refueling Officers.

(1) Forms to be used for transfer of fuel between tanks by the crew chief on the line will be available in the Squadron Engineering Office and are to be procured by the Engineering Officer from Base Reproduction.

BY ORDER OF THE COMMANDER

Ray E. Boyer
RAY E. BOYER
Major, USAF
Chief of Maintenance

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

22DMST

4 October 1955

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 10)

PROCEDURES FOR MAINTAINING THE WATER INJECTION
(ADI) SYSTEM ON B-47 AIRCRAFT

1. PURPOSE: To establish proper procedures for the maintaining of the water injection (ADI) system.
2. SCOPE: This directive is applicable to all maintenance personnel operating or maintaining the water injection (ADI) system on the B-47 aircraft.
3. RESPONSIBILITY: Commanders of the Tactical B-47 Squadrons, Periodic Maintenance and the Field Maintenance Squadron are responsible for compliance with the provisions of this directive.
4. GENERAL: The water injection system on B-47 aircraft will not be utilized for every flight but will be utilized on an "AS REQUIRED" basis. In other words, during the winter months when runway temperatures are low and take off distances are relatively short a "WET" take-off will seldom be required. However during the summer months when runway temperatures are high "WET" take-offs will become more or less routine in an effort to shorten the take-off roll and provide a performance augmentation during the critical take-off and acceleration period of flight.
5. PROCEDURES: a. Servicing.
 - (1) All water/alcohol servicing will be accomplished in accordance with instructions contained in Par 3-20, Sec III, of T.O. 1B-47-2. Care must be exercised in determining that solid fluid and not foam is present at the vents indicating a fully serviced tank.
 - (2) Water/alcohol tanks will be serviced as soon as practicable prior to flight. If the mixture remains in the aircraft for a period of time (over 12 hours) prior to flight, tanks will be checked as they may require topping, due to the normal leakage of the water injection tab actuators.
 - (3) Aircraft will not be serviced with water/alcohol mixture when the outside temperature is below a plus 20 degrees Fahrenheit.
 - (4) Water/alcohol mixture left in an aircraft for more than seven (7) days will be drained and re-serviced before the next flight.
 - (5) Water/alcohol tanks will not be serviced prior to flight unless the water injection system is completely operational and a water/alcohol take-off is planned.

b. DD Form 781 Entries:

(1) Block #21 of the DD Form 781-2 will be entitled "Water/alcohol Service".

(a) This block will reflect the latest status; servicing and date serviced, ie. "Oper-600 gal, 16 Sep" or "Inop-tanks empty".

(2) Block #14 (Engine After Burner Time) will be lined out and the block will be entitled "Water/alcohol Take-offs. A record of all water/alcohol take-offs and water tabbings will be recorded in this block for every engine. A running account will be recorded in the same manner as hot starts are recorded in Block #15.

(3) In those cases where maintenance on the water injection system is to be performed (system inoperative) a notation will be entered in Block #26 and a symbol (red diagonal) will be entered in Block #25. When corrective action is accomplished the entry will be cleared in accordance with T.O. 00-20A-1.

(4) Entries in the DD Form 781-4 will be made in the Calendar Inspection column substantially as follows:

Inspection Item	Frequency	Next Due
Spec Insp of Engines, Ref -6 T.O. Sec V	300 hr	*
Engine #1	20 Take-offs	20 Take-offs
Engine #2	300 hr	*
	20 Take-offs	20 Take-offs
etc	etc	etc

* The time will be that accumulated on the engine at it's first wet tabbing plus 300 hours.

c. Water/alcohol Draining:

(1) Water/alcohol system will be drained by the POL's ADI defueling truck whenever possible. This will be accomplished by inserting the defueling hose in the filler well. The remaining liquid that can not be defueled by this method will be drained as outlined in T.O. 1B-47B-2, Section IV, para 4-639A. Water/alcohol will in all cases, be caught in suitable containers and turned in to the March AFB POL facility. Under no circumstances will water/alcohol fluid be allowed to drain on the ramp. This mixture is highly inflammable and burns readily in spite of its high water content.

(2) In the event the water/alcohol system should leak to the extent that it cannot be controlled, the Fire Chief will be contacted as to the location of the isolated area, and the aircraft will be towed to that location.

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 10)

4 October 1955

(3) Defueling and Refueling of the water/alcohol system using POL facilities will be accomplished in the same manner as presently used in the defueling and refueling JP-4 fuel by truck.

BY ORDER OF THE COMMANDER

Ray E. Boyer
RAY E. BOYER
Major, USAF
Chief of Maintenance

HEADQUARTERS
22D BOMBARDMENT WING (M)
March Air Force Base, California

22DMST

3 September 1955

MAINTENANCE INSTRUCTION LETTER)
NUMBER - - - - - 45)

ABNORMAL AIRCRAFT ENGINE CONDITION

(This MIL rescinds MIL #45 (Engine Fires) dated 8 Oct 53)

1. PURPOSE: To establish a system for reporting and investigating abnormal engine conditions (fire, explosion, sudden stoppage, oil starvation etc.)

2. SCOPE: The provisions of this directive are applicable to all personnel in the 22d Bombardment Wing engaged in the operation of aircraft engines.

3. RESPONSIBILITY: Commanders are responsible for compliance with the provisions of this directive.

4. GENERAL: a. Inclosure #1 (Abnormal Engine Condition Questionnaire) of this Directive will be used by the flight and ground crew personnel when an abnormal condition is experienced.

b. A supply of the Abnormal Engine Condition Questionnaires) will be delivered to each of the Engineering Officers by the Maintenance Standardization Team. Engineering Officers will be responsible for furnishing the Operation Officers and the Crew Chiefs with this questionnaire. Pilots will carry several copies with their flight equipment.

5. PROCEDURES: a. When the flight crew experiences an abnormal engine condition, the aircraft commander will be responsible for filling out the Abnormal Engine Condition Questionnaire in accordance with Operations Bulletin Z-4 and turning it into the Engineering Office or to the debriefing team.

b. When ground personnel experience an abnormal engine condition, the person operating the engine (s) will be responsible for filling out the form and turning it into the Engineering Office.

c. In either event, the aircraft will be placed on a red cross by the ground crew, and

(1) during normal duty hours, the Maintenance Control Unit will be notified immediately. Maintenance Control will, in turn, notify the Maintenance Standardization Team who will make the necessary investigation as to the cause of the incident. After normal duty hours, Maintenance Control will notify the

MAINTENANCE INSTRUCTION LETTER)
NUMBER ----- 45)

Maintenance Standardization Team at the beginning of the next working day. Should Maintenance Control be closed, it will be the effected squadron's responsibility to notify them by 0800 hours on the next working day.

- (2) The aircraft will remain on a red cross until needed repairs are made. The aircraft will then be inspected and released for flight by Quality Control Inspectors.

d. Final Report: The Maintenance Standardization Team will collect the questionnaire from the Engineering Office and will consolidate all information found during the investigation and submit the final report to the Chief of Maintenance.

BY ORDER OF THE COMMANDER:

1 Incl
Questionnaire
(As stated)

Edward F. Gallup, Jr.
EDWARD F. GALLUP, JR.
Lt Col, USAF
Chief of Maintenance

ABNORMAL ENGINE CONDITION QUESTIONNAIRE

A/C No. _____ Organization _____ Date _____

Engine Ser No. _____ Engine Position _____ Engine Type _____

Abnormal condition experienced. In flight _____ On ground _____

Engine instruments indication noted prior to and during abnormal condition;

	<u>Prior</u>	<u>During</u>		<u>Prior</u>	<u>During</u>
Fuel Press	_____	_____	EGT	_____	_____
Oil Press	_____	_____	RPM or RPM	_____	_____
Oil Temp	_____	_____	Hyd Press	_____	_____
Carb Air Temp	_____	_____	Torque Press	_____	_____
Cyl Head	_____	_____	Manifold Press	_____	_____
Load Meter	_____	_____	Voltage	_____	_____

How long after engine start was there an indication of an abnormal engine condition? _____ Was the engine shut down? _____

How long did the engine operate with the abnormal condition existing? _____

How was abnormal engine condition detected and by whom? _____

REMARKS AND RECOMMENDATIONS: _____

NAME _____

RANK _____ DUTY _____

INCL #1

HEADQUARTERS 22D BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

22DMST

20 September 1955

MAINTENANCE TECHNICAL INSTRUCTION)
NUMBER -----D-5)

WATER INJECTION TABBING PROCEDURES

1. PURPOSE: To provide a complete functional test of the 650 PPM water injection system and outline the adjustment of the exhaust nozzle for proper exhaust gas temperature (EGT).
2. SCOPE: The provisions of this directive are applicable to the three Tactical Bomb Squadrons and Engine Build-up Branch of the 22d Field Maintenance Squadron.
3. RESPONSIBILITY: Commanders of the Tactical Squadrons and the Commander of the 22d Field Maintenance Squadron are responsible for compliance with the provisions of this directive.
4. GENERAL: To alleviate the possibility of damage to the engines, such as compressor stalls, excessive EGT, fire, etc., and to standardize the wet tabbing procedure within the 22d Bomb Wing the following procedures are established.
5. PROCEDURE:
 - a. Prior to Dry and Wet Tabbings
 - (1) Adequately check all main landing gear wheels.
 - (2) Ascertain that the EGT system has been calibrated.
 - (3) Ascertain that Tab Plate #6-52291-1 is installed.
 - (4) Reduce wet tab plate to minimum surface area (4.5").
 - (5) Service water/alcohol tanks with 300 gallons each.
 - (6) Remove side cowling to check system for leakage.
 - (7) Maintain a fire guard with fire extinguisher at all times.
 - b. Dry Tabbings
 - (1) Start all engines on one side of aircraft.
 - (2) Check acceleration and adjust if necessary (See Incl #1).
 - (3) While two engines idle, advance one (1) engine to 98% for 5 minutes, then to 100% for 3 minutes to allow EGT to stabilize.
 - (4) If necessary adjust to; RPM-100% plus or minus 1%.
EGT-680 degrees C plus or minus 5 degrees. (For EGT chart see Incl #2).

MAINTENANCE TECHNICAL INSTRUCTION)
NUMBER - - - - -D-5)

c. Wet Tabbing

- (1) If RPM and EGT is within limits, place Arm Switch to "ON" position; all indicator lights should come "ON", if not, shut down and investigate cause.
- (2) Place Control Switch to "Start" position and hold until indicator light for the engine operating at 100% goes "OUT", then release switch.

NOTE: Two (2) mechanics should be on the ground, one on each side of engines to check for high pressure system leaks, possible fire and water tab actuation. The mechanic in the cockpit must be alert at this point for possible engine stall. If engine tends to stall, immediately retard the throttle.

- (3) Approximately ten (10) seconds after indicator light goes "OUT" note and record EGT and RPM.

NOTE: EGT - 645 degrees C to 660 degrees C, RPM 99% to 101%. If EGT is below minimum of 645° C, increase size of wet tab plate. If EGT is above the maximum of 660°C, remove a fixed (Dry) tab.

- (4) After necessary adjustments are made, run all three (3) engines on one side at 100% for three (3) minutes.
- (5) Place Arm Switch to "ON" position and Control switch to "START" position. Release "START" switch when indicator lights go out. Recheck operating engine EGT for being within limits specified above. Continue to run all three (3) engines 100% until all three (3) indicator lights come "ON". This indicates that the water/alcohol supply is depleted.
- (6) Repeat the procedure for the three (3) engines on the opposite side of the aircraft.
- (7) After all six (6) engines have been tested, place the control switch to "Stop and Drain" position. This will drain residual mixture.
- (8) Inspect the first three stages of each compressor for possible blade damage.

BY ORDER OF THE COMMANDER

Ray E. Boyer
RAY E. BOYER
Major, USAF
Chief of Maintenance

STANDARD ACCELERATION TIME

Ambient Air Temperature		Standard Acceleration Time			
°F	°C	Bleed ON		Bleed OFF	
		Max	Min	Max	Min
32	0	14.8	13.1	12.1	10.2
34	1	15.1	13.3	12.2	10.3
36	2	15.4	13.5	12.4	10.5
38	3	15.7	13.8	12.6	10.6
40	4	16.1	14.0	12.7	10.7
42	5	16.4	14.3	12.9	10.9
44	7	16.8	14.5	13.1	11.0
46	8	17.2	14.8	13.2	11.2
48	9	17.6	15.1	13.4	11.3
50	10	18.0	15.3	13.6	11.5
52	11	18.4	15.6	13.8	11.6
54	12	18.8	15.9	14.0	11.8
56	13	19.2	16.2	14.2	12.0
58	14	19.6	16.5	14.4	12.1
60	16	20.1	16.8	14.6	12.3
62	17	20.6	17.1	14.8	12.5
64	18	21.0	17.4	15.0	12.7
68	20	22.0	18.0	15.5	13.1
70	21	22.5	18.3	15.7	13.3
72	22	23.1	18.6	16.0	13.5
74	23	23.6	19.0	16.2	13.7
76	24	24.1	19.3	16.5	14.0
78	26	24.6	19.6	16.8	14.2
80	27	25.2	20.0	17.0	14.5
82	28	25.7	20.3	17.3	14.7
84	29	27.3	20.6	17.6	15.0
86	30	26.8	21.0	17.9	15.3
88	31	27.4	21.4	18.2	15.5
90	32	27.9	21.7	18.5	15.8
92	33	28.5	22.1	18.8	16.1
94	34	29.0	22.4	19.1	16.4
96	36	29.6	22.8	19.4	16.7
98	37	30.2	23.2	19.8	17.0
100	38	30.7	23.6	20.1	17.3
102	39	31.2	23.9	20.4	17.6
104	40	31.7	24.3	20.8	17.9
106	41	32.4	24.6	21.1	18.3
108	42	32.9	25.0	21.5	18.6
110	43	33.3	25.4	21.8	19.0
112	44	33.8	25.8	22.2	19.4
114	46	34.4	26.2	22.6	19.7
116	47	34.9	26.5	23.0	20.1
118	48	35.3	26.9	23.4	20.5
120	49	35.8	27.2	23.8	20.9

Incl #1 MTI D-5 20 Sep 55

1. In this table do not interpolate temperature. Use nearest value.
2. Call Base Weather (phone 6100) to obtain ambient OAT.
3. Acceleration time is satisfactory and no adjustment is required if bleed "ON" and bleed "OFF" acceleration time is within limits.
4. To increase bleed "OFF" acceleration time, rotate trimmer valve or flow divider adjustment screw clockwise; to decrease, rotate counterclockwise.
5. To increase bleed "ON" acceleration time, rotate CDP bleed valve adjusting screw counterclockwise; to decrease, rotate clockwise. If not possible to increase bleed "ON" acceleration time to within specified limits with CDP bleed valve, rotate trimmer valve or flow divider adjustment screw clockwise. If this adjustment of trimmer valve or flow divider adjustment screw causes bleed "OFF" acceleration time to exceed limits, replace CDP bleed valve.
6. Engine shutdown is not required to rotate adjustment screw of trimmer valve or CDP bleed valve.

EGT TEMPERATURE CHART

Ambient OAT		EGT Temperature		Ambient OAT		EGT Temperature	
°F	°C	MIN	MAX	°F	°C	MIN	MAX
-15	-26	665°	690°	50	10	655°	680°
-10	-23	655°	680°	55	13	"	"
-5	-21	"	"	60	16	"	"
0	-18	"	"	65	18	"	"
5	-15	"	"	70	21	"	"
10	-12	"	"	75	24	"	"
15	-10	"	"	80	27	"	"
20	-7	"	"	85	29	"	"
25	-4	"	"	90	32	665°	690°
30	-1	"	"	95	35	"	"
35	2	"	"	100	38	"	"
40	4	"	"	105	41	"	"
45	7	"	"	110	44	"	"

Incl #2

DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	K-WG-22-111	Jun/54			22nd Bomb Wing	S	
178		Jul/54				S	
371		Aug/54				S	
597		Sep/54				S	
878		Oct/54				S	
1044		Nov-Dec54				S	
1231		Jan-Feb55				S	
1309		Mar-Apr55				S	
1401		May/55				S	
1498		Jun-Jul55				S	
1673		Jul-Aug55				C	
1801		Sep-Oct55				S	
1916					Index		